



**Santa Cruz County  
Regional Transportation Commission**

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**MINUTES**

**Excerpts Regarding Item 17: Draft Hwy 9/SLV Plan**

**Thursday, February 7, 2019**

**9:00 a.m.**

**City of Scotts Valley Council Chambers  
1 Civic Center Drive  
Scotts Valley, CA**

Meeting was called to order at 9:01 a.m.

RTC Members present:

Jacques Bertrand  
Ed Bottorff  
Sandy Brown  
Trina Coffman-Gomez  
Tony Gregorio (alt.)  
John Leopold  
Randy Johnson

Virginia Johnson (alt.)  
Bruce McPherson  
Patrick Mulhearn (alt.)  
Mike Rotkin  
Andy Schiffrin (alt.)  
Aileen Loe (ex-officio)

Staff present:

Guy Preston  
Luis Mendez  
Yessenia Parra  
Sarah Christensen

Rachel Moriconi  
Shannon Munz  
Fernanda Dias Pini  
Keith Rayburn-Garcia

**Item 17: 9:30 a.m. PUBLIC HEARING: Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan**

Rachel Moriconi, Senior Transportation Planner, presented the staff report on the Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan which provides a vision, guiding principles, and realistic strategies to improve mobility around the San Lorenzo Valley.

Public hearing opened at 9:55 a.m.

**Janneke Strause**, Bike Santa Cruz County, thanked the RTC for moving forward with this project and for its complete streets elements. Ms. Strause urged the RTC to prioritize bicycle and pedestrian facilities to the San Lorenzo Valley School campus and to prioritize bicycle and green lanes in town centers.

**Stacey Croft**, Ben Lomond resident, stated that the planned changes to lane widths and the placement of parking lanes in between bicycle lanes and sidewalks would not lead to bicycle and pedestrian safety improvements.

**Jim Helmer**, Ben Lomond resident, stated that speeding on Highway 9 is the main transportation-related safety issue in the San Lorenzo Valley and asked that the RTC work with state legislators and Caltrans to lower speed limits on Highway 9. Mr. Helmer also stated that the current plan does not address the need for drainage improvements, tree removals, and wider sidewalks.

**Brian Largay**, Felton resident, spoke on the precarious nature of Highway 9 due to its geographical constraints and the need to improve infrastructure to ensure safer routes to schools, crosswalks, active transportation alternatives, and to relieve traffic congestion and assist in greenhouse gas reductions. Mr. Largay urged for sustained RTC leadership to ensure that these projects are brought to fruition.

**Commissioner comments:** Appreciation for staff and project partners; that the San Lorenzo Valley (SLV) is an urban center and needs to have a bus service that is responsive to its demands; directed staff to work with state representatives to modify the California Vehicle Code to allow for prima facie 25 mph on state highways that go through urban centers and to incorporate it on the RTC's legislative programs; support for bicycle infrastructure improvements; the need to ensure that SLV emergency routes remain open; appreciation for Commissioner McPherson's office and staff for holding public meetings and for the extensive public involvement in this project; Measure D and Senate Bill 1 funding for safety improvements; glad to see a community driven plan coming to fruition; that it would be helpful to obtain a work program or project timeline to track project implementation; and on the efforts to obtain funding for planned projects.

Meeting adjourned at 11:03 a.m.

Respectfully submitted,  
Fernanda Dias Pini, Staff

**Meeting Attendees:**

Brianna Goodman	Felton resident
Brian Largay	Felton resident
Brian Peoples	Trail Now
Janneke Strause	Bike Santa Cruz County
Jim Helmer	Ben Lomond resident
Kirk Ance	Community Bridges
Rick Longinotti	Campaign for Sustainable Transportation
Stacey Croft	Ben Lomond resident
Taylor Bateman	City of Scotts Valley

## Letter from Ben Lomond Fire Protection District

January 30, 2019

Dear Santa Cruz Regional Transportation Commission

On behalf of the Ben Lomond Fire Protection District (BLFPD) Board of Directors, Fire Chief and firefighters, this letter contains our comments to the draft Highway 9/San Lorenzo Valley Complete Streets Plan issued on January 17, 2019. As indicated in the Plan's introduction, the purpose of the plan is to identify, evaluate and prioritize cost-effective transportation improvements building upon past planning efforts along the Highway 9 corridor and to address deficiencies where feasible. The BLFPD stresses the importance of developing projects with high performance scores ("A" and "B" ranking) that also rank high in "ease of implementation" in the evaluation chart in Chapter 4

The BLFPD and its 28 volunteer safety members are the first responders to emergency calls in Ben Lomond and surrounding areas. Not unlike other firefighting agencies, many of our calls are for vehicle incidents on Highway 9 and local streets. Many of these incidents involve speed as a primary factor and vehicles hitting fixed objects (like trees, signs and utility poles) thus, our main goal is to slow traffic, reduce crashes and improve pedestrian safety on Highway 9 in the Ben Lomond village and gateways and on connecting local roads. The BLFPD's proposed priority projects/concepts will have a focus on improving pedestrian safety (day and nighttime) on Highway 9 and on County-owned connector streets, such as Glen Arbor Road, Main Street, Filmore Avenue, Mill Street and Love Creek Road. These comments are consistent with goals identified in the Ben Lomond Town Plan adopted by the County Board of Supervisors.

Unlike Felton and Boulder Creek where 25MPH speed limits are posted, Ben Lomond and Brookdale are posted at 30MPH. Since Caltrans does not adhere to the 25MPH prima facie speed limit in business districts as do local agencies, our emphasis is on redesigning portions of Highway 9 through the village with "Complete Streets" features, such as curb extensions, pedestrian refuge islands, highly visible crosswalks, lighting and lane markings that will help to slow traffic and eventually allow for the lowering of the speed limit to 25MPH.

Ben Lomond, with an average traffic volume (ADT) of 15,200 vehicles per day in the village has the highest traffic volumes of any of the four villages. There are also sweeping curves, grade changes and wide traveled ways of 60' or greater. Glen Arbor Road has an ADT of 4,300 vehicles, is posted at 30MPH and serves as a primary feeder for pedestrians and vehicles into the village. It is also often used as an alternate route to Highway 9 during times of major construction projects, utility work, natural disasters, heavy congestion and other activities along the Highway between the N. and S. ends of Glen Arbor Road. Using the same numerical order of projects in the plan, below are our comments on projects 13-18. A representative of the Board plans to attend the RTC meeting on February 7, to address any questions or comments to our letter.

### **13. Bike/Ped Connections from Ben Lomond to Highland Park**

The draft plan suggests the best bicycle and pedestrian connection from Ben Lomond to Highlands Park by constructing a new multi-use pathway on the south side of Glen Arbor Road from Highway 9 to Madrone Avenue. Then leaving Glen Arbor Road and traversing on narrow (12' or less in most cases) residential roads such as Railroad, Riverside and Alder and then constructing a new pedestrian bridge over the San Lorenzo River at some undesignated point. The plan indicated there was community support for this option over a direct connection via Highway 9. Realistically, the proposed path would not be feasible requiring property takes, roadway widening, and environmental approvals for a bridge that would serve very few users. The BLFPD does not support this recommendation but supports the direct Highway 9 connection instead. Utilizing a cross-section similar to that in Figure 2.9, a traveled way of 32' would accommodate two-12' vehicle lanes and two 4' paved shoulders. Ideally, paved shoulders would be wider wear feasible. Even though this direct route would involve expensive drainage improvements, removal of some Douglas Fir trees in a constrained spot, likelihood of some retaining walls 3' to 5' high, and possible relocation of several wooden utility poles it would serve the entire San Lorenzo Valley and not impact quiet neighborhoods, with unimproved, narrow, unlit streets. Building bike/ped improvements on Highway 9 will benefit cyclists, pedestrians and motorists using Highway 9 not accessing Highland Park but other village centers, schools and cities, whereas the Glen Arbor pathway and bridge serves no benefit to those users. It will also widen the traveled way (within Caltrans' Right of Way) and reduce the risk of fixed object collisions. The BLFPD supports all the plan recommendations at the park entrance pertaining to the bus stops, crosswalk and turn lanes, including the addition of a Rectangular Rapid Flashing Beacon (RRFB) to bring greater attention to pedestrians attempting to cross Highway 9.

### **14. Ben Lomond Crosswalks and Transit Improvements**

The BLFPD supports four components in this project.

- Add a crosswalk on the South leg of the Mill Street/Highway 9 traffic signal providing protected crossings on all approaches. This would be a direct benefit to residents wishing to access the Ben Lomond Park and businesses on the South side of Mill Street and transit stops south on Highway 9 near Hillside Avenue.
- Addition of a new crosswalk at the intersection with Hillside Avenue transit stops, including concrete pads, benches and shelters. Bike/Ped improvements on Highway 9 near Hillside would fall under the scope of Project 13.
- Installation of a Ben Lomond village gateway crosswalk on the east side of Fillmore Avenue (adjacent to Mountain Feed) crossing Highway 9 to a bulb-out. The draft plan states this may not be feasible as it references Caltrans guidelines, however installation of this crosswalk is consistent with past practices in Boulder Creek and Felton where multiple, successive crosswalks exist. The bulb out shortens the pedestrian crossing and is a design feature which may help to slow traffic.
- As noted in the plan the Main Street crosswalk on Highway 9 needs squaring up. The BLFPD supports this, but believes another alternative should be included in the plan. One that may be more feasible and cost effective to build than bulb-outs and drainage improvements that conflict with bus stops and current turn movements would be a staggered crossing and "corral style" refuge island. The current intersection is off-set



resulting in a long diagonal crosswalk resulting in greater pedestrian exposure time on Highway 9. In a staggered configuration, the crosswalk would still be moved south slightly, and squared up on each side, but pedestrians must turn to face on-coming traffic in the refuge island before completing the crossing. Sized and positioned appropriately a cut-through “corral style” pedestrian island may be more cost effective, more easily constructed and not conflict with bus stops and left turn movements from Main Street to southbound Highway 9. It would also provide the badly needed refuge for pedestrians on this curved, wide section of Highway 9.

#### **15. Glen Arbor Road Pedestrian Improvements**

The BLFPD has supports a walking path on the N. side of Glen Arbor Road from Highway 9 to Pine Street. This asphalt or pervious paver stone pathway would serve as a direct connection to approximately 170 homes to the northeast side of Glen Arbor Road from Brookside Avenue to Hillcrest Avenue. It would also connect directly to the existing crosswalk with push buttons at the Highway 9 traffic signal, Valley Churches United and the Ben Lomond Market. It is a more direct walking route to the Post Office, Fire Department and hardware store as well. Providing curbing and raising the walkway would allow residents to avoid walking in rushing water, mud and ruts during winter months. (see photos below). Other proposed improvements with this walkway would be enhanced crossings at Brookside and Pine, a low retaining wall and pedestrian scale lighting. Also important, but as a lower priority would be to someday extend the walkway on the N. side of Glen Arbor Road from Pine Street to Newell Creek Road with a crosswalk at Madrone Avenue.



N. side of Glen Arbor Road flooding in ditch (looking west between Pine and Brookside)



N. side of Glen Arbor Road (looking west between Brookside and Highway 9)  
(showing parent pushing stroller uphill in the roadway to avoid flooded ditches)

### **16. Ben Lomond Downtown Core Multiuse Improvements**

The plan recommends a three-tiered project. The BLFPD recommends four tiers in a different priority.

Tier 1. Install new walkways and striping improvements in front of Henflings, the Fire Department and Love Creek Road. Important considerations are to retain or expand informal parking for volunteers responding to calls in front of the firehouse and retain Henflings existing perpendicular parking. It is also proposed to extend the walkway through a redesigned Love Creek Road/Highway 9 intersection to the existing traffic signal rather than mid-block on Love Creek Road as shown in the plan.

Tier 2. Fill the gaps of sidewalk and lighting on the E. side of Main Street from Highway 9 to the Post Office and Sunnyside Avenue. Design considerations would be made on walkway material, existing parking, lighting and driveway access.

Tier 3. Formalize parking (except in front of Fire Department) and stripe bike lanes in the village core between N. and S. Mill Street with green hatch markings at intersection approaches.

Tier 4. Fill the sidewalk gaps on Main and Mill Street W. of Highway 9 between N. Mill Street and Main Street as shown in the plan.

### **17. Pedestrian and Bicycle Connections from N. Mill Street to Alba Road**

Tier 1. The highest priority pedestrian safety project identified by the Ben Lomond community, the BLFPD and Quality Inn Hotel is installation of a well-lit walkway on the W. side of Highway 9 between N. Mill Street and San Lorenzo River Bridge. Currently, less than two-feet of clearance exists between a redwood tree and the vehicle lane. (see photo below) This badly damaged tree in Caltrans Right of Way should be removed, as testimony to the 40% of fixed object crashes on Highway 9 cited in the plan. This tree and speed limit sign (sign was knocked down) were again recently struck resulting in serious injury to the driver. Striping should also be shifted to the east where ample room exists to provide more space for pedestrians and cyclists on the west side of Highway 9.





Highway 9 (looking south between San Lorenzo Bridge and N. Mill Street)  
(pedestrians and cyclists have less than 2 feet of clearance between striped lane and tree roots)

### **18. Hubbard Gulch/Alba Road Operational Improvements**

The draft plan recommends three components to this project. The project as described in the plan does not seem feasible, due to limited Right of Way, sight restrictions and utility poles. A crosswalk on the S. leg of Alba Road is not supported by the BLFPD as there is no demanded and sight distance is limited. Restriping the turn/merge pockets to comply with current Caltrans guidelines is supported by BLFPD. Studying a crosswalk at California Drive and Highway 9 would be a higher priority for the BLFPD as it would be on a straight section of roadway connecting bus stops on each side of Highway 9 (relocation of bus stop on W. side should be considered) to better align to California Drive.

In closing, the BLFPD supports the goals of the Highway 9/San Lorenzo Valley Complete Streets Plan issued on January 17, 2019. Our main priority is to slow traffic and install pedestrian safety improvements (walkways, crosswalks and lighting) in the Ben Lomond village and gateway areas where we experience the greatest user demand and current need for safety enhancements. We prefer to identify project and concepts that score High ("A") and Medium ("B") on performance scores. Our Directors do not support the concept of a multi-use path on the S. side of Glen Arbor Road as described in the draft plan or a pedestrian bridge connecting on narrow, unimproved streets in the neighborhood where shown. We believe Bike/Ped improvements on Highway 9 to Highlands Park achieves many more objectives, serves more users and has a much higher chance for leveraging our Measure D funds with State and Federal grants.

Thank you for the opportunity to provide these comments. Our Board is available for your response at any time at a regularly scheduled meeting.

Sincerely,

Sean Castagna, President BLFPD Board of Directors



February 11, 2019

Rachel Moriconi  
Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

SUBJECT: Bicycle Advisory Committee Comments on Highway 9 San Lorenzo Valley  
Complete Streets Corridor Plan

Dear Rachel Moriconi:

Overall, the *Highway 9 San Lorenzo Valley Complete Streets Corridor Plan* is a well-researched document, that while acknowledging substantial challenges, provides a way forward to improve Highway 9 corridor conditions for the first time in decades. We recommend that RTC adopt the Plan, with the following clarifications.

We are in support of all the recommendations to add the described bicycle facilities. The highest priority should be the group of projects that improve bicycle (and pedestrian) access to the San Lorenzo Valley schools complex, namely Projects # 9, 10 and #11. The concept for these signature projects has been discussed for years and it is past time to improve safe access for students to and from these schools.

We welcome some of the less traditional, but nevertheless important-for-bicycle measures recommended in the Plan and urge that they be followed. These include:

- Back in angled parking – if there is to be on-street parking, back in angled is best for motorists seeing cyclists when they park
- 11 feet roadway widths in some places – this width would allow for bike lanes as well as slow motor vehicle traffic
- Installing bike lanes where feasible – even though continuous bike lanes are preferable, adding bike lanes segments wherever possible will be a benefit to cyclists.

We recommend adding to the Plan that whenever work on the roadway occurs any possible shoulder widening should be incorporated. Chapter 2.3 text implies that the Figure 2.9 four-foot bike lane will be installed, but is not definitive in that regard (see Attachment for preferred language). 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. Furthermore, according to the Plan, there will be locations where Highway 9 bike lanes may be infeasible or where proposed bike lanes are lower priority

and may face challenging constraints. While we would like to see all the proposed bike lanes fully installed as soon as possible and that there be bike lanes the full length of Highway 9, where this can't happen we note that any increase in shoulder width would be beneficial to cyclists. Although less than four-foot shoulders cannot be marked as bike lanes, they can provide some extra space for cyclists. Please revise the Plan to commit to as much shoulder widening as possible (again see Attachment for preferred language).

Where there are not, or until there are, adequate shoulders for cyclists, add a recommendation to post bicycles "may use full lane" R4-11 signs and stencil sharrows on the roadway. Also recommend posting some "pass 3 ft min" R-117 (CA) signs.

In some locations, two-way sidepaths are recommended as an option. These can serve as a convenient means of traveling between two locations on the same side of Highway 9 (e.g., between the Felton village core to the San Lorenzo Valley Elementary, Middle, and High Schools) for cyclists and pedestrians and may be easier to construct than standard bike lanes and sidewalks. However, many of the cyclists along Highway 9 will be riding longer distances. For them, there still need to be facilities on the proper side of the road that they are riding on. There should be no presumption that they should cross the highway, ride a short distance on the sidepath and then cross the highway again to return to the proper (right) side of the highway – this would not be safe. 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.

Similarly, the Plan proposes some local street routes to improve neighborhood access in the villages. These need to be considered complementary efforts to also improving cycling conditions on Highway 9 as much as possible, and not substitute routes for through riders.

In terms of implementation, four of the 11 highest priority projects include bike lane or path components, which we appreciate. However, some of the bike components are Tier II or III, not immediate Tier I because they are described as costing more money which may not be readily available. We recommend that Plan implementation generally commit to conceptually designing and requesting funding for all of the bike components of a listed project when applying for funding. We would especially recommend that the entirety of each of the three SLV school projects be advanced as a whole. If it turns out adequate funding is unavailable, then the costly project components can be deferred. But, again the default should be to try to obtain funding to construct complete projects, including all of the bike components, in one phase.

Furthermore, consideration should be given to preparing 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. Besides being advantageous for cyclists, installing some bike lanes real soon, even where discontinuous, could give a big symbolic and psychological boost to the community to quickly see some tangible results of all of their input. And, it could be used to leverage more funding as a demonstrated commitment to

plan implementation. Bike lanes need periodic restriping, so even though Highway 9 repaving is slated within ten years, initial striping could occur before that happens.

Another implementation tool to add is to employ temporary installations or demonstration projects in order to build support for and help advance projects in the Plan. We note that several project descriptions include some “possible alternative improvements” and “possible feasibility considerations” which could lend themselves being tested by some temporary measures.

Specifically, in the south part of Boulder Creek, we request that the draft Plan be amended to eliminate the choice between bike lanes and angled parking (i.e., please delete on p. 3-59 “Between Middleton Ave and Mountain St there is not enough roadway width to allow for bike lanes and for angled parking, even on one side only. During project implementation, the community and Caltrans will need to come to a resolution over which improvement is the priority for Boulder Creek.”) There is already parking on the highway here, there are no bike lanes. The priority should be based on the criteria listed in the Plan not on Boulder Creek specifically. Bike lanes meet far more of the Project objectives than additional parking, which could be provided elsewhere. For example, bike lanes could result in reduced emissions and vehicle miles traveled (VMT), while adding more parking would conflict with this objective. Highway 9 serves regional cyclists, not just locals. Furthermore, if angled parking is added in lieu of bike lanes, the chances of more congestion and crashes increase as cyclists have to ride in the travel lane. On p. 4-8 the short term action “Analysis of options to increase parking supply in downtown, which may include back-in diagonal parking (Project #24)” should be amended to add, “...where it will not conflict with bike lanes.” And, the analysis should include finding off-street parking locations.

Regarding parking, please incorporate provisions for adequate bicycle parking in the villages, other commercial areas and at transit stops.

Finally, we welcome recommendations to improve transit stops. Some users will have their bikes with them to put on the bus, so the stops should be designed with adequate room in mind. Having Jump or other rental bikes available at bus stops would enable more residents to more conveniently use transit.

Thank you for considering these recommendations to improve the otherwise great *Highway 9 San Lorenzo Valley Complete Streets Corridor Plan*. We look forward to the final Plan being adopted and implemented. We understand that the project designs in the Plan are somewhat conceptual and will be detailed in the future. The Bicycle Committee requests review of the actual project designs.

Sincerely,

A handwritten signature in blue ink, appearing to read 'AC', followed by a long horizontal flourish.

Amelia Conlen, Chair  
RTC Bicycle Advisory Committee

## Attachment 1

Figure 2.9: Rural Cross Section with ~~Wider~~ Minimum Recommended Shoulders

### A) Rural Cross Section: Wider Shoulders

Due to hillsides, trees, and other natural features, existing available shoulders for pedestrians and bicycles to use as a travel way, or for motorists to use as an emergency pull-out during a mechanical failure or traffic stop often fall far below Caltrans standard of 8 feet in SLV, particularly in narrower sections of the SLV river canyon.

The current recommended minimum shoulder for rural sections of Highway 9 and Highway 236 is four feet per the Caltrans SR 9 Highway Concept Plan. Caltrans Highway Design Manual (HDM) Topic 307.3 and Caltrans Design Information Bulletin 79 state that during pavement resurfacing, restoration, or rehabilitation projects (2R and 3R projects), if existing shoulders do not meet certain minimum width requirements, the feasibility of widening is analyzed, especially if shoulder use by pedestrians and bicycles is common, which is true in most segments of the SLV project area. For the average daily traffic volumes bracket typical on Highway 9 throughout the SLV (6,001 – 18,000 vehicles per day) the ideal minimum shoulder width is 4 feet. See Figure 2.9 for an example cross section with shoulders widened to the recommended minimum. Any future project on Highway 9 should strive to incorporate at least 4 foot shoulders per Figure 2.9. Community members indicated that even piecemeal shoulder widening on Highway 9 is preferable to the current lack of bicycle facilities on the corridor, especially whenever sections of the right-of-way along curves are rehabilitated or rebuilt due to slides.

If the shoulders are not currently 4 feet, Topic 307.3 requires they be considered for widening to 8 feet during pavement projects. Highway 9 through the entire project area is slated to be repaved in the next 10 years through Caltrans' SHOPP maintenance program. However, because of terrain, environmental, and other constraints it is not feasible to widen shoulders to the recommended minimum at every location. When Caltrans projects are developed, opportunities are sought to enhance complete streets features.

Widening shoulders would require tree removal in many locations. Sections where wider shoulders are feasible without removal of mature trees should be prioritized. Shoulder widening which requires removal of mature trees should absolutely not be undertaken merely to standardize the highway cross section, but rather only where pedestrian and bicycle volumes and/or collision rates support wider shoulders. See Figure 2.9 for an example cross section with wider shoulders. Where these or other constraints prohibit shoulder widening to the minimum, any shoulder widening that can be installed should be. And, in no case, should the existing shoulder width be reduced below 4 feet; i.e., wherever the shoulder is suitable for a bike lane, it should remain so.

### B) Rural Cross Section: Enhanced Bicycle Access and Turnouts

Separating bicycle and auto traffic on Highway 9 throughout the SLV was identified as a priority by many community members (see Priority C in Section 2.4). Whenever a road construction project or new land development is undertaken on Highway 9, widening shoulders and/or striping for bike lanes should be considered. As appropriate, standard Class II bike lane striping and "sharrow" bicycle symbol with arrow markings (CAMUTCD figure 9C-3) should also be augmented with dashed green bike lane markings where bike lanes cross intersections (FHWA

MUTCD Interim Approval IA-14). Additional bicycle safety treatments, such a buffering, should be considered in width constrained areas and around curves 9. See *Bicycle Facilities* toolkit options in Appendix A.

~~Community members indicated that even piecemeal shoulder widening or marked bike lanes on Highway 9 is preferable to the current lack of bicycle facilities on the corridor, especially whenever sections of the right-of-way along curves are rehabilitated or rebuilt due to slides.~~

Figure 2.10: Rural Cross Section with ~~Bicycle Access and Turnouts~~  
[delete the wrong-way bicycle rider in this figure]

### C) Rural Cross Section: Turnouts

In addition, community members indicated more auto turnouts should be added on Highway 9 (see Priority D in Section 2.4), in order to provide space for passing slower moving or disabled vehicles. When moving beyond *Rural Cross Section: Wider Shoulders* or as sections of Highway 9 are rebuilt, this corridor plan supports the addition of marked turnouts in the project scope, see **Figure 2.10**.

~~As appropriate, standard Class II bike lane striping and “sharrow” bicycle symbol with arrow markings (CAMUTCD figure 9C-3) should also be augmented with dashed green bike lane markings where bike lanes cross intersections (FHWA MUTCD Interim Approval IA-14). Additional bicycle safety treatments, such a buffering, should be considered in width constrained areas and around curves 9. See *Bicycle Facilities* toolkit options in Appendix A.~~





February 14, 2019

Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave  
Santa Cruz, CA 95060  
[slvplan@scrtc.org](mailto:slvplan@scrtc.org)

Re: Draft Highway 9/SLV Plan Comments

Dear project team,

Bike Santa Cruz County is enthusiastically supportive of the Draft Highway 9/SLV Complete Streets Plan. Thank you for your hard work developing the plan, working collaboratively with CalTrans, and for providing several opportunities for public input. Bike Santa Cruz County is very concerned about the funding outlook given that with only \$10 million allocated over the next 30 years to the San Lorenzo Valley and even if those funds are leveraged to bring in outside funding, many of the important projects listed in the Draft plan will not be completed.

Bike Santa Cruz County requests you prioritize routes that will get students safely to school while providing an option for parents to choose not to drive. Secondly, we'd like you to prioritize projects that will have a significant impact for area residents already biking and walking by creating bike facilities in Downtown Felton and the Graham Hill intersection. Lastly, safe access to one of San Lorenzo Valley's major attractions, Henry Cowell State Park, will encourage users to choose active transportation when recreating.

With that in mind, we'd like to recommend prioritizing the following projects to be completed in the order listed below:

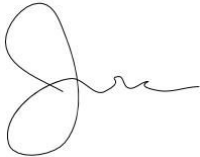
- 1) Project # 9: Bike/ped access from the San Lorenzo Valley schools campus South to Fall Creek Road in the short term, with a mid-term connection to Cooper Street
- 2) Project #11: Bike/ped access from the San Lorenzo Valley schools campus North to Hacienda Way with a formalized path to Brackney Road
- 3) Project #10: Widening in front of San Lorenzo Valley schools campus to allow the addition of bike lanes with green lane treatments at conflict zones
- 4) Project #7: Improvements in Downtown Felton including bike lanes with green lane treatments at conflict zones and back-in angled parking
- 5) Project #8: Graham Hill intersection improvements specifically widening to allow for bike lanes and green lane treatments
- 6) Project #3: Bike/ped improvements from Henry Cowell State Park entrance to Downtown Felton specifically a sidepath on the East side of Highway 9 and bike lanes between Laurel Drive and the park entrance

- 7) Project #2: Southern neighborhood bike and walking connection to Henry Cowell State Park that includes a multi-use sidepath

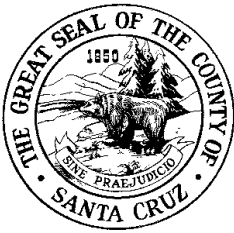
In addition to the projects listed above we request that you provide sharrows in the roadway wherever bike lanes are not feasible with the addition of "Bicycles May Use Full Lane" signage.

Thank you again for the thoughtful and detailed prioritization within the Highway 9/SLV Complete Streets plan and thank you for taking our recommendations into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Strause', with a large loop at the beginning and a trailing flourish.

Janneke Strause  
Executive Director  
Bike Santa Cruz County  
[director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org)



# COUNTY OF SANTA CRUZ

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## PLANNING DEPARTMENT

701 OCEAN STREET, 4<sup>TH</sup> FLOOR, SANTA CRUZ, CA 95060  
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

**KATHLEEN MOLLOY, PLANNING DIRECTOR**

February 15, 2019

Ms. Rachel Moriconi  
Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060  
*Submitted via email*

Dear Ms. Moriconi:

Congratulations to the Santa Cruz County Regional Transportation Commission's staff on their fine work on the *Highway 9/San Lorenzo Valley Complete Streets Corridor Plan*. This is a plan that has direct benefit to the citizens in Santa Cruz County's unincorporated area, and the County Planning Department is pleased to support this work.

As you are likely aware, the County is developing a new library in the unincorporated community of Felton at 6121, Gushee Street (APN 065-073-03). County staff would like to make the RTC staff aware of a development condition placed on this development as mitigation measure during the environmental review of the project under the California Environmental Quality Act, which reads:

Mitigation Measure TRA-1: Intersection of Highway 9/Felton Empire Road-Graham Hill Road – Restripe eastbound Felton Empire Road as one left lane and one through/right lane.

We anticipate that any future improvements included in the *Highway 9/San Lorenzo Valley Complete Streets Corridor Plan* at this intersection will incorporate this required improvement, and/or be designed so as not to interfere with the improvement. If a conflict with future projects were to occur, coordination with the County of Santa Cruz Planning and Public Works departments would be required during the design process.

Thank you for your attention to this future need.

Sincerely,

Santa Cruz County Planning Department

Stephanie Hansen, AICP  
Principal Planner  
Sustainability and Special Projects

**DEPARTMENT OF TRANSPORTATION**

CALTRANS DISTRICT 5  
50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3161  
FAX (805) 549-3329  
TTY 711  
[www.dot.ca.gov/dist05/](http://www.dot.ca.gov/dist05/)



Making Conservation  
a California Way of Life.

February 15, 2019

Mr. Guy Preston  
Executive Director  
Santa Cruz County Regional Transportation Commission (SCCRTC)  
1523 Pacific Ave  
Santa Cruz, CA 95060

Dear Mr. Preston:

Caltrans District 5 appreciates the opportunity to review the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan. Caltrans supports the SCCRTC's effort to implement multimodal planning concepts on State Route 9 (SR 9). We acknowledge your commitment to concepts that emphasize safety, system performance, sustainability, and economic benefits in San Lorenzo Valley. Through robust partner and community engagement, SCCRTC has developed a strategy to achieve active transportation improvements that support healthy, vibrant communities in Felton, Brookdale, Ben Lomond, and Boulder Creek.

With the corridor plan complete, the next step is to move toward Project Initiation Document (PID) development. The PID phase will provide a mechanism for Caltrans engineering oversight of these concepts. While some improvements may be implemented via a Permit Engineering Evaluation Report or encroachment permit, we recommend these approval mechanisms be explored during the PID process.

We appreciate SCCRTC for the early opportunities to review previous drafts and for implementing our comments. Caltrans is pleased to have facilitated this study by providing a Sustainable Communities Grant, and we will continue our efforts to provide SCCRTC with support needed for implementation. Please let me know if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly McCleendon", with a long horizontal flourish extending to the right.

KELLY MCCLENDON  
Senior Transportation Planner

Enclosure

## **Caltrans Specific Comments Final Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan:**

### State of the Practice Planning Effort

- This could be a model plan, as needs and priorities throughout the corridor are captured well.
- We particularly noted the report's outstanding organization, which created typologies for different types of strategies in a clear way.

### Continued Partnership

- As with this planning effort, the subsequent phases of project development, construction, and maintenance will also rely on continued partnerships and local investments to leverage funding and achieve long-term success.
- Local funding participation may also be necessary for incorporation of concepts within State Highway Operations and Protection Program projects.
- Storm damage projects are heavily restricted by the funding program, limiting the scope to damage repairs only. Where new elements are desirable, funding from other sources will be necessary.
- For maximum flexibility in implementing solutions, full local control could be achieved through the relinquishment process. District 5 considers SR 9 as a potential candidate for relinquishment, and we are available to discuss relinquishment options with our partners, if desired.
- Resources for Caltrans Maintenance are already at-capacity for existing State Highway System facilities. Any additional improvements as outlined in this plan within the Caltrans right-of-way will require a Caltrans maintenance agreement with the local agency to ensure the street features are fully funded and maintained for future years.

### Comments on Figures

- Please add north arrows to maps to improve reader orientation.
- For side by side maps, such as on Es-5, Caltrans suggests titling each map for clarity.
- Figure 2.10 – please change the orientation of the bicyclist to be traveling in the correct direction with traffic, rather than against traffic.
- Figure 2.11 – note that the cross-section dimensions are non-standard. The minimum width for a bike lane is 5-feet.
- Figure 2.12 - this does not appear to be a standard concept, with two-way bike travel immediately adjacent without physical barrier (i.e. Class IV). Even though the caption indicates "concept only", it could be misleading to include it in the document.
- Figure 3.9 – this figure does not appear to accurately represent parking operations. The most prominent vehicle is either parked illegally, turning into, or backing into the lane.



BOULDER CREEK

*Downtown*

# The Boulder Creek Business Association

President ..... Justin Acton  
Vice President ..... Chris Currier  
Secretary ..... Janet Coit  
Treasurer ..... Karen Edwards  
Doris Spletstoeser  
Tamara O'Kelly  
Nancy Currier  
Jeff Angell  
Kelly Pruden

P.O. Box 611, Boulder Creek, CA 95006 - [www.bcba.net](http://www.bcba.net) -

Dear SCCRTC,

We are appreciative of the hard work your commission has put into this document. We would like to highlight the efforts of Brianna Goodman to the Boulder Creek Business Association and the Boulder Creek community to garner feedback. We also want to highlight the efforts from Supervisor McPherson and his office in working on this corridor plan. As a whole, this plan addresses most of the concerns we have in Boulder Creek.

We share the belief that bulb outs would be an effective way to pinch the roads, helping to alert drivers that they are in a village core. The community has been happy to see the benefits of the red-curbs, which are placed at the crosswalks downtown by the BCBA in 2014. While it has increased visibility between cars and pedestrians, it is not enough. We've done the legwork with business owners, relocating these parking spots to other parts of downtown. As a whole, the community supports this effort in making the town more pedestrian friendly. We'd encourage the priority of bulb outs to be high on the list, and to have an expedited targeted completion goal.

Over the years, Boulder Creek has faced challenges when requesting improvements due to the rigidity of CalTrans specifications. This guidance allows for flexibility in applying design standards and approving design exceptions that take the context of the project location into consideration; which enables the designer to tailor the design, as appropriate, for the specific circumstances while maintaining safety." We are hopeful that these flexibilities will allow Boulder Creek to enjoy improvements to transport, even if the improvements do not hit all the standards or criteria normally required for projects.

In the 2013 CalTrans "Main Street- California" document suggest planning town cores to allow with a character enhancing, and tourism alluring design. They encourage the use include public seating (benches) as well as planters, larger tree wells, and other beautifying tools. The business community would like to see these types of aesthetic upgrades occur, which would result in a better downtown experience. While your draft plan does include these concepts, we would encourage your office to keep these principals in mind when applying for grants for projects in our area.

BCBA originally embraced the idea of having dedicated bike lanes and facilities to enhance connection between towns and transit modes. However, after group discussion, community meetings (including the SCCRTC conducted community focus group May 2018, and the most recent community meeting in February 2019) many find the usefulness questionable. The terrain, distance between towns, inability to widen shoulders, and other factors result in a lack of feasibility for using bicycles as a common mode of transportation. Our community, which includes a long-distance commuting base, are deeply reliant upon personal vehicles and public transport. We would suggest that future project studies carefully examining the benefits of enhancing bicycle lanes, and ensuring that these bicycle improvements are not at the sacrifice of enhancements/projects that would have a higher "anticipated use level" for the more critical forms of transport.

After reviewing the landscaped center pedestrian islands and specifications as outlined for the Felton projects (Fig 2-14), we can determine that Boulder Creek's HWY 9 has adequate size for a pedestrian island as well as back-in parking, if the dedicated bike lanes were removed and relocated to the side streets. Pedestrian island installations in Boulder Creek would enhance the appearance of the downtown, reduce the size of the road, make the town more walkable, and incorporate more parking spots via the incorporation of back in style spots along one side. Further, we'd suggest that additional angled parking be enhanced with tree wells on the hotter (south) side of 9. Parking in Boulder Creek has been an issue for years. While back-in parking would be a great project to tackle in the next few years, the county could increase side street parking by paving shoulders on side streets. This would be enhanced with adding appropriate signage including pavement parking designating spots.

In March of 2018, the community's collective voice was heard, when we went to raise funds for traffic calming devices. In one night, we received thousands of dollars in donations to be used to slow the traffic in town. We've expressed the desire to install three solar radar feedback signs. We'd like to see the placement of these at village entrances at West Park and Highway 9, Redwood Ave and Big Basin Highway and River St and Highway 9. This is a simple project that should be able to be completed in the short term. We'd encourage the SCCRTC and CalTrans to apply for grants to raise the funds to complete this project. We are happy to leverage our fundraising money for the implementation.

We constantly hear concerns for the accidents and traffic backups at the intersection of Bear Creek and Highway 9. In the current draft, there is a two-way stop at a three-way intersection. We feel this uncommon application of stop signs may lead to accidents. We'd encourage a study of 2 way, versus 3 way stop signs, or other stopping mechanisms, as to best serve the motorists and decrease congestion during both commute and non-commute hours.

We encourage installation of an RRFB at Pacific Ave and Highway 9. This is a commonly-used crosswalk connecting Brookdale Lodge guests, and Brookdale Residents, to the post office and public transport. Further, we'd encourage the removal of a dangerous tree that hinders visibility at the crosswalk.

As a whole, this report did a great job of balancing the many considerations of projects impacts on the San Lorenzo Valley. We appreciated the time and attention the SCCRTC has given us.

Thank you,

Justin Acton  
Boulder Creek Business Association President



**SR9/SLV Complete Street Corridor Plan**  
**Comments received on the draft plan during the public comment period**

From: Brian Sanford  
Sent: Wednesday, December 6, 2017  
Subject: RE: Idea for SLV Complete Streets Corridor Plan

Please also check out the intersection of Hacienda, Hillview, and El Solyo Heights. The way the crosswalks are currently configured, people crossing from Hillview Drive to Hacienda (going across El Solyo) are required to cross El Solyo at what is by far its busiest point – right where everyone turns off to go to SLV Middle School. The green right angle as shown in the drawing is a corner that drivers frequently speed around. By moving the crosswalk to the “high” side of the intersection it would be a lot safer. This safety improvement should only involve lengthening a culvert and some paint.

Thanks again for your consideration. It's nice to be a part of an effort like this that will be so good for the community!

- Brian Sanford.

**From:** Sheryl Ainsworth  
**Sent:** Monday, December 31, 2018 10:47 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Comment re: Highway 9 - San Lorenzo Valley Travel Corridor Plan

I would like to submit this comment on the current draft of the Corridor Plan. Thank you for the taking the time to consider it.

There is currently no safe way for residents in the San Lorenzo Ave/ Oak Ave neighborhood of south Felton to walk to either Henry Cowell or downtown Felton, due to the pedestrian-unfriendly barrier erected at Shingle Mill Creek. Someone has peeled back the barrier on the north side near Redwood Ave. to allow pedestrians to walk behind it, but there is no corresponding opening on the south side, and the footing behind the barrier is eroding. There is no shoulder between the barrier and Highway 9. The proposed improved pedestrian crossing at Redwood will be greatly appreciated by those of us who cross there regularly, but please consider also improving this very short stretch to connect the Redwood crossing with Oak Ave.

Thank you,  
Sheryl Ainsworth

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**From:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Sent:** Wednesday, January 9, 2019 8:26 AM  
**To:** 'Sheryl Ainsworth' <[sheryl.ainsworth@yahoo.com](mailto:sheryl.ainsworth@yahoo.com)>  
**Subject:** RE: Comment re: Highway 9 - San Lorenzo Valley Travel Corridor Plan

Good morning Sheryl,

Thank you for your input. A bicycle and pedestrian path on the west side of Highway 9 from San Lorenzo Ave to Redwood Dr is a component of Project #2 of the Highway 9/SLV Complete Streets Corridor Plan. Upgrading the crosswalk near the Henry Cowell Entrance including moving it south out of the current blind spot location, likely closer to Oak Ave pending further analysis, is a component of Project #3.

Please consider attending the Open House in Felton on January 31<sup>st</sup> to voice your support for these projects in that forum. There will also be a public hearing on the Highway 9/SLV Complete Streets Corridor Plan during the February RTC meeting on 2/7, see [sccrtc.org](http://sccrtc.org) for more information.

Best,  
Brianna Goodman, Transportation Planner, RTC

**From:** Roz Alley <[rozalleydesign@gmail.com](mailto:rozalleydesign@gmail.com)>  
**Sent:** Sunday, December 23, 2018 5:13 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)



**Subject:** Re: RTC Receives HSIP Grant for Hwy 9 Pedestrian Crossings

Wonderful grant,

One of my concerns is making intersections too narrow for large vehicles and logging trucks, and during evacuations or basic road repairs.

Roz Alley

**From:** Richard Hix <marshall.xih@gmail.com>  
**Sent:** Saturday, January 12, 2019 5:09 PM  
**To:** Regional Transportation Commission <info@sccrtc.org>  
**Subject:** SLV Hwy 9 Pedestrian Safety Issues

Dear Ms Rachel Moriconi and Brianna Goodman

I hope you are the persons to whom I should address a couple of pedestrian safety issues. My name is Richard Hix, a resident of Boulder Creek, and for some time I've wanted to discuss a couple of pedestrian safety concerns I have with the proper authorities. The recent article in the SLV Press Banner (Jan. 11, 2019) gave me the incentive to contact the RTC. Here are the two issues. The first, I think, is most critical.

1. There is no safe crosswalk across Hwy 9 at Willowbrook Dr., across from Masood's Deli, in Ben Lomand. As a frequent driver of Hwy 9, I've seen several close calls of people trying to cross Hwy 9 to or from the deli. Traffic drives rather fast through here. Cars that stop to let pedestrians cross risk being rear-ended. Sometimes there is a large delivery truck parked at the centerline thus obscuring both drive and pedestrian view. There is a crosswalk up highway at the Glen Arbor Rd. light, but people don't use it. I suggest when funding is available to install a well-marked crosswalk with flashing lights of the type installed in Ben Lomand at Main St.

2. In Boulder Creek on the east side of Hwy 9 between Travis Tree Professionals' yard and The Redwood Keg liquor store to the north is a very narrow pedestrian strip that is heavily traveled. Many cars and large trucks drive above the 25 mph speed limit past this location. Even when walking single file here the vehicles come uncomfortably close. I usually wait until there is a gap in traffic before proceeding, especially if I'm walking my dogs. Most pedestrian traffic is on the east side of the highway in this section of Hwy 9. There is often a large Travis Tree Service truck parked on the west side and this forces pedestrians on that side to walk into the traffic lane in order to pass parked truck. Widening the road to the west in order to provide a wider pedestrian foot path or sidewalk will not be easy as the topography drops off steeply right at the edge of the road. But a good engineer could design a solution. It would be nice if there was a separation barrier between traffic and pedestrians. Lighting is also needed for at night.

I walk this path nearly every day and even bought a reflective vest to wear at night for the times when I would go to the brewery before it burned. Thought this path is close to home for me, I still think the people crossing across from Masood's are more at risk and would suggest that be a higher priority.

Maybe these issues were raised in past community meetings or public comment sessions. I didn't see them on any list of current planned projects or potential projects.

Thank you for your consideration of my two concerns.

Regards,  
Richard Hix  
12744 East St.  
Boulder Creek, CA 95006

**From:** Shirley Treanor <treanorshirley@fhda.edu>  
**Sent:** Thursday, January 17, 2019 3:36 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Comment re: Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Hello,

Please add to the Identified Projects List:

Redwood Drive and Oak Drive, shore up sliding hillside on Oak Drive side which will if not fixed, cause Oak Drive to fall into Shingle Mill Creek. That section of Oak Drive is public property. The current sliding condition is caused by the previous "fix" of Redwood Drive sliding into Shingle Mill Creek. Water was diverted toward Oak Drive and now it's sliding into the creek.

Many thanks,

*Shirley Treanor*  
President, Oak Drive Road Association  
770 Oak Drive  
Felton, CA 95018  
650-339-4976

**From:** Andrew Clark <aclark408@gmail.com>

**Sent:** Thursday, January 17, 2019 7:31 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** public comment on Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

I am writing to express vehement and fervent opposition to any \_narrowing\_ or \_center median\_ installations on CA Highway 9. I note that there are places in the plan that call for eleven (11') foot lanes (pp 53, 3-7) which is completely unacceptable.

I wish to express an urgent, if not desperate need, for adequate Wider Shoulders (pp 30-31, 2-7,-8) far beyond what the Plan presently calls for. I would also like to ask that the corridor plan include TURNOUTS and TURN AROUNDS sufficient to the needs of transit buses, bulldozer carriers and water tenders needed to evacuate people and fight fire, as well as for semi trucks to make a U-turn and clear the road. ("Corridor Priority D" pp 41, 2-18) I also wish to express my support for adequate lighting and signage to help the corridor meet what I feel is its highest use - as an evacuation route in general disaster. ("Corridor Priority E" pp 41, 2-18)

The Los Angeles Times documented in detail on November 20, 2018 the life safety threats of road narrowing in its article "Paradise narrowed its main road by two lanes despite warnings of gridlock during a major wildfire." It is widely believed that this contributed to the loss of the town and the loss of life, both by inhibiting evacuation and by preventing as rapid a response of emergency services into the area. Most of the people who died were in residences that there was no time to sweep and clear, but some were overrun and died in their cars.

<https://www.latimes.com/local/california/la-me-ln-paradise-evacuation-road-20181120-story.html> and also [https://en.wikipedia.org/wiki/Camp\\_Fire\\_\(2018\)](https://en.wikipedia.org/wiki/Camp_Fire_(2018))

The Safety component of the plan (pp 17 & 18, 1-4 and 1-5) completely lacks consideration of disaster but especially wildfire, in this native ecology forest. The closest it comes is "Improve access to/for emergency services" which is interconnected to but SEPARATE FROM concerns about emergency evacuations.

I acknowledge a brief mention in "Corridor Priority F" (pp 42, 2-19) of "... Emergency Preparedness and Resiliency" but wish to greatly expand on this point - both are needed elements in the Plan and in its implementation.

The San Lorenzo Valley Corridor is a known and well documented fire hazard area. Note that in November 2018, the town of Paradise, CA was destroyed with over 18,000 structures lost. Further over 80 people lost their lives, partly due to road evacuation issues. Highway 9 is the primary escape route for at least 24,000 people. The plan acknowledges (pp. 7 and 26, 2-3) that CHP officers must cover very large areas, and I will add that the other law agency, the Sheriff's Office, is also heavily overloaded. During a fire, volunteer fire departments and the state fire agency under contract to the county, Cal Fire, will be overwhelmed with primary evacuation of residences in the endangered areas. This leaves NO agency and NO public safety resources available to manage an evacuation on this heavily trafficked but remote corridor.

Therefore the Highway 9 corridor must be "self evacuating" and design features that hinder evacuation

must be viewed in this harsh light. The use of Highway 9 as a disaster evacuation corridor will hopefully be very rare. But it will happen. In addition to wildfires we have seasonal storms and can reasonably expect a major earthquake in most residents' lifetimes. This Anticipated Use (pp 21, 1-8) is not in the current plan.

The plan mentions Wider Shoulders with a design goal of four (4') feet, while acknowledging that Caltrans standard is eight (8') feet. Two critical issues with road shoulders are emergency parking and bypass in the event of an emergency or disaster, as well as the clearance of flammable vegetation on \_either side\_ of the usable shoulder.

Santa Cruz County Fire Code ([www.santacruzcountyfire.com/fire\\_marshall/scco\\_fire\\_code.pdf](http://www.santacruzcountyfire.com/fire_marshall/scco_fire_code.pdf)) requires that access roads be cleared of "flammable vegetation and other combustible growth" for ten (10') feet on either side (503.2.1 & 9015).

The plan discourages the removal of mature trees (pp 31-32, 2-7,-8) except "only where pedestrian and bicycle volumes and/or collision rates support wider shoulders."

I believe this is dangerously shortsighted. Narrow shoulders plus 'mature trees' means that at precisely the points where greater width is needed for fire safety and also for evacuations, the road will be narrowed by obstacles that cannot be swiftly removed in an emergency.

The Fire Code standard for required turnouts is "12-foot wide by 35-foot long turnouts" (503.2.1). Turnouts should be provided at every feasible location for a variety of reasons.

- As emergency equipment rushes to the scene of an incident, existing (heavy) traffic has to have a place to pull over to get out of the way.
- Fire equipment needs substantial space to operate. Bulldozers have to unload near the fire scene. Water tenders must be parked within feet of a water source to load and unload. Often fire equipment is directed to 'stage' at major road intersections before 'committing' to narrow, winding public and private roads up steep hillsides.
- At the scene of collisions, substantial space is required to manage the incident, extricate victims, extinguish vehicle fires, and ultimately tow the vehicle(s) away. This amounts to at least one lane parallel to the incident and sometimes more.
- In an evacuation or disaster, collisions must be anticipated \_without the ability of emergency services to respond\_. Bystanders must be able to push involved vehicle(s) out of the way to clear the road to avoid entrapment.
- In Paradise as in other wildfires, panicked drivers have been known to abandon their vehicles but take their vehicle keys. There must be someplace to "push" these abandoned vehicles clear of the main road surface.
- Heavy vehicles headed the 'wrong way' i.e. towards the disaster area, need adequate space to make a full and complete turn. For a 180 degree turn with a standard 18 wheeler truck, the MINIMUM road width is thirty-three (33') feet. Consulting Figure 2-9 on pp 30, 2-7, the design width is only thirty-two (32') feet. Figure 2-10 shows a much safer forty (40') feet width.
- Transit buses may have to make a complete U-turn, not only for the safety of the vehicle and passengers but to assist in evacuation of people without vehicles and those with mobility needs. Santa Cruz County Transit should be consulted as to the necessary width for this purpose. Widening at bus stops may also be critical in evacuation scenarios to allow loading with other traffic able to pass.

Four feet wide shoulders are simply not enough to meet any of these life safety needs. Eight is needed, twelve would be better, and where it is impossible to provide eight feet on both sides, the opposite shoulder should be widened so that the net width of the road is forty (40') feet at all possible locations. I note that the plan endorses "piecemeal shoulder widening" (pp 31, 2-8) as well as "more auto turnouts." While this is desirable, I think the needs of emergency vehicles, tow trucks loading disabled vehicles, semi trucks and transit buses MUST be considered. Further, particular emphasis on widening is needed next to major water sources, particularly those which would be used in a major "water supply operation" as needed to suppress a structure or wildland fire. Up to seven (7) water tenders may be engaged in such an operation and local fire departments as well as CalFire should be consulted on where wider "FIRE WATER TURNOUTS" should be implemented.

As for "limited opportunities to widen ... due to trees, utility poles, fences, drainage ditches and embankments" (pp 53, 54, 55, and myriad other places elsewhere throughout the document), I feel that the need instead is to set a policy: widen \_everywhere it is easy\_, consider widening at critical points, and whenever new construction is proposed, incorporate widening into the overall plan.

Drainage ditches should be replaced with sidewalks and proper drainage as resources permit. Fences in the public right of way should be set back properly. If the private right of way encroaches, negotiate with landowners to address as necessary.

The forest has plenty of trees in it; unless a particular tree is of heritage value and is of a type not to pose a fire hazard (i.e. redwoods), the presence or absence of a tree should not be allowed to dictate safe roadway width.

Which is more important, a cyclist's life or a tree?

I appreciate the usefulness of so-called "bulb-outs" for pedestrian safety in urban towns \_where an adequate and alternate roadways exists\_, as in much of downtown Felton. I do not agree that bulb-outs are appropriate for a Highway 9 crossing at the San Lorenzo Valley Schools campus area, Ben Lomond, Brookdale or Boulder Creek. I would suggest instead pedestrian safety signs and surface mount flexible stakes (hinged posts to a plastic base). The latter is strongly preferred because it provides pedestrian safety in ordinary conditions and can be safely driven over in emergencies.

I have to particularly call out AND STRONGLY OPPOSE "bulb outs" for the Highland Park and Ben Lomond area (Project 13 & 14, pp 85-86, 3-39 and 3-40) for the following reasons:

- Highland Park is likely to be a hub of disaster response for the San Lorenzo Valley corridor. It is a designated Landing Zone (LZ) for emergency medical evacuation helicopters. The parking lot makes an ideal staging area; the facilities can be pressed into use for emergency purposes including a shelter and/or Field Treatment Site. Narrowing the Highway 9 crosswalk \_with bulb outs\_ creates a chokepoint at a location likely to be a chokepoint, as emergency vehicles enter and exit. Please use surface mount flexible stakes instead.

- A Main Street bulb-out would substantially impact northbound emergency vehicles leaving the Ben Lomond Fire Station. Note that in the Valley, it is common for two fire stations to respond with apparatus to an incident, so all Boulder Creek structure fire calls will result in a Ben Lomond response. The bulb out makes it more difficult for drivers to pull over out of the way of emergency vehicles (pp 87, 3-41).

- I agree that substantial improvements are needed to the Brookdale crosswalks (pp 95, 3-49). Neither a bulb-out nor a refuge island \_made of concrete\_ are appropriate. Both pavement markings and surface mount flexible stakes can be used to create the \_effect\_ of a refuge island without a permanent reduction of the road surface.

- The same logic applies to the bulb-outs proposed for Highway 9 and Lomond St (Figure 3-40, pp 103, 3-57). I would suggest instead of concrete, flexible curbing with molded in reflective pavement tape. This makes it clear that the bulb-outs are not for 'driving on' but are rather for pedestrian use - but can be driven over by emergency vehicles with no risk to tires. The ADA ramps would be set back slightly so that the effect of a 'safety area' would be created. Example product: <https://trafficlogix.com/rubber-curbs/>

- In passing I object to a traffic signal for downtown Boulder Creek at 9 and 236.

- In passing I agree with Projects 26 and 27 (pp 106, 3-60) but oppose a STOP sign for southbound Highway 9. This is an expensive spot to widen but the widening is sorely needed.

- Bulb outs for Garrahan Park (pp 107, 3-61) are extremely inappropriate for the reasons addressed above. A crosswalk however is needed.

About signage and lighting: CalFire has (correctly) opposed Evacuation Route signage because there can be no way to know in advance which way people are evacuating in. Therefore, the only feasible alternative is to install signage at key intersections using the universally understood "NAME OF TOWN #MILES" SIGNAGE, as "Boulder Creek 9" or "Santa Cruz - 12" The signage should be visible at the point where the vehicle approaching the intersection is deciding on the lane to select for the turn.

I believe that at each major road intersection that poses alternatives that leave the corridor, appropriate signage should be posted. To use the example of Highway 9 at Glen Arbor Road (south), the following signs should be posted as applicable: "Boulder Creek 5" | "Felton 2" | "Zayante 4" with appropriate arrows. The next such intersection north would be downtown Ben Lomond; the next south would be Graham Hill Road. The preference would be mileage to towns; using names of major roads only where

no towns exist. In particular, Alba Road would say "Empire Grade 4" rather than the current confusing "Boulder Creek 14" (which assumes knowledge of Jameson Creek and 236). Highway 9 north at Bear Creek Road would say "Skyline / (35 'shovel') 14" where Highway 9 south at Bear Creek road would say "Summit / (35 'shovel') 9" for a left hand turn. This will not only assist travelers but help evacuees stay oriented and assist emergency crews, some of whom will be unfamiliar with the area, to report to staging areas and incident scenes. This signage will feel slightly redundant to locals but essential in emergencies.

These signs should be LIT whenever feasible, perhaps by solar powered lights mounted on the signs, and especially where major secondary roads meet the Highway 9 corridor. These lights should be photocell controlled, not timer controlled, so that they are turned on by limited visibility conditions such as wildfire smoke or winter storms.

Key intersections should be lit not only for traffic safety reasons, but to help with incident management. Where a road is particularly narrow and cannot be widened, it should therefore be more effectively lighted - lighting rarely requires right of way considerations and increased visibility allows for better reaction time from drivers.

I appreciate the efforts of all the stakeholders to this plan. I do want to strongly encourage more involvement not only from the Santa Cruz County Office of Emergency Services and the California Highway Patrol, but also from the Santa Cruz County Fire Chief's Association, CalFire "CZU" Felton area, each of the affected volunteer fire districts (especially Boulder Creek, Ben Lomond and Felton) and the Santa Cruz Fire Department, and last but not least, the Santa Cruz County Sheriff's Office.

Thank you for the opportunity to comment.

Andrew Clark

**From:** mark varner , [mrvarner@ix.netcom.com](mailto:mrvarner@ix.netcom.com)

**Sent:** Monday, January 21, 2019 11:07 AM

**Comment**

I have reviewed the chart of actions and their focus. I am concerned that the intersection of Highway 9 and Bear Creek Rd has a limited focus on pedestrian safety. I, like many local residents, frequently walk into town from Bear Creek Rd. I have almost been hit by cars turning onto Bear Creek road from Hwy 9 MANY times! Alternatively, I have never had a "close call" while driving from Bear Creek Road onto Hwy 9. I wait at the stop sign until it's clear both ways. Not a problem. I suggest you study the dangers of pedestrians at this intersection. Thanks, Mark Varner 13550 Bear Creek Rd. #14, Boulder Creek.

From: Janet Coit <[coit.janet@gmail.com](mailto:coit.janet@gmail.com)>

Sent: Monday, January 21, 2019 10:14 PM

To: slv plan <[slvplan@sccrtc.org](mailto:slvplan@sccrtc.org)>

Subject: Bear Creek Road and Hwy 9 intersection

Hi,

We live just off of Bear Creek Road close to the intersection of Hwy 9 and Bear Creek Road. Several times a week we hear the skidding of tires as vehicles just miss each other at that intersection. There have been plenty of accidents there and it's a challenge almost every time to pull onto Hwy 9 from Bear Creek Road.

The sight lines are terrible and my husband and I have to work together, one watching each way, to pull out onto Hwy 9. The cars are traveling so fast and sometimes there are vehicles parked on either side of Hwy 9 that makes it even more difficult to see.

Driving north on Hwy 9 at night, the intersection is very hard to see and there have been several cars that have missed the intersection and gone straight across the intersection toward the river.

Some flashing intersection ahead signs could slow down traffic and a flashing yellow light or a 3 way stop would make a very dangerous intersection much safer.

The RTC plan for a stop sign on Hwy 9 heading south only and not heading one in the north direction would be very confusing for drivers. It would be better with a 3 way stop. It works very well at the 236

intersection and BCR is probably a busier road.

But honestly, any work done on this intersection would be an improvement and with all the traffic that uses Bear Creek Road, the intersection should be a high priority.

Thanks,  
Janet Coit

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From: Jim Helmer <albacreek@comcast.net>  
Sent: Tuesday, January 22, 2019 3:46 PM  
Subject: Re: Open Houses for Hwy 9/SLV Corridor Plan

...I've searched throughout the document and appendices to see where the concept of a multi-use path from the Ben Lomond traffic signal on Glen Arbor Road to some unidentified location for a future ped/bike bridge to cross over the river to Highlands Park came from. I attended all the meetings but never heard of such a proposal? In reviewing the appendices of all public comments I do not see it. I recall the discussion of a ped bridge to serve the Hihn Road community, but never a one-mile plus multi-use path from downtown Ben Lomond.

For 7 years the Ben Lomond community has voiced the need for a safer walking area on Glen Arbor Road from Highway 9 to Pine (2 blocks) on the northerly side. This side connects our major population center (100s of residences) to the traffic signal with push buttons and directly to the market. This proposal has gone to Bruce's office since he was first elected and formed a Ben Lomond pedestrian safety adhoc task force.

Now, somehow the report suggests a "very expensive" project with right-of-way impacts on the opposite side of the street which I don't see any community support for, plus it would require time consuming and costly further studies on the environmental and feasibility of a pedestrian bridge over the river. Project #15 has basically resulted in the community's #1 requested "local road" pedestrian improvement project for the last seven years to be eliminated from further consideration. I don't get it. There will likely be questions as to how this project was conceived and by who? thanks Jim

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From: Jim Helmer <albacreek@comcast.net>  
Sent: Wednesday, January 23, 2019 9:49 AM  
To: Brianna Goodman <bgoodman@sccrtc.org>  
Subject: RE: Open Houses for Hwy 9/SLV Corridor Plan

Thank you Brianna, I've looked through the Phase I public input and see the input on a ped bridge and these comments were predominantly from those living near Hihn Road, but please tell me where I can find a multi-use path from Mill Street (on the east side of the road) to a potential bridge as input. I see where a priority was safe walking/riding from Highland Park to Ben Lomond but I cannot find any input on a multi-use trail on

You may not be aware of this but for the past seven years our community has requested a path way on the north side of Glen Arbor from Mill to Pine. This paved shoulder or path (whatever it would be) fills a very important and more immediate need of connecting hundreds of homes directly to the town core, signalized crosswalk, bus stops and the Ben Lomond Market. We (the community) will be responding to that effect and hopefully it will then rise to an "A" or "B" priority. If a multi-use path were to go beyond Pine to Madrone as shown, it should be on the side of the road where all the residents are in our view, then cross when the rest of the route is identified.

Thanks again, the good news is the community is now responding and will provide feedback with their suggested priorities for projects, maintenance and resiliency. thanks Jim

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**From:** Jim Helmer <albacreek@comcast.net>  
**Sent:** Friday, January 11, 2019 2:30 PM  
**To:** JM.Brown@santacruzcounty.us; Bruce McPherson <bruce.mcpherson@santacruzcounty.us>  
**Cc:** Brianna Goodman <bgoodman@sccrtc.org>; Rachel Moriconi <rmoriconi@sccrtc.org>; Johnson, Gine <Gine.Johnson@santacruzcounty.us>; Justin Acton <justin@bcpizzapub.com>



**Subject:** Highway 9 Pedestrian Safety Improvements

I want to thank you all for your efforts, especially Brianna for applying for and receiving grant funds. These five locations are spots where pedestrians truly need a break to get across Highway 9. I would like to ask why we cannot get rapid flashing beacons in the Brookdale location at Pacific...An advance flasher in only one direction is good, but it will not alert a motorist of the actual crossing. After all of the input received from community participants about this location, please, use this opportunity to install rectangular rapid flashing beacons at Pacific and Highway 9 in Brookdale and remove the biggest sight obstruction of all, and that is the 4-foot dia. redwood tree that blocks the view of pedestrians in the North bound direction. Please consider this amendment to the plan before solidified. Please let us know if there is an opportunity for an upgrade project here, before the corridor plan is adopted. Best, Jim Helmer

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**From:** Mary Ericson <mary.ericson@gmail.com>

**Sent:** Tuesday, January 22, 2019 7:22 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Hello,

I would like to request consideration of a crosswalk at the corner of West Park Ave and Highway 9 in Boulder Creek.

There is a school bus stop at this corner.

The Boulder Creek library is just one block up West Park.

Also many people walk and jog along West Park.

Also pedestrians coming from the Bear Creek Road area could use this crosswalk to more safely cross Highway 9 to get to Johnnie's Market and the Post Office.

thank you.

Mary Ericson

13550 Bear Creek Road

Boulder Creek

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**From:** Barbara Hanson <barbara@barbaraltc.com>

**Sent:** Wednesday, January 23, 2019 6:46 PM

**To:** Regional Transportation Commission <info@sccrtc.org>

**Subject:** Ideas to improve Safety on 9

Thanks for the info on the ideas for SR9/SLV Plan.

Maybe I missed it, but I saw no mention of the idea to create a daylight safety corridor -- signs (as on Hwy 1 between Watsonville and Monterey) saying to have lights on 24/7. Bikes too. This will be the cheapest, easiest way to help. I drive this area daily. With the sun and alternating shadows, objects meld into the background. It would be great if pedestrians carried lights as well. About 30-40% of cars currently use their lights now. An additional % would help a lot.

Cost? Sign in Santa Cruz when entering woods area at Paradise Park, two in Felton north and south, sign exiting Boulder Creek going south. 4 signs. Fewer fatalities and accidents. Good return on investment.

Thank you.

Barbara Hanson VWC Board

[Barbara@BarbaraLTC.com](mailto:Barbara@BarbaraLTC.com)

**From:** Michael Pisano <mpisano@ucsc.edu>  
**Sent:** Friday, January 25, 2019 2:12 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Hwy 9/SLV Plan Comments

Hi SLVPlan,

I am hoping for a bike/pedestrian path from Boulder Creek to Santa Cruz, and maybe a bike/pedestrian path between Felton & UC Santa Cruz (thru Pogonip).

Thank you for your time & consideration

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Common Acronyms : EE=Employee, PPE=Pay Period End, PD=Pay Day, BW=Bi-Weekly, QW=Quadra-Weekly, MO=Monthly, CP=CruzPay, TS=Timesheet, LOA=Leave of Absence, LNP=Leave No Pay.

**Direct Deposit Sign-Up:** [https://financial.ucsc.edu/Pages/Payroll\\_Direct\\_Deposit.aspx](https://financial.ucsc.edu/Pages/Payroll_Direct_Deposit.aspx)

**Michael Pisano**

UCSC – BAS/SHR/ELR – Leave of Absence Assistant

Tel:[831-459-1867](tel:831-459-1867)-Fax:[831-459-2661](tel:831-459-2661)– **Confidential LOA FAX:**[831-401-2322](tel:831-401-2322)

**MAC** Appointee (METRO Advisory Committee)

Eml: [mpisano@ucsc.edu](mailto:mpisano@ucsc.edu) / Mail Stop: Staff Human Resources

Work Schedule/Plan de trabajo: Days/Dias; Mon thru Fri – Hrs; 8am to 5pm

TKWeb: <http://shr.ucsc.edu/ops/index.html>

SHR = Services, Solutions, Success! Servicios, Soluciones, éxito



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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Friday, January 25, 2019 9:37 PM

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Friday, January 25, 2019 9:37 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Mark Flammer
Email
<a href="mailto:markflammer@gmail.com">markflammer@gmail.com</a>
Comment
<p>Safety at Pedestrian Crossings: When pedestrian crossings are improved in Boulder Creek, Wouldn't it be safer if motorists saw red lights across traffic lanes at the cross point, as opposed to strobing yellow roadside beacons of the type installed in downtown Ben Lomond. From my observation, the strobing yellow LED beacons outcompete the motion of crossing pedestrians for the attention of drivers. At the same time, a strobing yellow roadside beacon resembles a tow truck incident as much as a pedestrian crossing, and may not stop traffic as effectively as flashing red lights across or over the traffic lane. For pedestrian safety, I would prefer to see flashing (not strobing) red lights across the traffic lanes and on roadside posts at pedestrian crossings in the San Lorenzo Valley.</p> <p>Best Regards, Mark Flammer Boulder Creek, CA</p>



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**From:** Brian Dean <briandean@comcast.net>  
**Sent:** Monday, January 28, 2019 8:12 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** comments for Highway 9 SLV corridor plan

I think it is a great idea to add passing and turn outs along highway 9. It would be nice to either have a dotted center line at safe places to pass or make sections with 2 lanes wide for passing.

It would also be nice to add sidewalks, bike lanes and better lighting from Boulder Creek to Felton. This would probably require some Eminent Domain of a small piece of land along the highway to make the road wider however it would make the road much safer and serve the entire valley and tourist.

There also needs to be a cross walk to Scarbrough Lumber in Boulder Creek. May people have to park across the street and it is very dangerous to cross.

Finally, with it so difficult to find a place to park in Downtown Boulder Creek, it would be nice to have diagonal parking spaces to allow more places to park vs. parallel parking

Brian Dean  
385 West Hilton Dr.  
Boulder Creek, Ca. 95006

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**From:** Steve Egelhofer <bethannegel2@gmail.com>  
**Sent:** Monday, January 28, 2019 7:27 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Cc:** Beth Egelhofer <stephenegel@gmail.com>  
**Subject:** Comments from SLV resident of 41 years.

I'm hoping to comment on Hwy 9 improvements:  
The following crosswalks would benefit greatly with sets of flashing amber lighting, with requisite pedestrian controls on either side of these crosswalks...

The crosswalk perpendicular to Wild Roots store in Felton.  
It is most difficult to see peds until they're well within.  
This location should be prioritized...it's very dangerous.

Next would be the crosswalk at Brookdale, adjacent to the post office;  
The S shaped curves on the approach prevent ped visibility.

Two other more minor locations for amber flashing lights are:  
Crosswalk at Forest St. in Boulder Creek &  
Crosswalk at Henry Cowell entrance just south of Felton.  
The former is sometimes partially obscured by parked cars & trucks.  
The latter occasionally has jumbled traffic...peds, horses, tourists, regulars.

I think the lighting as is present in Ben Lomond adjacent to Scarboroughs (Main Street)  
is a much safer situation for motorists, bicyclists and pedestrians.

Thank you for your consideration and for allowing residents to comment.

Steve Egelhofer  
P.O.Box 5  
Felton, Calif. 95018  
(831) 335-3985

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**From:** Thomas Wynn <twynn@wynncapital.com>  
**Sent:** Tuesday, January 29, 2019 8:23 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Hwy 9/SLV Plan Comments

I strongly encourage implementation of the Plan as quickly as possible.

Thanks,  
Thomas Wynn  
CEO, Wynn Capital Management  
831-336-4367 office  
831-588-7178 cell  
WynnCapital.com

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Tuesday, January 29, 2019 12:01 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form


This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Dylan Fetzer
<b>Email</b>
<a href="mailto:dylankfetzer@gmail.com">dylankfetzer@gmail.com</a>
<b>Comment</b>
As a Ben Lomond resident with elementary school age children and who frequently bicycles along Hwy 9, I am encouraged that safe pedestrian and bicycling paths along the highway are a prominently featured aspect of this plan. I'd like to encourage that these plans continue forward and be implemented as soon as possible.
Thank you for your hard work and detailed analysis, I'm looking forward to seeing the results!

---


**From:** FB messenger re: SLV plan  
**Sent:** Tuesday, January 29, 2019 11:42 AM  
**To:** slv plan <slvplan@sccrtc.org>

Events
Notifications
Messages
Upcoming Events
More



Anders Steele  
Unassigned

11:06 AM



Hello - for Boulder Creek the town consensus is: Bulb-outs, yes.... "rapid-flashing beacons" . heck no... please no!! Thanks for all of your work.

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Tuesday, January 29, 2019 5:24 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Susan Roe
Email
<a href="mailto:SueMHR@aol.com">SueMHR@aol.com</a>
Comment
Behind San Lorenzo Valley Elementary School there is a foot bridge onto the campus. It was closed last spring. The closure has contributed greatly to the congestion in the road and parking area out front. I believe it would be a great help if that foot bridge were repaired and reopened so children could, once again, access the school that way. There is never going to be enough parking and waiting area out front as there isn't enough space. We need this alternative place to park to deliver and pick up our children from SLVES.
One thing that didn't make the top ten was a crosswalk at Willowbrook and Hwy 9. There are often people running across the road there. Very dangerous. I think that should have high priority!

**From:** Josh Poulter <joshpoulter@gmail.com>  
**Sent:** Tuesday, January 29, 2019 6:33 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Upcoming Highway 9 Project

Hi SLV Planners,

My name is Josh Poulter and my wife and I moved into Ben Lomond just over a year ago. We love the area and look forward to many years here!

We want to voice our support for the plan the you have in place. We fully support the development of the area to make it safer and more well suited for cyclists and pedestrian traffic

We understand the desire of some to keep the area less developed for the sake of the more rustic feel. We get that, we love the more mountainous feel of our area. That's why we bought a home here. But the fact remains that we don't feel safe walking in most places on Highway 9. We would love to go on a family walk without having to drive to a park that is 5 miles away.

We appreciate all that you do!

Best,

Josh

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Tuesday, January 29, 2019 6:40 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Janet I Coit
<b>Email</b>
<a href="mailto:coit.janet@gmail.com">coit.janet@gmail.com</a>
<b>Comment</b>
Please make the Hwy 9 & Bear Creek Road a safer intersection with a light or stop signs, and crosswalks.

---

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Tuesday, January 29, 2019 10:21 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Lisa Petersen
<b>Email</b>
<a href="mailto:lm_petersen@yahoo.com">lm_petersen@yahoo.com</a>
<b>Comment</b>
<p>I didn't see a cross section of the multimodal path. Please provide. Other comments:</p> <ul style="list-style-type: none"><li>- 4 foot bike lanes are unacceptable. This does not meet Class II standards. Use Caltrans std</li><li>- Reduce lane width to 11' or 10.5' to get additional bike lane space and slow traffic</li><li>- make rural shoulders a minimum of 5'</li><li>- width for angled parking greater than it needs to be. Reduce width to 18' to add to sidewalks or bike lanes</li><li>- Provide buffered bike lanes when possible- even for short segments</li><li>- Provide bike boxes at signalized intersections</li><li>- Provide green back bike legends away from intersections</li><li>- Consider medians in downtown where possible</li><li>- Add bulbouts at Felton Empire Grade Rd. to facilitate pedestrians</li></ul>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Tuesday, January 29, 2019 10:30 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Scott Petersen
<b>Email</b>
<a href="mailto:sc_petersen@yahoo.com">sc_petersen@yahoo.com</a>
<b>Comment</b>
Why is the County not working collaboratively with Santa Cruz to Provide a complete streets connection into the CSC?

---

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, January 30, 2019 8:49 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Tina To
<b>Email</b>
<a href="mailto:tinamarieto@gmail.com">tinamarieto@gmail.com</a>
<b>Comment</b>
<p>Please consider installing walkways along Hwy 9 from Boulder Creek to Stapp Rd. I often see pedestrians walking at night along the side of the highway and I fear that they will be hit by passing vehicles.</p> <p>As for the corridor from Boulder Creek to Felton, there needs to be space for both pedestrians and bicyclists. Why not consider something similar to the Golden Gate Bridge? The bicycles have their own path on one side, and the pedestrians on the other. This could work in the longer stretches such as the connection between Brookdale and Ben Lomond.</p> <p>Absolutely create pedestrian paths around schools, like BCE. It's a mess in the mornings, and I give credit to the crossing guards for keeping the kids safe.</p> <p>Finally, consider a transit bus from SLV to Saratoga/Cupertino/Sunnyvale Caltrain. If it ran regularly enough, during rush hours, 7am-9am &amp; 5pm-7pm weekdays, the Silicon Valley commuters could use this instead of clogging up the highways.</p>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, January 30, 2019 8:54 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Kristy St.George
<b>Email</b>
<a href="mailto:k5dolphin22@gmail.com">k5dolphin22@gmail.com</a>
<b>Comment</b>
Bear Creek Road continues to be a dumping ground for broken/stolen vehicles. It's become disgusting with

grafetti and trash. Many cars and campers discarded on the side of the road and many turnouts on Bear Creek Road. This is ridiculous and needs to be addressed and dealt with. The Sherrif or Hwy Patrol needs to stake out and patrol the road at night and install camera traps to finally catch these people who probably are repeat offenders living on or near Bear Creek Road.  
Please do something. It makes our community look and feel really bad and scary.  
Thanks  
Kristy St George

---

**From:** Elisa Alameda <italisa5@gmail.com>  
**Sent:** Wednesday, January 30, 2019 9:52 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Please fix Oak Dr. in Felton

I'm writing in to request that our road gets fixes at Oak Dr. in Felton (right when you turn left on to Oak Dr. from Redwood Dr.).

When the county did work on Redwood Drive to fix the water problem from Shingle Mill Creek causing a Redwood Drive cave in, their water diversion to keep Redwood Drive intact diverted the water culvert to cut into the Oak Drive side. Since then, the soil has been undermined by the water coming from Shingle Mill Creek, and I'm worried about Oak Drive dropping off into the creek in the near future.

Oak Drive is not a fully a private road. It becomes a private road at the intersection of 770, 771 and 751 which is some way down the street. The area that's being affected is part of the public road and should be taken care of by the county.

On behalf of myself, my family, my neighbors and my tenants who live there, we ask for your help to fix our road before it becomes a hazard or potentially a fatal issue. Our children ride there bikes up and down that street, so we want to make sure it's as safe as possible.

Thank you for your consideration.

Elisa Alameda  
831-295-3405

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, January 30, 2019 3:05 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Kip Tellez
<b>Email</b>
<a href="mailto:kiptellez@icloud.com">kiptellez@icloud.com</a>
<b>Comment</b>
I think all the improvements in the plan are terrific, especially the work around the Ox parking lot. This area needs to have very limited parking, both to limit dangerous crossings and to encourage visitors to park (any pay) in the Henry Cowell lot. During the summer, when the footbridge is open, Garden of Eden visitors should be required to pay to park.

As a bicyclist, I am strongly in favor of making Hwy 9 more bike friendly.

Thank you.

---

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Thursday, January 31, 2019 12:46 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Bridgett O'Shea
Email
<a href="mailto:bkoshea@gmail.com">bkoshea@gmail.com</a>
Comment
Thank you for all of your hard work! I would also like to suggest that crosswalk lights, as well as a signal at El Solyo Heights would make a huge difference. I have seen so many near accidents at that spot, especially around school start & dismissal times. Additionally, the pedestrian bridge at the back of SLVE & Hacienda has been closed since last April. If re-opening the bridge could be part of this project it would provide another access point for pedestrians & cyclists. Thank you!!

---

**From:** Keith Kirk <keithgkirk@gmail.com>  
**Sent:** Friday, February 01, 2019 10:11 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Cc:** Michelle Varrin <mvarrin@gmail.com>; Susan Kirk <Susanhk22@gmail.com>; Richard Stipes <rbstipes@gmail.com>; Cecilia Stipes <flyfishgal3@aol.com>; Ken Morgan <mr.kenmorgan@gmail.com>; Briget O'Shea <bkoshea@gmail.com>; Drewpiero <drewPieros@aol.com>  
**Subject:** Comments on Draft Highway 9 — San Lorenzo Valley Corridor Transportation Plan

I live on Capelli Dr. adjacent to the SLV school complex. I have reviewed the draft plan and taken the survey to prioritize action on the plan.

Of great concern to me and members of the neighborhood is the danger and safety hazard posed by all of the daily school traffic and Black Mouse disk golf traffic entering the school from Highway 9 via El Solyo. There are many accidents at this dangerous intersection.

The draft plan proposes some minor changes to the intersection but I suggest these are insufficient.

What is needed is a traffic light at this intersection to allow safe ingress and egress. This traffic light could be combined with a cross walk. The current location of the cross walk in this stretch of highway 9 is located where cars speed up in this short straight stretch of the highway and is extremely dangerous for pedestrians.

Thank you for your consideration of this possibility and please let me know if you have any questions on this matter.

Sincerely,  
Keith Kirk  
831-247-0526

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Friday, February 01, 2019 1:27 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Laurie Bruton
<b>Email</b>
<a href="mailto:lbruton@slvusd.org">lbruton@slvusd.org</a>
<b>Comment</b>
All Hwy 9 projects should include safe routes to school, crosswalks, walking paths for adults and children that connect the community to the school campus. The access road and improved traffic flow plans for the SLVHS campus will improve traffic for the entire community. The bus pull off for Metro buses will allow for safe and speedy pick up and drop off from the bus that does not result in a traffic backup.

---

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Saturday, February 02, 2019 5:41 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Michelle Varrin
<b>Email</b>
<a href="mailto:mvarrin@gmail.com">mvarrin@gmail.com</a>
<b>Comment</b>
<p>Thank you for reading and considering my comments and thoughts. I have three.</p> <p>First of all, I would like to see a light at El Solyo and highway 9. The traffic and the back ups there during school are in need of some regulation and have been for a long time. I have seen more than one accident there as well.</p> <p>Second, there absolutely has to be a plan for bike access to Santa Cruz from SLV. There is NOTHING. All roads narrow down to fast and dangerous curves that I frequently see bikers on (whether highway 9 or Graham Hill) I don't see any considerations for this.</p> <p>Third and most importantly, I think by far the #1 priority in all of this, and I'm showing my support here, is safety around the schools. I'm amazed at the dangerous situation at present. Yes please, sidewalks and bike lanes from the schools all the way to Felton. I would like to add a finer point: it is much safer to ride and walk Fall Creek Road into town, but it's not safe to bike ride it back. There is no way to get across highway 9 at Fall Creek Road safely to ride with the traffic and so kids (and adults) ride into traffic to the school. I don't have to tell you this, but that whole area is a disaster waiting to happen with the increased traffic, traffic speeds, kids walking 3 abreast, drivers on cell phones (and meth). Please make this priority #1.</p>

---

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Sunday, February 03, 2019 7:46 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
-------------



Jim & Helmer

**Email**

[albacreek@comcast.net](mailto:albacreek@comcast.net)

**Comment**

The section of Highway 9 from Glen Arbor N. to Highlands Park would be a perfect stretch of Highway to implement basic safety and minor widening improvements along with Hillside Av. crosswalk/bus pad improvements. It would serve not only park goers but all residents, business owners, cyclists, pedestrians and tourists that traverse the SLV. It is feasible, unlike the multi-use path (project #13) that is suggested to take property and wind through neighborhoods with 10-12' wide streets (Railroad Ave, Riverside, Alder, etc.) and requiring an expensive bridge that would serve very few residents and require years of E.R.s and more hearings and siphon money away from Highway 9 safety projects. A direct improvement on Highway 9 helps to solve safety issues, improves drainage, improves transit use and makes for safer pedestrian crossings. That is the type of project that can leverage our Measure "D" dollars. Let's make project 13 an "A" priority direct connection on 9 and remove the multi-use path from the plan or make it an alternative with a "C" priority and "O" ease of implementation. I disagree with the consultant's finding that this was a "B" priority project when there is no reference to it in the appendices. The B.L. community has long want a walking path on Glen Arbor from Highway 9 to Pine (on the N. side of Glen Arbor connecting the 100s of homes on that side vs. the 2 homes on the side the consultant proposed.

the Highway 9 direct connection should not be thought of as a Ben Lomond project....., it is a Highway 9 project/concept that has corridor-wide positive ramifications. The consultant does not identify the Caltrans ROW width in that stretch and it is important to know what it is, not only here but on other key stretches of Highway 9. Knowing the ROW would allow the agencies to know which side of the Highway is most feasible to widen to avoid property takes.

---

**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Sunday, February 03, 2019 11:37 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

James Helmer

**Email**

[jim@lightmoves.us.com](mailto:jim@lightmoves.us.com)

**Comment**

10885 Alba Road, B.L.

I question the concept of back-in diagonal parking in Felton, this will not be a safe maneuver. There are steep slopes from the sidewalk and this backing maneuver up a grade will be difficult. It would be far better to follow existing examples by Caltrans and install conventional diagonal parking on a State Highway, such as that on Highway 130 (posted 30MPH) in the Alum Rock Village (between Stewart and Manning) in San Jose. Caltrans does NOT have a policy preventing conventional diagonal parking on a 25MPH Main Street, and I wish this corridor study would point that out.....photos of Alum Rock diagonal parking have been forwarded to RTC staff during the course of the study.

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Sunday, February 03, 2019 2:49 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

Dave Wade
<b>Email</b>
<a href="mailto:dmwade55@gmail.com">dmwade55@gmail.com</a>
<b>Comment</b>
Perhaps I missed it in the planning documents, but something should be done to improve pedestrian safety along Hwy 9 south of the entrance to Henry Cowell. There are 3 commercial motor home campgrounds in south Felton, and I frequently see pedestrians, including families with small children, walking along the shoulder of the Hwy.

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Monday, February 04, 2019 3:44 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Robyn McIntyre
<b>Email</b>
<a href="mailto:robynmcintyre@gmail.com">robynmcintyre@gmail.com</a>
<b>Comment</b>
I read through the plan, which was nicely detailed and organized. I agree with the planning, although some of the niceties are vague - "where feasible" comes to mind. What is the definition of 'feasible'?
As far as bike paths go, I am definitely in favor of anything that will transfer cyclists from Highway 9 between Felton and Santa Cruz to another, more dedicated pathway.
I also noted a number of multi-use paths near the Highway 9 corridor. Can you tell me what are the most common usages of such paths - walking probably being #1?
Thanks for your hard work on this.

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**From:** C J Elizabeth <cjzabeth@gmail.com>  
**Sent:** Monday, February 04, 2019 4:58 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Support bike improvements in the Highway 9 Complete Streets plan!

I have many friends that live in these areas and I like to visit them and get a good exercise in - so it's a pleasure to me to hear that bike transportation is being taken more seriously. Please continue to honor our planet and or seniors who have the time to get out of their cars and still not be isolated! Many critical community needs are being addressed here.

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From: jessica holbrook <jessicarabbit711@icloud.com>  
Sent: Monday, February 04, 2019 6:15 PM  
To: slv plan <slvplan@sccrtc.org>  
Subject: Draft Hwy 9/SLV Plan Comments

Hi,  
Since I might not be able to attend the meeting I wanted to give some feedback via email.  
First let me thank you for your efforts to make Felton a safer biking/ pedestrian community! I've lived in Felton for over ten years and I've dreamed of the day when I can safely ride my bike from my house in the neighborhood of gold gulch to downtown Felton. It's only a mile but with the lack of shoulders and dangerous nature of riding on a narrow, windy road I have to drive my car to do tasks that I would ordinarily ride my bike to.

That being said, I think "project 2" which would better connect the neighborhoods of south Felton to Henry Cowell/ downtown is of the upmost importance. Every day I see kids walking home from school alongside the highway, at times climbing up the embankments when cars pass by in narrow sections. This breaks my heart and I know it's only a matter of time until tragedy ensues.

In the summer families walk from the rv parks in south Felton alongside highways to the shops to pick up groceries and it would be a benefit to the local businesses if visitors were more easily able to ride a bike or walk into town for a bite to eat or shopping.

Lastly, I've noticed in the past few years as more families have moved to Felton the traffic heading north on 9 through downtown Felton has worsened. Traffic was never an issue but now I'm the evenings cars will be backed up from the intersection at graham hill road and highway 9 all the way to laurel ave (near the quick stop gas station). I wonder how many of these people are moms like me who are having to drive to pick up kids from play dates/ after school activities instead of being able to walk or bike?

Thanks for being open to input and taking on this much needed project!

Jessica Holbrook

Sent from my iPhone

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**From:** Ivanka Staros <ivanka77@gmail.com>

**Sent:** Wednesday, February 06, 2019 12:05 AM

**To:** slv plan <slvplan@sccrtc.org>

**Cc:** Ivanka Staros <ivanka77@gmail.com>; Karl S. Schumaker <karls@pobox.com>

**Subject:** comments regarding Hwy 9 improvement proposals in Boulder Creek

Hello, I would like to address several issues that I find problematic with the proposed improvements for Boulder Creek, where I reside, as well as offer several alternative solutions.

1. I disagree with the wisdom of the proposed bike lane on Lomond Street. First of all as a parent of a Boulder Creek Elementary student I use parking on that street, and I can imagine that the addition of bike lanes will conflict with parking. Parking in that area is already very difficult and stressful when driving your child to school and picking up from school. Secondly, Lomond Street is so steep that it would be impossible to bike up on it and a hazard to bike down on it. Any other street in Boulder Creek would do ok for a bike lane. Except Lomond Street. To improve safety in the area around Boulder Creek Elementary, please consider installing some speed bumps in that neighborhood as we regularly hear reports of drivers speeding on those streets near children. Pedestrian scaled lighting would also be a helpful safety feature at the intersections leading to the campus on Laurel and Lomond streets.

2. Examining the intersection of Hwy 9 and Bear Creek Road I saw the proposed stop sign for south bound lane. I live north of town and while driving out of town I have encountered situations where the drivers stopping on Bear Creek Road stop sign pull out into my lane, appearing to expect that I would also have a stop sign. So I expect that if the new stop sign is installed only on south bound hwy9, this confusion will be even more prevalent leading to more frequent dangerous incidents. So, I think that if anything, there should be 2 stop signs.

3. Regarding the bulbed out intersection additions in Downtown Boulder Creek: The turn from south bound Hwy 9 onto Hwy 236 will lose a right turn lane, which in peak traffic times can be a very important turn for those of us accessing Boulder Creek Elementary. So I see that this proposal, if implemented, would increase traffic congestion issues by creating longer lines of traffic and longer wait times for drivers. I understand the need to increase pedestrian visibility, and I think a lit ground pedestrian scaled lighting crossing would be an excellent solution that. If in fact that is not an official turn lane, then a real improvement will be to make it a legal right turn, because many people rely on it, and this is an important feature in traffic flow. Moreover, Boulder Creek does not have so many pedestrians which would justify slowing down traffic and stressing out drivers by making it impossible to turn right before having to wait for multiple stopping cars in front of you. Conversely, a traffic light on that intersection would be great. We certainly have enough traffic, I think, that we could use a light.

Thank you for taking the time to read and consider my comments. I hope that you will take them into consideration.

Sincerely,  
Ivanka Schumaker Staros

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**From:** Richter, Eric <erichter@giro.com>  
**Sent:** Wednesday, February 06, 2019 12:31 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** In support of SLV/Hwy 9 Bicycle and Pedestrian improvements

**Hello, RTC Staff and Commissioners**

**I'm writing to voice my support for the following priorities that can improve infrastructure and public safety in the SLV region:**

1. A multi-use path on the west side of Highway 9 from SLV High School entrance to Fall Creek Drive (short-term) and Clearview Place (mid-term)
2. Restripe highway vehicle lanes at the school campus entrance, to provide the addition of bike lanes with green lane treatments
3. Enhanced trail bypass of Highway 9 via Hacienda Way connecting the middle school to Brackney Road
4. Widen shoulders for a trail on the east side of Highway 9 at Russell Avenue and add bike lanes from Laurel Drive improving access to the Henry Cowell State Park entrance

Thank you in advance for your consideration and service to our community.

**Eric Richter**

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, February 06, 2019 8:53 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
linda beach linda beach
<b>Email</b>
<a href="mailto:rockybeach9@gmail.com">rockybeach9@gmail.com</a>
<b>Comment</b>
<p>I am happy to see some improvements being planned for Hwy 9, as it is a very dangerous route to travel other than car. We live on Fillmore Ave next to Mountain Feed. We have 5 Grandchildren, 8 and under. We go to the BL park regularly and crossing at Fillmore is a hazard for all of us.</p> <p>also I see many people crossing in that area to get to Mountain Feed and Tyrolean Inn, both of which are very popular attractions. A crosswalk at this location I feel would be very valuable and perhaps life saving. The present crosswalk at Main and Hwy 9 is very effective due to the blinking lights, so I would also like to see this added feature to any crosswalk on Hwy 9.</p> <p>We also like to take our Grandchildren for walks around the neighborhood and we walk to the Post Office or Scarborough Lumber regularly, this also presents dangerous situations as we, all 5 kids, and Grandma and or Grandpa, maybe a couple of dogs, all have to walk in the road It is very unsafe and frightening. The young ones are just 3 years old. Some type of sidewalk would be very beneficial for people using that route and there are many, dog walkers, joggers, people with baby strollers etc.</p> <p>Another area identified in the plan is a walk wav of some sort from Qualitv Inn to town. This makes sense as.</p>

again, walking in this area is hazardous. Visitors from out of the area may not be aware of the amount of traffic on Hwy 9. They can be lulled into complicity, strolling into town, in awe of our redwoods and the surrounding beauty and not be paying attention to the traffic swiftly moving past them. Visitors to our area are vital to our economy and we don't want to kill them off.

I also noted a suggestion for a crosswalk at Alba road, I don't see many people trying to cross there and I think the money would be better spent on the projects listed above. Also the idea of a walking corridor along Glen Arbor in order for walkers, joggers, bicyclists, pedestrians etc. to get to Highlands park is totally ridiculous, unrealistic and would be costly. I strongly oppose this idea, a walkway along Hwy 9 would be much more beneficial, it would be used more, be less expensive and is just common sense.

One last note regarding the traffic immediately surrounding our area, would be a crosswalk for patrons of Cio Bella. The restaurant is very popular and draws a lot of people to the Valley and crossing Hwy 9 in that corridor again is very dangerous and probably it is just a matter of time before someone is hit and injured badly or killed.

Thank you for your time-

Respectfully submitted,

Linda Beach  
Bob Beach

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Wednesday, February 06, 2019 9:16 AM

**To:** slv plan <slvplan@sccrtc.org>

**Name**

Cynthia Bocks

**Email**

[cydbocks@gmail.com](mailto:cydbocks@gmail.com)

**Comment**

I would like to have a pullout lane for horse trailers and other vehicles exiting the southern most entrance of the Saratoga Toll Rd. There's a plan to have a staging area for equestrians at the trail head but exiting the parking lot would be dangerous because of the blind corner. A pullout lane would make this safer.

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-----Original Message-----

From: Janet Coit <coit.janet@gmail.com>

Sent: Thursday, February 07, 2019 10:53 AM

To: slv plan <slvplan@sccrtc.org>

Subject: 3 stop signs at Hwy 9 & Bear Creek Road intersection

Hi,

I attended the meeting last night at BCE. Thank you for setting that up for public input.

I live near the BCR / Hwy 9 intersection and it is very dangerous because of the speed of traffic on Hwy 9 and the poor sight lines. I'm glad that has been deemed a problem intersection but I am very concerned about the plan to add just one stop sign heading southbound at that intersection.

The thought of having a stop sign heading south on 9 and not one going north, is going to cause lots of confusion and accidents.

I put dot's and post-it notes about it last night and finally at the end I asked the engineer Frederik Venter about it. He was surprised at what I was saying and said that can't be right. So we walked over and I showed him the diagram on the table. He said it must be the plan to have a total of 3 stop signs and I showed him on the easel board in the back where it specifically said only adding one stop sign going south. He was surprised and then we called over Steve Wiesner from Public Works. Steve said there had only been concern about slowing traffic coming into town. But when he thought about it he said that you can't half treat an intersection and that there did need to be 3 stop signs for safety reasons. A young man from

the RTC came over, heard all this and agreed. He said I should put a post -it note saying to have 3 stop signs and to improve the sight lines at that intersection. So I did.

I hope you'll take their recommendations and be sure that there are 3 total stop signs in the plan for the Bear Creek Road and Hwy 9 intersection.

Thanks,  
Janet Coit

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**From:** Karen Edwards <KEdwards@libertybk.com>

**Sent:** Thursday, February 07, 2019 11:44 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Phased Implementation Priorities

Good morning

First of all, thank you for having the meeting last night at BCE and for all of the information that was provided. I'm a little confused about the priorities that are being given for the Boulder Creek area. The folks speaking made it sound like bike lanes have a top priority, but the handout that was given for short, medium and long term projects makes it sound as if pedestrian safety and parking is a higher priority and more of a short term goal. I've watched the growth of this area over the last couple of decades and spoken to many other residents and we all agree that pedestrian safety (meaning slowing cars and enhancing crosswalks with pedestrian activated lights) and diagonal parking to allow for more access to shopping is much more necessary than bike lanes. This town is growing. Tourism is growing here. So, we need to be able to provide access to the stores. In some places, bike lanes would be great, sure. But a much greater need is pedestrian safety and access. In my opinion, within the town core, the priority should be:

- (1) slowing traffic with a 3-way stop sign at 9/Bear Creek and with speed indicators on all 3 major roads (236 included) coming into town,
- (2) at least one pedestrian activated rapid flash crosswalk like the one in Ben Lomond (if just one, then either at the existing Forest St crosswalk or at a new crosswalk that would be in line with the alley by the liquor store as many people park in their back lot or on the back streets and use that alley as their access to town shops),
- (3) bulb outs at all crosswalks,
- (4) diagonal parking on at least one side of the street,
- (5) dedicated middle turn lane &/or island,
- (6) repairing the sidewalks,
- (7) speed bumps on residential streets especially near the schools,
- (8) extending and widening in some areas a paved shoulder or a path with a curb which could be for pedestrians and bicyclists on the south end of town,

and then toward the bottom of the list would be the bike lanes. If something like that is to be implemented, having a path that could be for both bicyclists and pedestrians would be much better.

Thank you for your time!

Sincerely,  
Karen Edwards



Karen Edwards  
AVP/Operations Officer  
13233 Highway 9, Boulder Creek, Ca 95006  
O: 831.338.6477 / F: 831.338.6148  
[kedwards@libertybk.com](mailto:kedwards@libertybk.com)



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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Thursday, February 07, 2019 11:19 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Sheryl Ainsworth
<b>Email</b>
<a href="mailto:sheryl.ainsworth@yahoo.com">sheryl.ainsworth@yahoo.com</a>
<b>Comment</b>
Priority Project #5: Pedestrians trying to walk on Gushee Street in Felton, where it crosses Plateau Avenue, are currently impeded for days or weeks after every rainfall by the non-existent drainage at this intersection. This is a real problem in the winter. It is almost impossible to cross over (to the library or post office) without walking in the water or mud. Please make sure that this drainage problem is identified and addressed in the final corridor plan.  Thank you!

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Sunday, February 10, 2019 12:33 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
George Wylie
<b>Email</b>
<a href="mailto:georgewylie@yahoo.com">georgewylie@yahoo.com</a>
<b>Comment</b>
<p>I have a deep concern that the Implementation Plan (Section 4.) states, "SLV Schools Campus Circulation Redesign: Reconstruction of campus entrances (Project #10). While this is one of the highest ranked projects, this is a longer-term concept due to grading, other major modifications, and cost."</p> <p>There will always be complex challenges associated with this project, and costs will only go up if we kick this down the road. The funding opportunity provided through the passage of Measure 'D' will not happen again for many years (if ever), and if we don't proactively commit to fully accomplishing the SLV campus access project now, we may never see the project completed at all.</p> <p>It is a high priority project for a reason - it would serve to greatly reduce the unbearable and twice-daily traffic congestion that has plagued our valley for decades; while also providing critical safety enhancements for commuters, as well as students, parents, and teachers of the Tri-Campus.</p> <p>Bike trails are nice, but would almost certainly be underutilized once installed, and would serve a significantly smaller group of bike enthusiasts compared to the much larger Valley population who are either affiliated with Tri-Campus, or are otherwise forced to drive by the Tri-Campus on a daily basis.</p> <p>Thank You. George Wylie (831) 392-6539</p>

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**From:** Sheryl Ainsworth <sheryl.ainsworth@yahoo.com>

**Sent:** Saturday, February 09, 2019 12:26 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Priority Project #4 - Gushee Street problem

Hello SCCRTC staff,

A few days ago I submitted to you a comment regarding how the poor drainage on Gushee Street (Felton), at the intersection with Plateau, impedes pedestrian access to the new library and post office. I took the attached photos this morning. The rainfall has not been especially heavy, yet the intersection (once again) is almost impassible!

Thank you,  
Sheryl Ainsworth







**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Friday, February 08, 2019 1:41 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

James Helmer

**Email**

[jim@lightmoves.us.com](mailto:jim@lightmoves.us.com)

**Comment**

Justification for Fillmore Avenue Crosswalk and curb extension(s) in Ben Lomond

The Ben Lomond Town Plan adopted by the Santa Cruz County Board of Supervisors in the early 1990s set in motion a framework for future private and public improvements in the Ben Lomond Village and connecting neighborhoods. It was noted in the Plan:

"A major problem facing Ben Lomond is safety for both pedestrians and motorists. The location of State Highway 9 through the center of town effectively cuts the downtown Mill Street area from the residential areas. Pedestrians trying to get across Highway 9 to the River Park or any of the other public facilities along Mill Street are in a precarious situation due to traffic, speed, limited sight distances and a lack of sidewalks and pedestrian amenities."

It also noted the added challenge of the hills, curves and random parking make crossing Highway 9 difficult for both pedestrians and motorists.

While there were many traffic safety and speeding issues in Ben Lomond in the 1990s and prior, traffic did travel slower than it does today as the posted speed limit was then 25MPH and the lack of a traffic signal resulted in more congestion and slowing as did the lack of a continuous left turn lane. Over the years, a traffic signal was installed, the Highway was widened, utilities were undergrounded, parking was formalized and a two-way left turn lane was installed. While these were exactly the types of improvements the community wanted, an unintended consequence was that traffic sped up because of wider lanes and left-turning traffic no longer a hindrance to through traffic. At some point a speed survey was conducted and due to State regulations the posted speed limit was raised to 30 MPH.

A point that is not widely known is that Caltrans cannot take a speed survey in the main village area of Ben Lomond because they must be conducted between 0.2 to 0.5 miles away from a traffic signal. In essence, the traffic signal has resulted in a safer crossing at Glen Arbor Road and Highway 9, but has also resulted in a RAISED speed limit to 30MPH, because the surveys were conducted closer to the town edges where there was less pedestrian crossings and public activity. In addition, in 2012 the law was changed in California not to allow any discretion to post a speed limit at a 5 MPH increment below the nearest one. For instance, even if there were conditions that were not readily apparent to motorists, such as high crash rates, hills, limited sight distance, etc. and the 85th percentile speed was 33MPH, Caltrans would have no ability to post the speed limit at 25MPH, but would be required to post it at 30MPH or 35MPH. Under the current law, the 85th percentile of free flowing traffic near the edges of the Ben Lomond Village would have to travel at 29MPH or less to justify returning the speed limit to 25MPH.

In relation to traffic, the Ben Lomond Town Plan contained two key goals:

- Create Safer Pedestrian Circulation and provide pedestrian amenities
- Prohibit Vehicular Safety and Limit Speeding

It also noted the need for strong gateway features (preferably on median islands) reminding motorists to slow down and expect more pedestrian activity. While many pedestrian amenities have been installed and welcomed, vehicular safety has improved in some areas, but speeding has increased. Given the current State Law, the only way to post lower speed limits is to have traffic move at lower speeds on a consistent basis and reset the speed limit via a speed survey. The only ways to achieve this is through regular speed enforcement and/or roadway features such as islands, bulb-outs, highly visible crosswalks, lane narrowings, bike lanes, etc. to physically slow the traffic but not impede it.

The Town Plan noted the N. end of Mill Street was a dangerous crossing point for pedestrians, due to speed of traffic and the curve on Highway 9. For residents to access Mill Street and the Ben Lomond Park more safely, it recommended gateway treatments such as bulb outs and crosswalks at Fillmore Avenue.

The draft Highway 9 Corridor Study does not reflect any of the recommendations involving Fillmore gateways or pedestrian crossings. The extent of the investigation for a crosswalk and bulb-out at Fillmore was one sentence: "due to the existing crosswalk at Main Street one block south, may not be feasible". To the contrary, it is feasible, needed and has been recommended in the Town Plan. Even though there is an existing crosswalk at Main Street, it is one of most challenging crosswalks in all of San Lorenzo Valley and likely creates the greatest exposure for pedestrians in the Highway 9 traveled way.

Recommendation:

The Ben Lomond Fire Protection District, residents and businesses recommend that Project 14 be expanded to include a pedestrian crosswalk at Fillmore Avenue and Highway 9. At least one bulb-out on the W. side of the Highway is desired. A gateway sign to Ben Lomond should be installed near Fillmore and Mill Street N. in a landscaped island as recommended in the Town Plan. As contained in the Draft Plan a crosswalk and transit improvements are planned at the south end of town at Hillside Avenue. Those should also be part of Project 14. Gateways at Hillside Avenue and Fillmore-Mill would help achieve many of the goals and objectives of town residents and business owners contained in the Town Plan.

---

**From:** Lara Triona <lara@trionafamily.net>

**Sent:** Friday, February 08, 2019 11:05 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Hwy 9/SLV Plan Meeting 2/6 rescheduled without notice

Hi,

I was very disappointed to arrive at Boulder creek library with my 13 year old daughter on 2/6 at 6pm to find a notice of the meeting's postponement until the next day, which I was unable to attend. The notice

said the postponement was due to a power outage, but there seemed to be lights on in the building and the neighborhood.

I was not able to make the earlier Felton meeting due to a school event.

I am excited about the focus on improving the highway 9 corridor and have many questions about how this plan will support the goals of the Safe Route to Schools as we live within walking distance of SLV schools, but walking along highway 9 is not safe. I see the school access is one of many projects on the plan and would have appreciated the chance to discuss it at the meeting. Are there any more meetings scheduled in SLV before the comment period ends?

Thanks!

-Lara

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-Lara

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**From:** Melissa Harrell <mharrell1012@gmail.com>

**Sent:** Friday, February 08, 2019 9:10 AM

**To:** slv plan <slvplan@sccrtc.org>; Bruce McPherson <Bruce.McPherson@santacruzcounty.us>

**Subject:** Farmer Street

Please consider maintenance of Farmer Street as part of the transportation plan. I live on Farmer Street and have two children who attend SLV schools. So, I'm incredibly supportive of and passionate about the waking path from Fall Creek drive to the school campuses. However, as noted in the plan, this would require kids coming from downtown Felton to use Farmer Street, which is a private road. While I'm not opposed to kids using the road, in theory. It's not something I could support unless it also came with assistance in maintaining the road or county adaption of that very small portion of the road that is private (I understand county is not currently accepting new roads, so this would need to be an exception). Currently the road is maintained informally by neighbors and there is no county support or even road association. We are not able to accommodate additional foot, car, or bike traffic with the current level of maintenance.

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Thursday, February 07, 2019 4:46 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Juanita Nama
Email
<a href="mailto:mjnama@earthlink.net">mjnama@earthlink.net</a>
Comment
We live on Pacific Street in Brookdale. I have read the draft plan that particularly addresses issues in Brookdale. I believe the flashing light north warning there is a cross-walk ahead is not adequate to warn drivers of pedestrians in cross-walk. Eventually, the regular drivers going south on Highway 9 will not "see" and our brains will no longer register the flashing light as a warning. The flashing cross-walk light in Ben Lomond is the perfect model for our cross-walk. In addition, with the flashing lights at the cross walk drivers from both north and south will be alerted



to a pedestrian crossing. I also think moving the bus stop a few feet south by the redwood tree would make it safer for pedestrians and residents on Pacific. Brookdale Lodge will have many more visitors and will raise the number of pedestrians walking about Highway 9. Also, residents who wish to walk to the Lodge will be much safer. The increase of visitors will also increase the need for a walkway along Highway 9.

---

**From:** Jacqui Rice <[jacqui.mj.rice@gmail.com](mailto:jacqui.mj.rice@gmail.com)>  
**Sent:** Sunday, January 27, 2019 10:36 AM  
**To:** Joanna Edmonds <[jedmonds@sccrtc.org](mailto:jedmonds@sccrtc.org)>  
**Subject:** Re: Open Houses for Hwy 9/SLV Corridor Plan

Hi Joanna,

Thank you so much for sending me this information. I will share this information with fellow SLV community members.

As an SLVUSD School Board Trustee, this project is very important to me. I believe that it's completion will increase the safety of our students as they arrive and leave our school campuses, whether they are walking, biking or traveling by car.

I have four children that all attended the SLV tri-campus, and am very familiar with the traffic patterns.

Thank you for all of your time and effort designing this plan.

I look forward to the implementation of a safe student arrival and departure process!

Jacqui

---

**Sent:** Monday, February 11, 2019  
**From :** James Helmer  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

**Comment**

Project #13

I cannot find anywhere in past studies or appendices that a "long term vision" for a connection from Ben Lomond to Highlands Park is a multi-use pathway on the W. side of Glen Arbor Road and then winding down into a neighborhood that cannot possibly accommodate an 8' pathway on 12' wide lanes leading to a new Pedestrian/Bike footbridge over the River. This may have been raised by someone but it should in no way be stated as the community's long term vision....and it should result in deferring badly needed safety and drainage improvements on Highway.

The text for Project 13 states:

A continuous bike and pedestrian connection on Highway 9 from Ben Lomond to Highland Park will be extremely difficult to implement due to right-of-way constraints, existing trees, embankment, guardrail and bridge sections.

The above statement is not at all accurate and in fact misleading. The ROW between Ben Lomond and Highlands Park is 50' at its narrowest point and 80 to 100+ feet in some locations. A 32 ft. or 34 ft. cross-section would not impact a 50' ROW, nor do I see where any trees would need to be removed. Widening on the W. side of the Highway where the most excess ROW exists would not impact embankments and guardrails. There is no bridge in this section of Highway. Let's get our facts straight in the Final Draft and let's emphasize a safer more accessible connection between Ben Lomond and Highlands Park (and beyond).

If a Stop Sign is installed at Bear Creek Road and Highway 9 please stop all three legs. It would result in great confusion at this location and likely serious injury crashes for motorists attempting to left into or out of Bear Creek Road. A 3-way stop is also the safest measure for pedestrians to cross the Highway.

Thank you, Jim Helmer

**Sent:** Monday, February 11, 2019 12:09 PM  
**From :** James Helmer  
**Subject:** Highway 9 ROW

I've heard the consultant state several times in public meetings and include in the document that there would be ROW impacts in several areas along Highway 9 making it extremely difficult to afford to do some basic drainage, shoulder, paving improvements on Highway 9. I've been advocating for a minimum of what they have shown in Figure 2.9 which is two 12'-lanes and two 4'-paved shoulders totalling 32'. I know any project on Highway 9 might be considered a challenge, but I've seen much more challenging ones than he is indicating in my career (many which have been slide repairs on Highway 9)....

I support a more direct connection to Highlands Park (Project #13) from Ben Lomond. So, I checked the ROW in Ben Lomond village core and all the way to Highlands Park on the County's GIS maps...In Ben Lomond from bridge to bridge the ROW is 80' and this is also noted in the Town Plan (and past improvements have built out to that width). South of Ben Lomond it remains 80' to about Lorenzo Avenue (just S. of Casa Nostra Restaurant). From there to Highlands Park the ROW is a minimum of 50' and in some cases near Scenic Drive and the Park entrance it widens to beyond 100'...

What I learned by looking at these maps is that most of the spare ROW is on the side of the road where our slides occur and our drainage ditches make it challenging to walk or ride. I can now easily envision using some of this ROW mainly on that side of the Highway to realign Highway 9 from Ben Lomond to Highlands Park and not impact guardrails, banks and trees on the opposite side. It would seem entirely possible to construct a 34' cross section (two 5' bike lanes/shoulders which are supposed to be the State minimum). Putting in drainage systems upder the shoulder and building low gunite walls as has been done at the Glen Arbor traffic signal. Because few driveways exist on that side of the Highway it would be the preferred side to minimize impacts on residents. Even with a 34' cross sections it would still provide 16' minimum for turnouts and bus stops.

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Monday, February 11, 2019 3:17 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
James Helmer
<b>Email</b>
<a href="mailto:jim@lightmoves.us.com">jim@lightmoves.us.com</a>
<b>Comment</b>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Monday, February 11, 2019 4:44 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Morgan Taylor
<b>Email</b>
<a href="mailto:morgan@morgantaylorlaw.com">morgan@morgantaylorlaw.com</a>
<b>Comment</b>
<p>Your plan for the pedestrian crossing at Pacific and Clear Creek in Brookdale is highly appropriate. I was pleased to see that some warning would appear to southbound vehicles before coming around that last curve. I will sometimes be partway across the crosswalk headed west toward Clear Creek, when a line of cars from the north will appear, and none of them will stop. I have even had a law enforcement vehicle fail to stop. (I wish I'd been able to see if it was the sheriff or CHP!) Anyhow, it is not so bad with cars coming from the south, but there is the problem of the large redwood tree obscuring the crosswalk. I'd really hate to see it go, but the only other solution would be to relocate the crosswalk, which is unlikely.</p>

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This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Amy Plummer
<b>Email</b>
<a href="mailto:uselesscats@hotmail.com">uselesscats@hotmail.com</a>
<b>Comment</b>
<p>As a parent and an RN with a firefighter husband the lack of a safe biking/walking plan between our large elementary, middle, and high school campus and our downtown area is shocking. Now that the new library is nearing completion the foot traffic will only increase and therefore the risks. I see children walking this busy stretch daily as texting drivers zoom by. Please prioritize this area! Thank you so much for hearing our voices!</p>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, February 13, 2019 6:12 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Loren Fontinell
<b>Email</b>
<a href="mailto:teacherloren@gmail.com">teacherloren@gmail.com</a>
<b>Comment</b>
<p>There are currently many children living in the south Felton area up San Lorenzo Ave from the Big Foot Museum. These children do not have a way to get into downtown Felton without walking on Highway 9 where there is no shoulder near Redwood Drive.</p> <p>Also these kids have a school bus stop in front of the Big Foot Museum. The "sidewalk" on San Lorenzo Ave is on the opposite side of the bus stop. The kids must cross San Lorenzo without a crosswalk. San Lorenzo Ave is heavily trafficked by big trucks going up and down to the quarry. There is little to no sidewalk and no crosswalk to help these kids get to and from their bus stop along this busy road.</p>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, February 13, 2019 6:48 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Marc Shargel
<b>Email</b>
<a href="mailto:enviro@lumigenic.com">enviro@lumigenic.com</a>
<b>Comment</b>
<p>Congratulations on the SLV Hwy 9 corridor plan. There are no bad ideas on the list, and it seems you're evaluating them carefully and rationally. You're doing a good job! Full speed ahead.</p> <p>I first contacted Supervisor McPherson, in concert with Bryan Largay, about the danger our school students were exposed to in walking or biking to school when my son was in kindergarten. Two years from now, I'm sure before anything being planned is actually built, he'll graduate high school. Does it really take us, as a community, a generation to build bike paths and sidewalks? While I appreciate the fine job the transportation staff are doing, I think something fundamental about local government is broken.</p>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, February 13, 2019 8:43 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Ann Black
<b>Email</b>
<a href="mailto:woodsywoman@aol.com">woodsywoman@aol.com</a>
<b>Comment</b>
<p>I think it's important to add a pedestrian walkway and or bike trail along Highway 236 from Big Basin to downtown Boulder Creek. Visitors and especially for people who live off of 236, it's too dangerous to ride a bike or walk to town even if you're only half a mile outside of town. Thank you!</p>

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Wednesday, February 13, 2019 9:25 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Lara Triona
<b>Email</b>



[lara@trionafamily.net](mailto:lara@trionafamily.net)

**Comment**

Hello, I just submitted the survey form, and have specific interest and concerns to express about the important improvement of the pedestrian access between downtown Felton and SLV high school (project 9). I am concerned that all of the project options involve keeping the pedestrian traffic alongside Highway 9. I read that there are several limitations about what can be done, but hope something safer can be figured out. Thanks for your attention to this important matter.

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**From:** Loren Fontinell <teacherloren@gmail.com>

**Sent:** Thursday, February 14, 2019 7:39 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Draft Hwy 9/SLV Plan Comments

I am hoping to find someway to provide safe passage for all the kids who live in south Felton, along San Lorenzo Ave. There is no way for these kids, or adults, to walk from there homes into Felton without walking out into highway 9 in front of the entrance to Henry Cowell. There is no shoulder there and you are forced out into the roadway on a blind corner. It's just a matter of time until someone is seriously injured or killed.

Also there is no crosswalk at the bottom of San Lorenzo Ave. There is a sidewalk on the north side of San Lorenzo Ave. But students who take the bus must cross San Lorenzo at Highway 9 in order to get the bus which picks them up on highway 9 in front of the Big Foot Museum. San Lorenzo has large trucks going up and down to the quarry, especially in the morning when the kids are trying to get to their bus stop.

Loren Fontinell

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**From:** Loren Fontinell <teacherloren@gmail.com>

**Sent:** Thursday, February 14, 2019 7:46 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Draft Hwy 9/SLV Plan Comments

I tried completing the online survey for submitting my ideas for the highway 9 corridor plan, but become very frustrated when I got to the section for selecting the Top 10 implementation priorities. My concern is Project 2 "Southern Felton Neighborhood Bike and Walking Pathway", but it isn't available as a selection. Why ask me early in the survey what my priorities are if later in the survey it isn't even an option? This makes no sense. Something has to be done about getting people safely from south Felton, into downtown Felton without walking into Highway 9 where there is no shoulder or pathway across from the entrance of Henry Cowell Park

Loren Fontinell

831-239-0751

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Thursday, February 14, 2019 11:12 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

Marcia Grumme

**Email**

[mgrummehome@comcast.net](mailto:mgrummehome@comcast.net)

**Comment**

Public transit in and out of the Valley would be improved if Santa Cruz METRO used the Clipper system. One can use the Clipper card for every public transit system on both sides of the Bay from Petaluma to Gilroy. I use CalTrain, BART, SF MUNI, and the ferries using my Clipper card but need a separate fare system to get from the Santa Cruz Metro area to connect to these systems. It would encourage public transit use by those commuting to north and east from the Valley if a single fare payment system could be used for all the systems involved.

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Thursday, February 14, 2019 4:29 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

Tamara O'Kelly

**Email**

[Tamara@EarthArchDesign.com](mailto:Tamara@EarthArchDesign.com)

**Comment**

To Whom It May Concern:

I am a 30 year resident of SLV and have been on the Board of the BCBA for many years. After much discussion, Justin Actin (BCBA President), wrote a letter on behalf of our organization that I wholeheartedly agree with, so I will not repeat those details here. But know that I feel very strongly that attention should be brought to that letter. I have spent years reviewing our town "Specific Plan" (1992-Sasaki), the newly proposed plan, as well as talking to businesses and locals alike that live in Boulder Creek. We understand what the community as a whole needs to make our town safer and more user friendly for all age groups.

In my years of living and running a business in downtown Boulder Creek and with a background in Landscape Architecture and Historic Main Street Design, it has come to my attention that there are many things that could be improved. I commend the designers of the proposed Compete Streets Plan. Great job! In the past, there have been many solutions proposed that have been unacceptable to CalTrans. So I am thrilled to see that they have reconsidered some of those (bulb-outs, angled parking) and are working more closely with the County on safety improvements. However, some suggestions don't seem to fit the needs of our town, so I will address those below as well as make some suggestions.

Each of the SLV towns has a distinct personality and topography. When I lived in Felton, I biked a lot. The streets were flat and the access was decent. Once I moved to Boulder Creek, I gave up my bike and became a walker. Our terrain here is far too steep to enjoy bicycling, and there are few safe places to ride. I don't foresee a safe way to connect Boulder Creek with the other towns on Highway 9. The highway, in my opinion, is not someplace people should be riding a bike. Boulder Creek is primarily a community of walkers. I disagree with installing bike lanes through downtown Boulder Creek, especially at the expense of giving up parking or roadway improvements (pedestrian safety islands, median planting, etc.). We also have a large portion of the population that need more parking because they are unable to walk, or live outside of downtown core and cannot access town safely without the use of a car. I see the installation of bike lanes as something that will not serve the needs of our community and only serve the needs of a few weekend riders that might breeze through from over the hill.

My suggestion: I would rather see back in diagonal parking with tree wells and a pedestrian island, rather than rarely used bike lanes. IF bike lanes are needed as a portion of this proposal in order to acquire funding, might I suggest that the bike lanes get diverted onto the residential side streets where it is safer and not at the sacrifice of better pedestrian/parking design on our main street.

TWLTL and "Road Diets": In the "Specific Plan" for Boulder Creek (1992-Sasaki), there was mention that we should shorten the TWLTL's. The biggest issue in Boulder Creek is speeding. It is easy when the road is wide. A "Road Diet" is in order. Bulb-outs will certainly help "pinch down" the road. However, having a 12' wide TWLTL running the ENTIRE length of town will not. It is not only unnecessary, but delivery trucks abuse this lane all day by using it as their personal parking spot to unload. Most business have a rear access and a parking lot. There is NO REASON for trucks to park in the middle of the highway and unload across the busy lanes. There are certain businesses that take advantage of that TWLTL (all day long) at the expense of safety. Pedestrians constantly jaywalk through that same busy area and pop out from behind these parked delivery trucks to run across the highway. We have a long block so most people will not go all the way to the crosswalk at the end of the block. My suggestion: Make the TWLTL shorter and replace sections of it with planted pedestrian safety islands similar to the proposal in Felton (Page 2-12, figure 2.14). We have plenty of room to do this. If we removed the proposed 5' bike lanes, that leaves us with 60' of road width to work with, allowing for improved angled parking with tree wells, two standard lanes, and a planted pedestrian median interjected with the minimum TWLTL where needed. Pedestrians are going to jaywalk mid-block regardless. We might as well make it safer. There is also an ideal

location for a mid block crosswalk at this exact point. It could connect directly with the alley that runs between Boulder Creek Liquor Store and the Red Pearl restaurant (both of whom have parking lots behind them that pedestrians are connecting to). We could add a pedestrian activated light and a bulb-out at that location to increase awareness that pedestrians will be crossing and channel the jaywalkers to cross at this safer mid block location.

Finally, require ALL businesses that get deliveries and that have a rear access or a parking lot to use it! After discussion, it was noted that there was only ONE business in the core that did not have rear access (and they are no longer open). A village long TWLTL only promotes higher speeds and unsafe delivery locations. Replacing portions of this with a planted pedestrian island solves two problems at once.

Upon closing, I wanted to mention that we have been chosen as an ideal town for an official historic "Main Street Program." It is my hope that we can choose "Complete Street" improvements that will not only increase safety, but will also fall in line with the historically correct aesthetics we are working towards. With a historic "period of significance" of 1900, I do not believe bright green bike lanes (that would be minimally used) would fit with the needs of Boulder Creek residents and visitors. Nor do I agree that there is a need for a village long TWLTL that delivery trucks abuse and that allow drivers to speed. I feel that tree lined streets, planted medians, narrowed lanes, safer sidewalks, and improved pedestrian crossings fit the bill.

Thank you for your time and consideration,  
Tamara O'Kelly  
The Historic Hartman House Inn  
EarthArch Design  
BCBA Board of Directors

13025 Pine St  
Boulder Creek, CA 95006

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Thursday, February 14, 2019 5:53 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Jacqui Rice Rice
Email
<a href="mailto:jacqui.mj.rice@gmail.com">jacqui.mj.rice@gmail.com</a>
Comment
I am of course very concerned about SLVUSD students arriving and leaving our tri-campus safely. It would be wonderful if all the planned improvements could be made, instead of the elimination of one of the largest safety issues, the access and exit of our tri-campus by all means of transportation. I am happy that the downtown to tri-campus routes will have added crosswalk safety features, and the crossing of highway 9 will be addressed for pedestrians and bicyclist alike. Families have consistently requested a safer walking/bike path from Graham Hill to the tri campus. And of course, the downtown improvements for access to and from the new library are high on the list as well. My fear is that the well thought out major plans to improve the vehicle and bus access and exit of the tri-campus will be postponed indefinitely. This consistently came up as one of the top priority issues for the public that attended the measure D workshops.

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**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Thursday, February 14, 2019 8:51 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

Name
Jenniifer Parks
Email

[jen@jimparks.com](mailto:jen@jimparks.com)

**Comment**

Please minimize any and all lighting that may be added. Light Pollution is a serious environmental issue, and more importantly most of us that live here moved here to get away from the lights and congestion of the valley. If lights must be added please assure they are motion sensitive or on-demand and are IDA approved and shielded.  
Thank you  
Jennifer Parks

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**From:** Stacie Fontinell <staciefontinell@gmail.com>

**Sent:** Thursday, February 14, 2019 9:04 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Draft Hwy 9/SLV Plan Comments

Hi,

I am hoping to find someway to provide safe passage for all the kids who live in south Felton, along San Lorenzo Ave. There is no way for these kids, or adults, to walk from their homes into Felton without walking out into highway 9 in front of the entrance to Henry Cowell. There is no shoulder there and you are forced out into the roadway on a blind corner. It's just a matter of time until someone is seriously injured or killed. I do this at least a few days a week and it is scary. My kids do this often, especially in the summer.

Also, there is no crosswalk at the bottom of San Lorenzo Ave. There is a sidewalk on the north side of San Lorenzo Ave. Students who take the bus must cross San Lorenzo at Highway 9 in order to get the bus which picks them up on highway 9 in front of the Big Foot Museum. Every kid on the bus has to cross over San Lorenzo, including elementary aged kids. San Lorenzo has large trucks going up and down to the quarry, especially in the morning when the kids are trying to get to their bus stop and cars fly down San Lorenzo. It is just not safe.

Sincerely,  
Stacie

--

Stacie Fontinell  
5557 Lincoln Way  
Felton, CA 95018



Virus-free. [www.avast.com](http://www.avast.com)

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Friday, February 15, 2019 9:27 AM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

**Name**

Jim Helmer

**Email**

[albacreek@comcast.net](mailto:albacreek@comcast.net)

**Comment**

On Pg. 3-27 it is stated that Jim Helmer is a retired engineer....

Below is current professional status:

Jim Helmer is a practicing Registered California Traffic Engineer and Civil Engineer and resident of Ben Lomond.....rest of paragraph is accurate.

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**From:** Douglas Valby <[dvalby@cityofsantacruz.com](mailto:dvalby@cityofsantacruz.com)>

**Sent:** Thursday, February 14, 2019 4:45 PM

**To:** Rachel Moriconi <[rmoriconi@scrtc.org](mailto:rmoriconi@scrtc.org)>

**Subject:** Comment on draft complete streets plan

Hi Rachel,

Per our phone conversation today, the City Water Department would like to include some accommodation of utilities (specifically a replacement water transmission main) in the complete streets plan.

The department is just beginning to analyze alternative alignments and Glen Arbor plus HWY 9 from Glen Arbor down to near the Henry Cowell Park entrance appears to be a contender.

It is thought that building the pipeline in that alignment would have the added benefit of widening the corridor to accommodate a multi use path alongside the roadway which could be synergistic with the complete streets plan.

Thanks so much for your consideration.

Best regards,

~ Doug Valby, P.E. ~

Associate Civil Engineer

City of Santa Cruz Water Dept.

[212 Locust Street, Suite C](#)

[Santa Cruz, California 95060](#)

Telephone: [\(831\)420-5212](tel:(831)420-5212)

[dvalby@cityofsantacruz.com](mailto:dvalby@cityofsantacruz.com)



February 14, 2019

Santa Cruz County Regional Transportation

Commission 1523 Pacific Ave

Santa Cruz, CA 95060

[slvplan@scrtc.org](mailto:slvplan@scrtc.org)

Re: Draft Highway 9/SLV Plan Comments

Dear project team,

Bike Santa Cruz County is enthusiastically supportive of the Draft Highway 9/SLV Complete Streets Plan. Thank you for your hard work developing the plan, working collaboratively with CalTrans, and for providing several opportunities for public input. Bike Santa Cruz County is very concerned about the funding outlook given that with only \$10 million allocated over the

next 30 years to the San Lorenzo Valley and even if those funds are leveraged to bring in outside funding, many of the important projects listed in the Draft plan will not be completed.

Bike Santa Cruz County requests you prioritize routes that will get students safely to school while providing an option for parents to choose not to drive. Secondly, we'd like you to prioritize projects that will have a significant impact for area residents already biking and walking by creating bike facilities in Downtown Felton and the Graham Hill intersection. Lastly, safe access to one of San Lorenzo Valley's major attractions, Henry Cowell State Park, will encourage users to choose active transportation when recreating.

With that in mind, we'd like to recommend prioritizing the following projects to be completed in the order listed below:

- 1) Project # 9: Bike/ped access from the San Lorenzo Valley schools campus South to Fall Creek Road in the short term, with a mid-term connection to Cooper Street
- 2) Project #11: Bike/ped access from the San Lorenzo Valley schools campus North to Hacienda Way with a formalized path to Brackney Road
- 3) Project #10: Widening in front of San Lorenzo Valley schools campus to allow the addition of bike lanes with green lane treatments at conflict zones
- 4) Project #7: Improvements in Downtown Felton including bike lanes with green lane treatments at conflict zones and back-in angled parking
- 5) Project #8: Graham Hill intersection improvements specifically widening to allow for bike lanes and green lane treatments
- 6) Project #3: Bike/ped improvements from Henry Cowell State Park entrance to Downtown Felton specifically a sidepath on the East side of Highway 9 and bike lanes between Laurel Drive and the park entrance

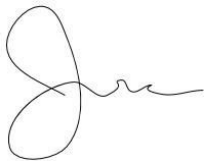
## **Draft Highway 9/ SLV Corridor Plan Comments**

- 7) Project #2: Southern neighborhood bike and walking connection to Henry Cowell State Park that includes a multi-use sidepath

In addition to the projects listed above we request that you provide sharrows in the roadway wherever bike lanes are not feasible with the addition of "Bicycles May Use Full Lane" signage.

Thank you again for the thoughtful and detailed prioritization within the Highway 9/SLV Complete Streets plan and thank you for taking our recommendations into consideration.

Sincerely,



Janneke  
Strause  
Executive  
Director  
Bike Santa Cruz County  
[director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org)

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### **Feedback on Draft of Highway 9/San Lorenzo Valley Complete Streets Corridor Plan**

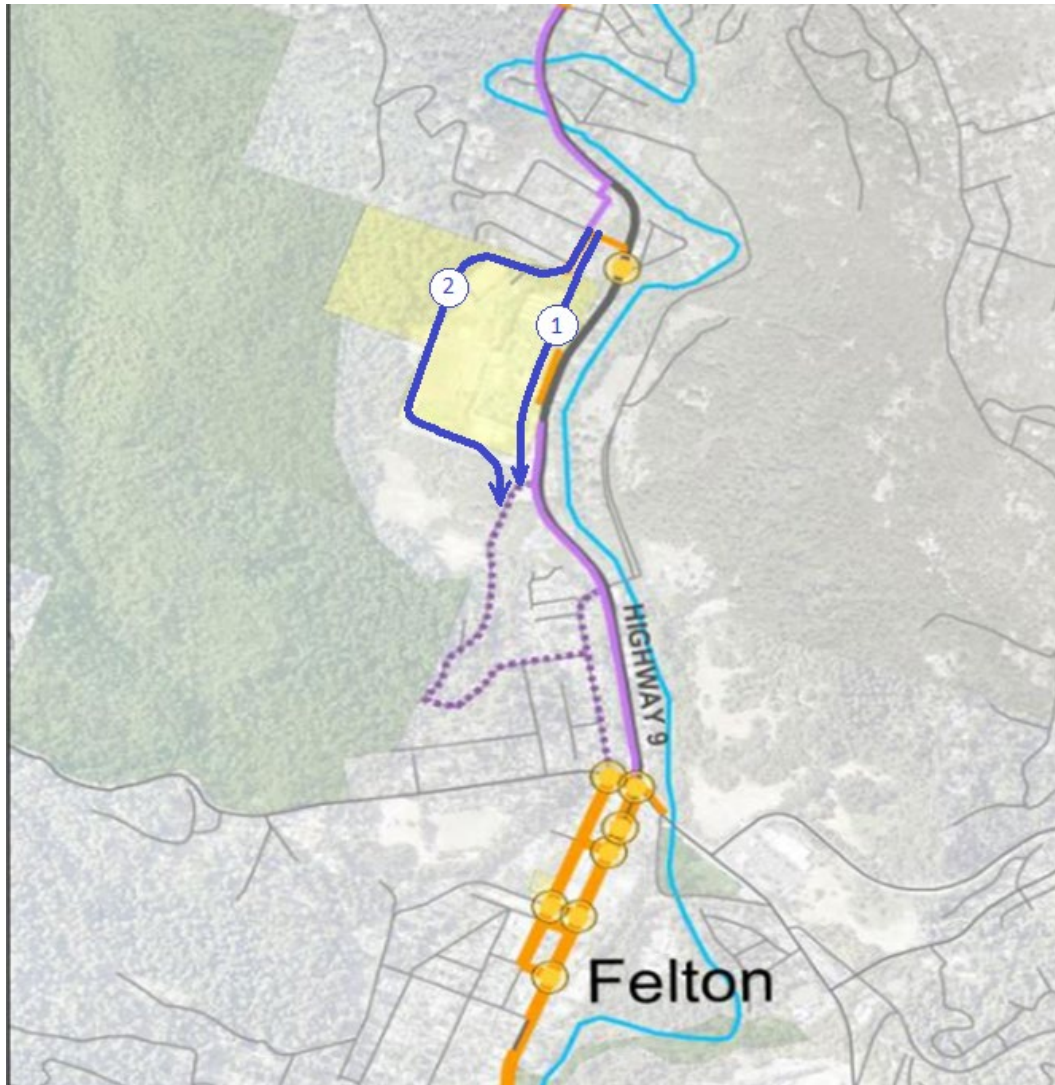
Thank you for the work you've done to date on this plan. I'm hoping in the end we will have complete funded plans for improving safety for both pedestrians (especially school-goers) and bicyclists – that address short and long term needs.

The current draft plan has middle to long term plans for improving public bicycle and pedestrian access to and through the SLV school complex, such as the Cooper Street Bypass Concept, which may be viable, but expensive and perhaps many years away.

As a former Santa Cruz County Board of Education member, I have two ideas for school access and bypass that the school district may find practical in the near term. Note how both plans skirt the school campus and therefore would have minimum impact on the operation of the school. And the benefits to the community of the proposed interconnect would be substantial

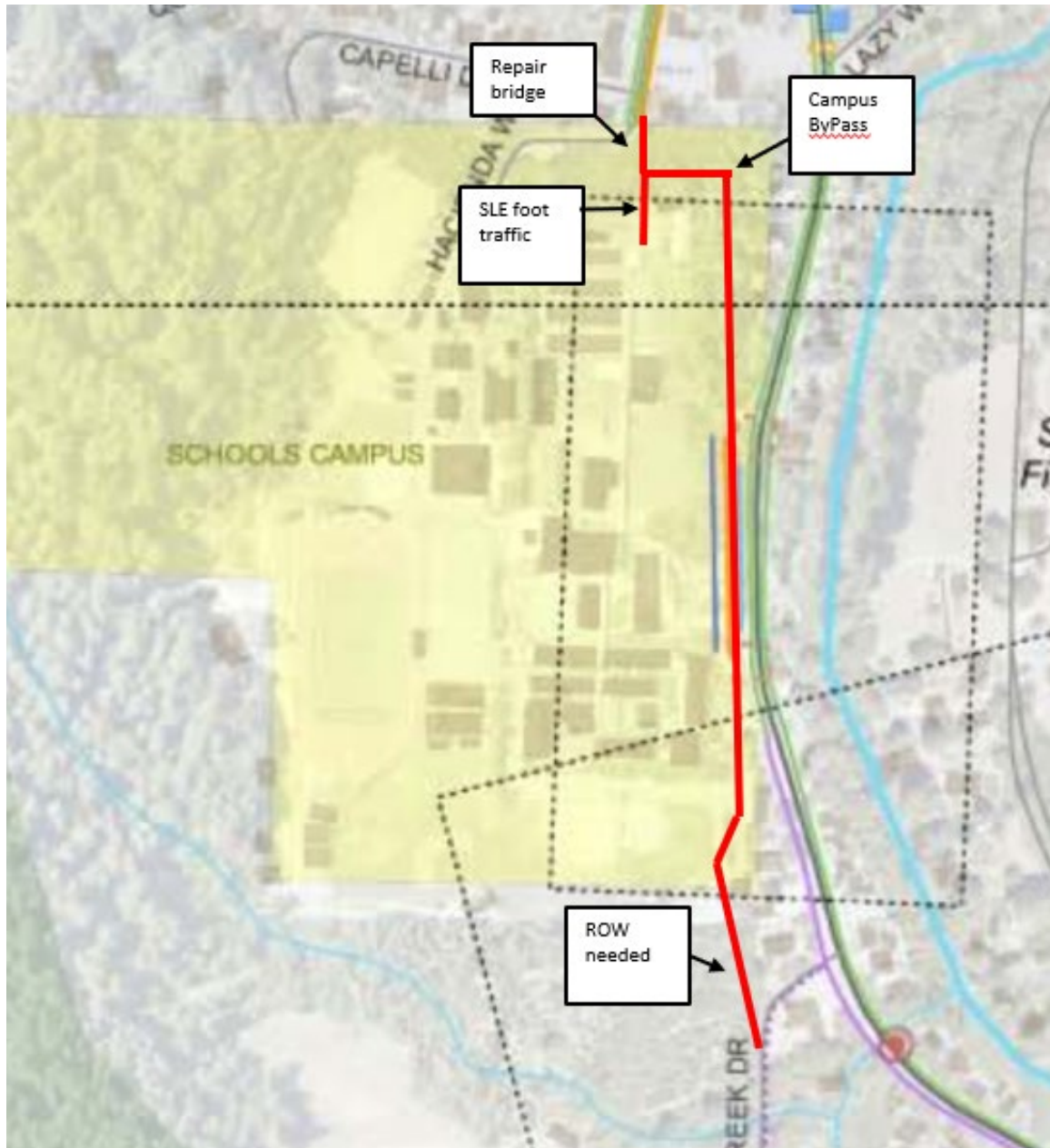


## Draft Highway 9/ SLV Corridor Plan Comments



**Idea 1 – Bypass Through East Side of SLV School Complex**

## Draft Highway 9/ SLV Corridor Plan Comments



Starting from the north, repair the foot bridge that goes over the creek as Hacienda Way enters the school campus. This bridge has been in place and well used for well over 30 years but has recently fallen into disrepair and was taken down in 2018 by the SLVUSD.

## Draft Highway 9/ SLV Corridor Plan Comments



The school district does not have funds to replace this bridge, fencing children out of the school and playground.



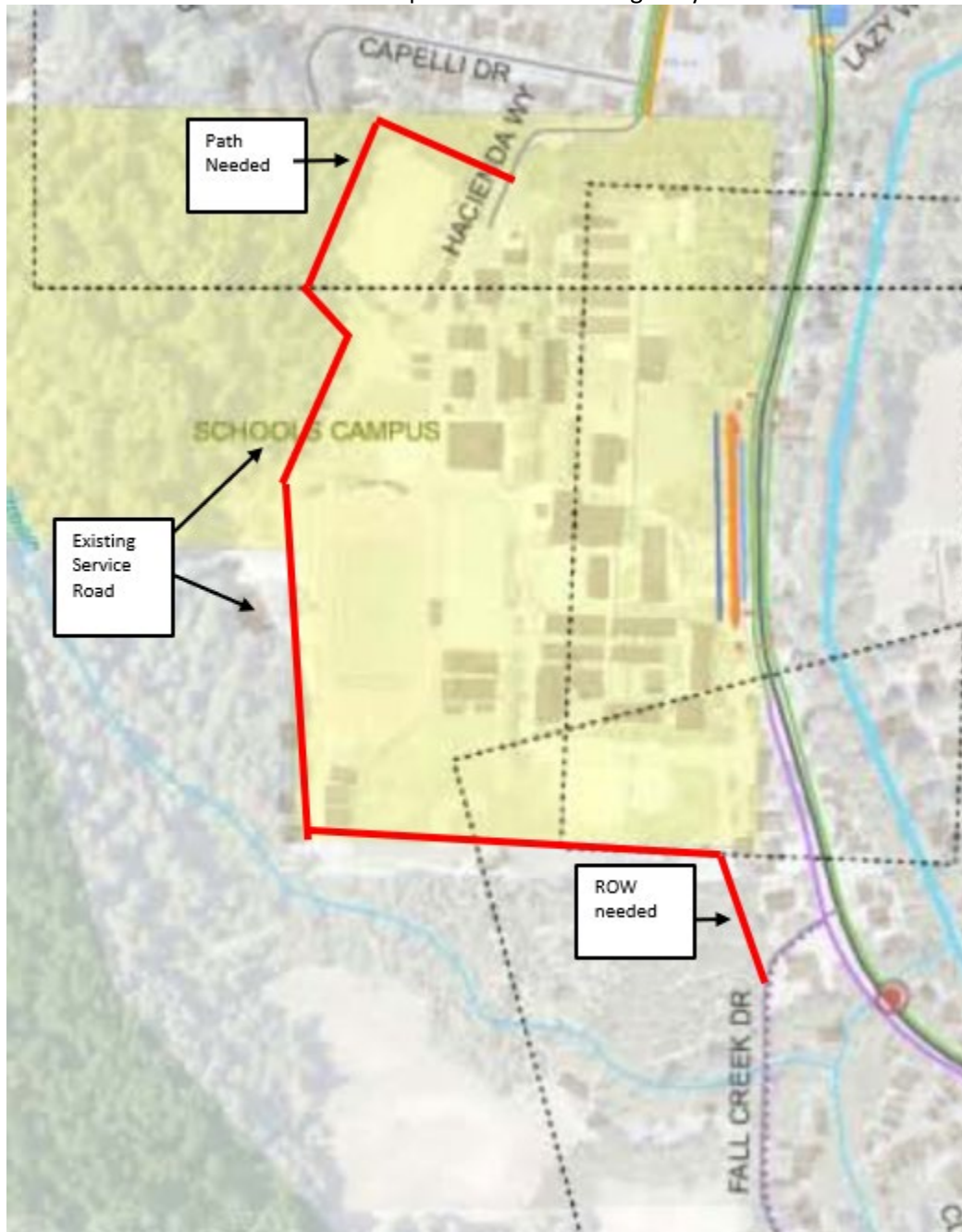
Idea 1 applies Measure D funds to fix this bridge – providing an important link to SLE. Repairing this bridge would also facilitate pedestrian and bicycle usage for non-students seeking a campus bypass by construction of a path through currently unused space that SLVUSD owns between SLE classrooms/play areas and highway 9. From there, a safe path would need to be provided past the SLE and SLVHS entrances. Pedestrian and bicycle traffic would exit via the southwest corner of the campus, through a proposed right of way and onto Fall Creek Drive while keeping traffic off Highway 9. Traffic continues as described in the draft plan down Fall Creek Drive, onto Farmer and Cooper Streets and then into town. One challenge to Idea 1 would be to safely and economically bring the path through the busy high school and elementary school street entrances.



## Draft Highway 9/ SLV Corridor Plan Comments

### **Idea 2 – Bypass Through West Side of SLV School Complex**

Idea 2 allows bike and pedestrian traffic up Hacienda Way, but just before the SLVMS parking lot, it turns up an existing service road that traverses the north side of the soccer field. From there a path is constructed along the west side of the soccer field connecting it to another school service road (used only rarely for maintenance) that proceeds along the west side of the school campus, around the ball fields and to the south-east corner of the school campus. Like Idea 1, it uses a right of way that connects the school to Fall Creek Dr – and keeps students off of Highway 9.



**Idea 2**

## Draft Highway 9/ SLV Corridor Plan Comments

Please consider and explore these and other possibilities for providing safer access for students and the general public both to and through the SLV schools. This seems entirely consistent with the complete streets initiative, and I believe it could save lives.

Brian Sanford, Felton resident

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**From:** Contact Request Form <admin@sccrtc.org>

**Sent:** Friday, February 15, 2019 12:53 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Terri Richards
<b>Email</b>
<a href="mailto:waterkriya@gmail.com">waterkriya@gmail.com</a>
<b>Comment</b>
I have resided in the Santa Cruz Mountains for the past 25 years and lived a block from downtown Boulder Creek for the past 8 years. I feel the proposed pedestrian safety, parking and roadway improvements are important. I do not feel bike lanes are necessary in downtown Boulder Creek and definitely not on Lomond Street which is too steep a grade for safe riding especially by school children. From what I do and observe people mostly walk or drive in town. Biking north and south of town is not safe and there is not space for extending bike lanes there. Personally I would like to see funding go toward pedestrian and driver safety. Also bike lanes do not fit in with the historic look to our town. Thank you for considering my opinion. I love these mountains and plan for them to always be home.

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**From:** Jennifer Fox <jenni@namastay.net>

**Sent:** Friday, February 15, 2019 1:30 PM

**To:** slv plan <slvplan@sccrtc.org>

**Subject:** Hwy 9/SLV Plan Comments

Are there any specific plans to provide any shoulder on Graham Hill in Felton for bicyclists? It is such a dangerous road for them (and pedestrians) with absolutely no space to spare.

Thank you.

Jenni Fox

7635 W Zayante Rd

Felton, CA 95018

831-335-1910

[www.namastay.net](http://www.namastay.net)

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-----Original Message-----

From: Joni <joniwords@aol.com>

Sent: Friday, February 15, 2019 5:45 PM

## **Draft Highway 9/ SLV Corridor Plan Comments**

To: slv plan <slvplan@sccrtc.org>  
Subject: Draft Hwy 9/SLV Plan Comments

I just read through the draft plan and am excited to see so many issues being addressed that will help our community be safer and more bike and pedestrian friendly.

Here are my top priorities as I review the projects:

### TOP TIER OF IMPORTANCE:

Project 5: Downtown Felton walking and biking near library...

Project 6: downtown Felton pedestrian walking facilities

Project 9: School bike path to Felton

These first three projects together are critical to help encourage a walking and biking culture in our town and get people out of their cars and into situations for positive community interactions.

Project 10: School Site Access  
Could improve traffic issues

### SECOND TIER OF IMPORTANCE

Project 7: Downtown Felton Road and Parking improvements Project 3: Downtown to Henry Cowell bike

The first two of these projects will help encourage a walking and biking culture in our town and get people out of their cars and into situations for positive community interactions.

Project 8: Graham Hill/Felton Empire intersection This project will help traffic flow better, reducing emissions

### THIRD TIER OF IMPORTANCE:

Project 4: Downtown Felton crosswalks

Project 2: South Felton bike and pedestrian project

### FOURTH TIER OF IMPORTANCE

The remaining projects in the plan.

I think that obviously it would be wonderful to implement all the projects in the draft, and I think issues near Garden of Eden should be addressed, but for me, the ones I outlined above, in the order listed, would result in the most immediate increase of quality of life in our community and encourage more biking and walking in realistic, high traffic parts of SLV, giving us a strong way to address environmental, safety, and health/lifestyle issues.

Thank you,

Joni Martin

831-239-1690

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## **Draft Highway 9/ SLV Corridor Plan Comments**

**From:** Contact Request Form <admin@sccrtc.org>  
**Sent:** Friday, February 15, 2019 9:05 PM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** New submission from Hwy 9/SLV Plan Comment Form

This Contact Request Form has been submitted by a member of the public.

<b>Name</b>
Tim Liebenthal
<b>Email</b>
<a href="mailto:tliebenthal@yahoo.com">tliebenthal@yahoo.com</a>
<b>Comment</b>
<p>220 Riverside Ave Comments on Hwy. 9 Ben Lomond area I am a lifetime resident of Ben Lomond and it would be really nice to see some improvements not only for my family but for all of the people of the town.</p> <p>Item 13 I oppose a pathway via Madrone Ave to Highlands Park by putting a bridge across the river. First of all Madrone Ave. and Riverside Park Drive; the road is only about 12 feet wide and would require taking property owners property away from them to make room for a pedestrian and bike path. Not to mention the costs of constructing a bridge across the river and all the other costs of improvements, it would be more feasible and practical to put a pedestrian and bike path down Hwy. 9 which would be used by many instead of just a few.</p> <p>Item 14 I support the idea of installing additional crosswalks located on the south side of Mill St/ Glen Arbor, Hillside/ Hwy. 9 and Hwy. 9/ Fillmore. This would make it much easier and safer for residents to access businesses, the park and public transportation. Also it would be nice to finish the sidewalk that goes in front of the fire station and continue it up to the post office.</p> <p>Item 15 Pedestrian improvements on Glen Arbor Rd. The plan states the walkway would be on the south side of Glen Arbor which I oppose. Not only would it be more dangerous for pedestrians because of blind corners, it would make it very hard for homeowners to get out of there driveway onto Glen Arbor Rd. Residents are using many back streets off Glen Arbor to get to town because they feel so unsafe. Curbs and gutters would be nice especially in the winter because of the rushing water that comes off the hillside down the street making it hard to stay dry.</p> <p>Item 16 Ben Lomond Downtown improvements This would include better lighting throughout, stripe bike lanes on the highway through town, better intersection markings, fill in gaps in the sidewalks and reduce the speed limit to 25mph.on Hwy. 9 through Ben Lomond making it more safe for everyone.</p> <p>There are so many items that need to be addressed, so if you would like further comments or suggestions, please do not hesitate to contact me. Thank you for your consideration.</p>

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**From:** Lani Egbert <laniegbert@gmail.com>  
**Sent:** Saturday, February 16, 2019 11:01 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Draft Hwy 9/SLV Plan Comments

Transportation Commission Members,

I welcome the changes proposed for the Highway 9 corridor. I would like to suggest having a "Bike the Highway 9 Day" to celebrate the completion of the project. The event could include a partial vehicle closure of Hwy 9 to allow cyclists to ride from Felton to Boulder Creek. I believe it would bring additional



## **Draft Highway 9/ SLV Corridor Plan Comments**

income to SLV businesses, and promote awareness of pedestrians and cyclists, as well as being a wonderful community event. I would be happy to help plan and promote the event as well. I hope you will consider this idea.

Sincerely,  
Lani Egbert  
Teacher, Boulder Creek Elementary  
(831) 246-0574

Lani

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## **Post-it Comments from Felton Open House 1/31/19**

### **EVAL CRITERIA:**

- Project 10 should be “High” for “Anticipated Use” “Transit” “Economic” (Commuters benefit)
- “Ease of Implementation” score seems like it should be different for short, medium, and long-term components
- How is Project 11 only rated as a “Medium Performance Safety Improvement”? Hwy 9 shoulder is very dangerous < 2 ft walking!
- Project 11 should be rated higher for safety benefit – takes people off highway to a sidewalk at Twin Bridges

### **PROJECT TYPES:**

#### **BIKING**

- “Share the Road” signs along entire corridor
- “Rumble-Strip” on lane divider
- “Bikes May Use Full Lane” signage/bike icon on downhill sections (i.e. Between Rincon Trail and Paradise Park, and top of 236 to Boulder Creek)

#### **WALKING**

- I support ADA improvements and bulbouts and paths. However, sidewalks on side streets can make cars speedier and diminish the rural feel.

#### **TRANSIT**

- Yes – Micro-transit, more protected bus shelters, increased bus service

#### **TURNOUTS**

- Huge potholes in turnouts... Improve maintenance or pave turnouts

### **SPECIFIC PROJECTS:**

#### **PROJECT 1**

- Don’t take parking away along Hwy 9 south of Ox parking lot

#### **PROJECT 3**

- This doesn’t seem to help access from “Big Foot Hill” Oak Ave and South. There is no safe way to access the crosswalk currently.

#### **PROJECT 4**

- Install “Keep Clear” markings on Hwy 9 to turn into Mexican Restaurant for southbound Hwy 9
- Gushee – Cooper crosswalk needs bumps

- Need speed bumps or grooves or something to remind drivers on Felton Empire Road to slow before the blind curve

#### PROJECT 5

- Felton Empire – Gushee crosswalk improvements are key to Project 9 too

#### PROJECT 7

- Would prefer wider bike lanes over increased parking

#### PROJECT 8

- Advance warning on Felton Empire Grade that coordinates with the new improved crosswalk from Gushee to Cooper
- Protect vulnerable road users at intersections with bike boxes, green lanes, and signals that prioritize ped crossing

#### PROJECT 9

- Fall Creek Drive to SLVHS
  - o More than painted line separating walk/bikepath
  - o Reflecting bumps or barrier needed
  - o Morning drivers are not alert and cross into path
- North end of new path has room for sidewalk or separated path. It is dirt now and I make kids use it.
- Extra wide at places where residents need to set garbage cans on garbage day. Otherwise kids have to walk or bike into street on Tuesdays to get around garbage cans.
- Bike/ped access for students living south of campus highest priority! Kids currently walk in shoulder.
- Bicycle and Ped route from SLV Schools and Downtown Felton TOP priority
- East side of highway 9 from San Lorenzo Way to Graham Hill very difficult to turn left heading toward Felton. Action: create middle lane

#### PROJECT 10

- Add a no-right-turn light and sign for the southbound Hwy 9 entrance to High School – it will eliminate many confrontations with cars leaving

#### PROJECT 11

- Create a right turn lane on El Solvo Heights heading onto Hwy 9 with a merging lane on Hwy 9

#### PROJECT 13

- Direct bike/ped improves on Highway 9 Ben Lomond to Highland
- Madrone to Riverside Park bike path is not feasible

- No street parking
- Too narrow
- Non-conforming building
- Elevator changes
- Widening would de-stabilize structures
- 3 blind corners
- Look at Maple Drive or Hwy 9 path
- Not enough room on Glen Arbor for bike and pedestrian traffic; path on Madrone is not feasible
- Glen Arbor-Newell Creek Bridge wider with ped sidewalk – move bridge to Highlands to Maple Street
- The bridge would be outrageous \$\$

#### PROJECT 14

- Glen Arbor Bike Path
  - Needs to be on eastside of the road
  - More people live on the eastside
  - Westside is steep
  - Westside of road is blind

#### PROJECT 18

- Create safe walking path along Love Creek Rd. from Hwy 9 to intersection Love Creek Rd. & Brookside Av Bl

#### PROJECT 21

- Irwin Way TOP Priority
- Minimize lighting – reduce light pollution

#### PROJECT 22

- Prioritize safe routes to school for cyclists and pedestrians

#### PROJECT 24

- T I: 2-way center lane should also include pedestrian island/tree median to further pinch lanes (decreasing speed) and provide ped x safety (see DT Felton Plan)
- T II + III: Bike lanes shouldn't be bundled
- Parking improvements should not be bundled with bikes. Separate issues.

#### PROJECT 27

- No light or stop sign at Bear Creek Rd.
- Please no stop sign on Hwy 9 at Bear Creek. I live on Bear Creek and it will not help. Better visibility would help.

## **Post-it Comments from Boulder Creek Open House 2/6/19**

### **EVAL CRITERIA:**

- No comments

### **PROJECT TYPES:**

#### **BIKING**

- “Bikes May Use Full Lane” signage where too narrow for bike lanes (x 2)
- I think it is a good idea to make bike trails so people can ride safer (note: comment from school aged child)

#### **WALKING**

- Yes to side of the road paths pictured here! (note: referring to image of new sidewalks and Lake Tahoe sidepath)

#### **PARKING**

- Downtown parking supply is very limited. Diagonal parking would augment spaces as well as increase economic advantage.
- Diagonal parking is less safe for the auto pushing back or into the traffic and especially for cyclists. Please don't!

#### **EMERGENCY PREPARATION**

- For fire safety tree removal on evacuation routes especially.

#### **SPEED REDUCTION**

- No bulb-outs in Boulder Creek. They would alter the character of the town.

#### **TRANSIT**

- Transit to Saratoga/Cupertino/Sunnyvale Caltrain from SLV (Boulder Creek)
- Central Transit Center in Boulder Creek! Coordinate with Santa Clara VTA.

#### **LIGHTING**

- Make sure all lighting is bat and owl “friendly” – focused on roads, not sky.
- Avoid light pollution.

### **SPECIFIC PROJECTS:**

#### **PROJECT 10**

- Parents waiting to drop-off/pick-up. Can the bus get through? Put parking on only one side of lot to increase flow.

#### PROJECT 15

- Recommend pedestrian flasher at Ben Lomond Main St/Hwy 9 intersection due to low visibility of pedestrians crossing from south side of Hwy 9 when vehicle traveling in northerly direction coming from Felton.

#### PROJECT 19

- Recommend Tier I and Tier II sidewalks as school children from Larkspur extension and Western Ave. now have dangerous journey to their school bus.

#### PROJECT 21

- Accidents turning left on to Hwy 9 from Irwin Way

#### PROJECT 23

- Need to improve signage at stop signs – Hwy 9 and 236. I see vehicles running the intersection daily.

#### PROJECT 24

- On Eastside of town in Boulder Creek – no stop signs to help turning left on to Hwy 9 southbound – center refuge space for cars.
- Angled parking would be less safe especially if you encourage bikes.
- Make bike lanes higher priority
- Bike lanes are least needed in town where speed limit is 25 mph. A rider can do that speed on a bike or nearly so. Bike lanes up against parking in town? Not safe. Bikes are better to share the main lane as allowed by law.

#### PROJECT 25

- Our sidewalks have historical significance with the pistons and rings that were from horse and buggy days. Please don't remove them!

#### PROJECT 26

- Cars drive up on the shoulder/"curb," knocking down trash cans and narrowly missing pedestrians. Curb/sidewalk urgently needed.

#### PROJECT 27

- Add bike improvements to intersection like bike box for easier left turn on to 236.
- Intersection needs stop signs both southbound and northbound. Flashing red hanging light would be good.
- 3 stop signs at Bear Creek Road and Hwy 9
- Yes, stop sign with red flashing lights

- 3 stop signs or flashing yellow
- Improve sight lines, 3 stop signs not 2
- Crosswalk needed for Bear Creek residents to walk to Boulder Creek Library.  
If the library is being renovated, we should try to improve access for everyone to enjoy.



**Projects 1-28 Prioritized 1-5**

**Felton 1/31/19 Results**

Project #	1	2	3	4	5	blank	write-in 1	Votes	SCORE
1	6	2	1	1	2	0	0	12	45
2	0	4	1	0	0	0	0	5	19
3	2	4	3	1	2	1	0	13	39
4	6	3	1	2	1	0	0	13	50
5	1	2	6	2	4	0	0	15	39
6	3	1	0	1	0	0	0	5	21
7	1	6	1	4	1	0	0	13	41
8	2	1	4	3	4	0	0	14	36
9	10	5	4	1	3	0	0	23	87
10	6	5	3	4	5	0	1	24	72
11	2	4	5	2	2	0	0	15	47
12	1	1	0	1	0	0	0	3	11
13	0	0	1	2	3	2	0	8	10
14	2	1	1	1	0	0	0	5	19
15	2	3	1	1	1	0	0	8	28
16	2	2	2	0	2	0	0	8	26
17	2	1	2	0	0	0	0	5	20
18	0	0	0	0	0	0	0	0	0
19	0	2	0	0	0	0	0	2	8
20	0	0	4	0	0	0	1	5	12
21	0	3	0	1	0	1	0	5	14
22	1	1	0	0	0	0	1	3	9
23	2	1	0	2	1	0	0	6	19
24	1	0	1	3	0	0	0	5	14
25	0	0	2	2	0	0	0	4	10
26	0	0	0	0	1	0	0	1	1
27	1	1	1	0	2	0	0	5	14
28	0	0	0	1	1	0	0	2	3

45.4 est. people who voted

**Projects 1-28 Prioritized 1-5  
Boulder Creek 2/7/19 Results**

Project #	1	2	3	4	5	blank	write-in 1	Votes	SCORE
1	1	0	2	0	0	0	0	3	27
2	0	0	0	0	0	0	0	0	0
3	0	0	2	0	0	0	0	2	6
4	2	0	0	0	0	0	0	2	10
5	0	0	0	2	0	0	0	2	4
6	0	2	0	0	0	0	0	2	0
7	0	0	0	0	0	0	0	0	0
8	1	1	1	1	1	0	0	5	11
9	0	2	1	1	0	0	0	4	5
10	1	2	0	2	2	0	0	7	11
11	4	1	2	2	1	0	0	10	31
12	1	2	0	1	2	0	0	6	9
13	0	0	1	0	1	0	0	2	4
14	0	0	1	0	0	0	0	1	3
15	0	2	0	0	0	0	0	2	0
16	0	0	0	0	0	0	0	0	0
17	0	0	1	0	0	0	0	1	3
18	0	0	0	0	0	0	0	0	0
19	2	0	0	0	2	0	0	4	12
20	0	0	0	6	1	0	0	7	13
21	4	2	4	2	0	0	0	12	36
22	1	0	2	1	1	0	0	5	14
23	5	6	2	4	4	0	0	21	43
24	2	2	1	3	5	0	0	13	24
25	0	1	4	2	1	0	0	8	17
26	4	3	3	1	3	0	0	14	34
27	5	4	0	0	0	0	0	9	25
28	0	0	1	0	1	0	0	2	4

28.8 est. people who voted

**Projects 1-28 Prioritized 1-5  
Combined Results**

Project #	1	2	3	4	5	blank	write-in 1	Votes	SCORE
1	2	0	4	0	0	0	0	6	42
2	0	4	1	0	0	0	0	5	3
3	2	4	5	1	2	1	0	15	29
4	8	3	1	2	1	0	0	15	48
5	1	2	6	4	4	0	0	17	35
6	3	3	0	1	0	0	0	7	17
7	1	6	1	4	1	0	0	13	17
8	3	2	5	4	5	0	0	19	43
9	10	7	5	2	3	0	0	27	72
10	7	7	3	6	7	0	1	31	63
11	6	5	7	4	3	0	0	25	62
12	2	3	0	2	2	0	0	9	16
13	0	0	2	2	4	2	0	10	14
14	2	1	2	1	0	0	0	6	18
15	2	5	1	1	1	0	0	10	16
16	2	2	2	0	2	0	0	8	18
17	2	1	3	0	0	0	0	6	19
18	0	0	0	0	0	0	0	0	0
19	2	2	0	0	2	0	0	6	12
20	0	0	4	6	1	0	1	12	25
21	4	5	4	3	0	1	0	17	38
22	2	1	2	1	1	0	1	8	19
23	7	7	2	6	5	0	0	27	58
24	3	2	2	6	5	0	0	18	38
25	0	1	6	4	1	0	0	12	27
26	4	3	3	1	4	0	0	15	35
27	6	5	1	0	2	0	0	14	35
28	0	0	1	1	2	0	0	4	7

**72.4** est. people who voted

**Project Types Prioritized 1-5  
Felton 1/31/19 Results**

Project Type	1	2	3	4	5	blank	write-in 1	Total Votes	SCORE
Bicycle Facilities	9	5	3	5	3	0	0	25	87
Crossing Facilities	5	4	4	2	2	0	0	17	59
Emergency Preparation	1	0	3	4	4	0	0	12	26
Lighting	0	0	0	4	0	1	0	5	8
Maintenance of Existing System	1	5	0	2	0	0	0	8	29
Parking	0	0	1	2	4	1	0	8	11
Reducing Congestion	5	4	3	0	6	0	0	18	56
Speed Reduction	3	2	2	3	3	0	0	13	38
Transit	2	3	2	5	5	0	1	18	43
Turnouts	2	0	6	2	1	0	0	11	33
Walking Facilities	3	5	4	4	1	0	0	17	56

**30.4**

**Total/5 dots**

**Project Types Prioritized 1-5  
Boulder Creek 2/7/19 Results**

Project Type	1	2	3	4	5	blank	write-in 1	Total Votes	SCORE
Bicycle Facilities	2	2	0	0	1	0	0	5	19
Crossing Facilities	7	3	3	3	1	0	0	17	63
Emergency Preparation	2	6	4	3	2	0	0	17	54
Lighting	0	0	0	0	0	0	0	0	0
Maintenance of Existing System	4	2	2	1	1	0	0	10	37
Parking	1	2	2	0	2	0	0	7	21
Reducing Congestion	1	1	0	3	2	0	0	7	17
Speed Reduction	3	4	4	2	3	0	3	19	50
Transit	0	0	1	1	2	0	0	4	7
Turnouts	0	1	3	2	2	0	0	8	19
Walking Facilities	1	1	4	4	2	0	0	12	31

**21.2      Total/5 dots**

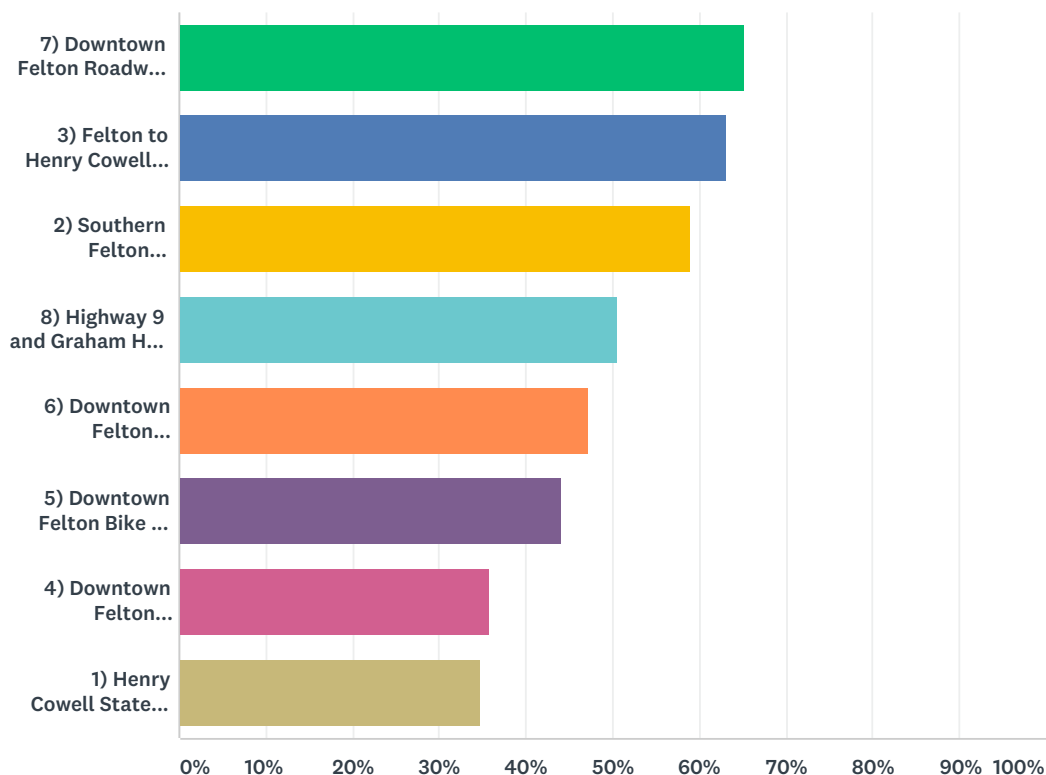
**Project Types Prioritized 1-5  
Combined Results**

Project Type	1	2	3	4	5	blank	write-in 1	Total Votes	SCORE
Bicycle Facilities	11	7	3	5	4	0	0	30	106
Crossing Facilities	12	7	7	5	3	0	0	34	122
Emergency Preparation	3	6	7	7	6	0	0	29	80
Lighting	0	0	0	4	0	1	0	5	8
Maintenance of Existing System	5	7	2	3	1	0	0	18	66
Parking	1	2	3	2	6	1	0	15	32
Reducing Congestion	6	5	3	3	8	0	0	25	73
Speed Reduction	6	6	6	5	6	0	3	32	88
Transit	2	3	3	6	7	0	1	22	50
Turnouts	2	1	9	4	3	0	0	19	52
Walking Facilities	4	6	8	8	3	0	0	29	87

51.6	Total/5 dots
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## Q4 Please select the 4 projects in Felton that are most important to you.

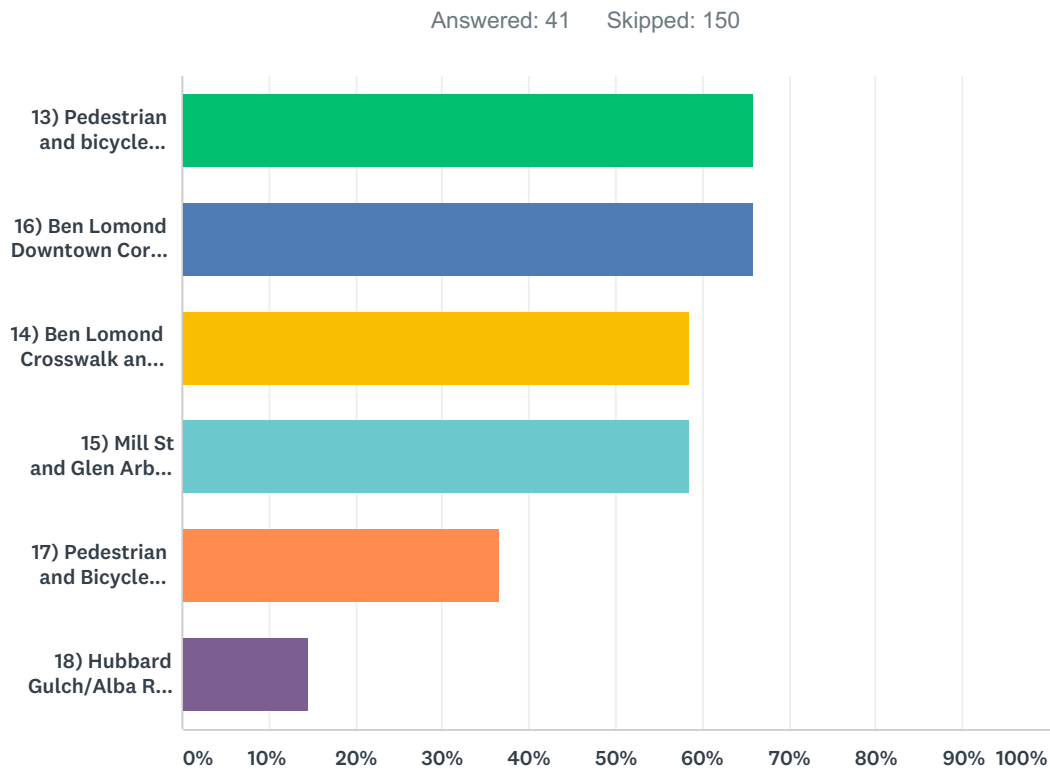
Answered: 95   Skipped: 96



ANSWER CHOICES	RESPONSES	
7) Downtown Felton Roadway, Parking, and Bicycling Improvements	65.26%	62
3) Felton to Henry Cowell Bike and Walking Connection	63.16%	60
2) Southern Felton Neighborhood Bike and Walking Paths	58.95%	56
8) Highway 9 and Graham Hill Rd Intersection Redesign	50.53%	48
6) Downtown Felton Pedestrian Walking Facilities	47.37%	45
5) Downtown Felton Bike and Walking Connections for New Library	44.21%	42
4) Downtown Felton Crosswalks	35.79%	34
1) Henry Cowell State Park Access and Parking	34.74%	33
Total Respondents: 95		



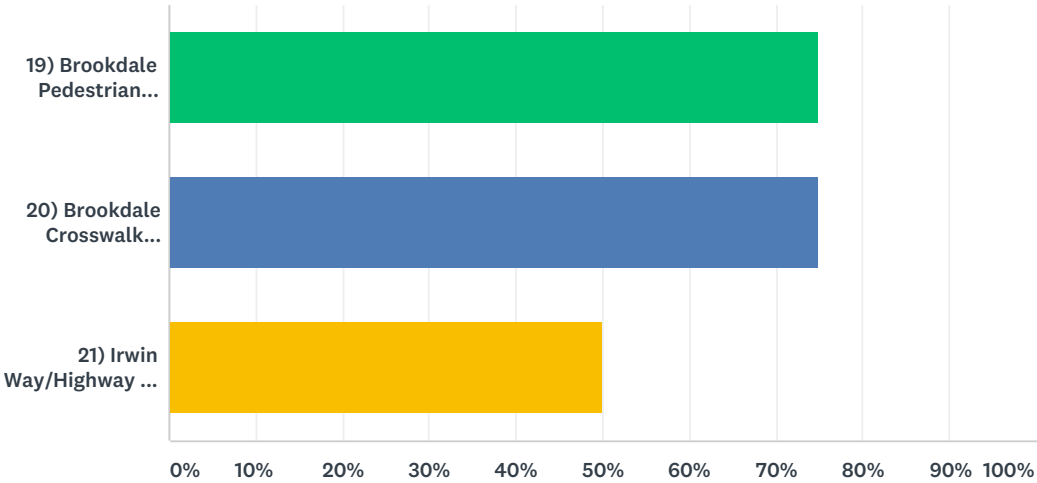
Q5 Please select the 3 projects in Ben Lomond that are most important to you.



ANSWER CHOICES	RESPONSES	
13) Pedestrian and bicycle connections from Ben Lomond to Highland Park	65.85%	27
16) Ben Lomond Downtown Core Multiuse Improvements	65.85%	27
14) Ben Lomond Crosswalk and Transit Improvements	58.54%	24
15) Mill St and Glen Arbor Rd Pedestrian Improvements	58.54%	24
17) Pedestrian and Bicycle Connections from Mill St to Alba Rd	36.59%	15
18) Hubbard Gulch/Alba Rd Operational Improvements	14.63%	6
Total Respondents: 41		

Q6 Please select the 2 projects in Brookdale that are most important to you.

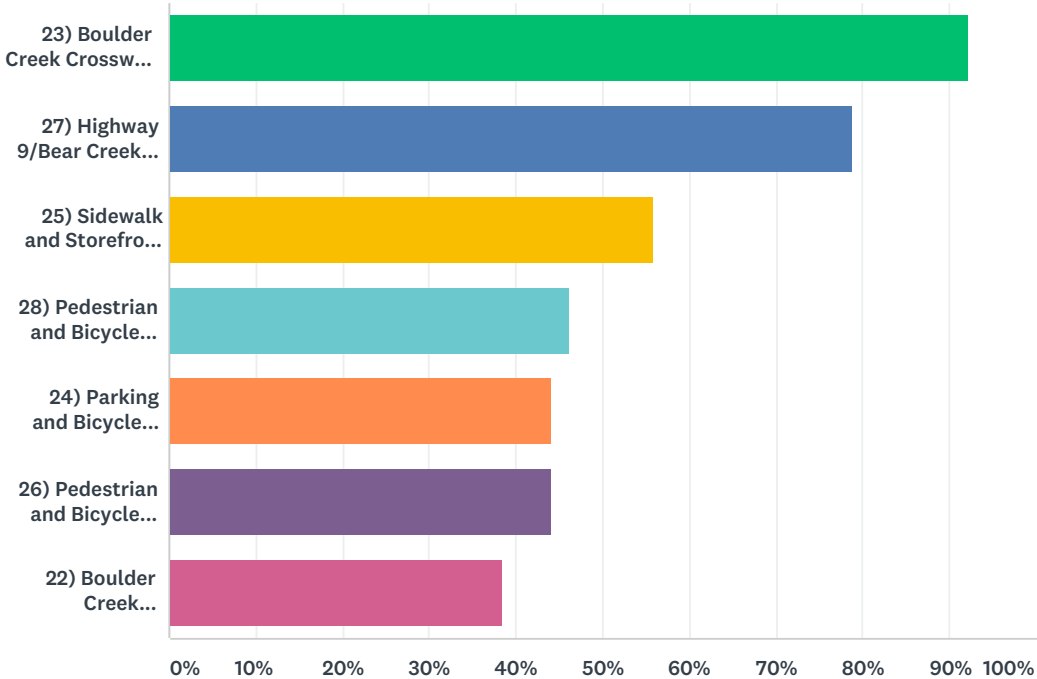
Answered: 4   Skipped: 187



ANSWER CHOICES	RESPONSES	
19) Brookdale Pedestrian Walking Facilities	75.00%	3
20) Brookdale Crosswalk Improvements	75.00%	3
21) Irwin Way/Highway 9 Intersection Improvements	50.00%	2
Total Respondents: 4		

Q7 Please select the 4 projects in Boulder Creek that are most important to you.

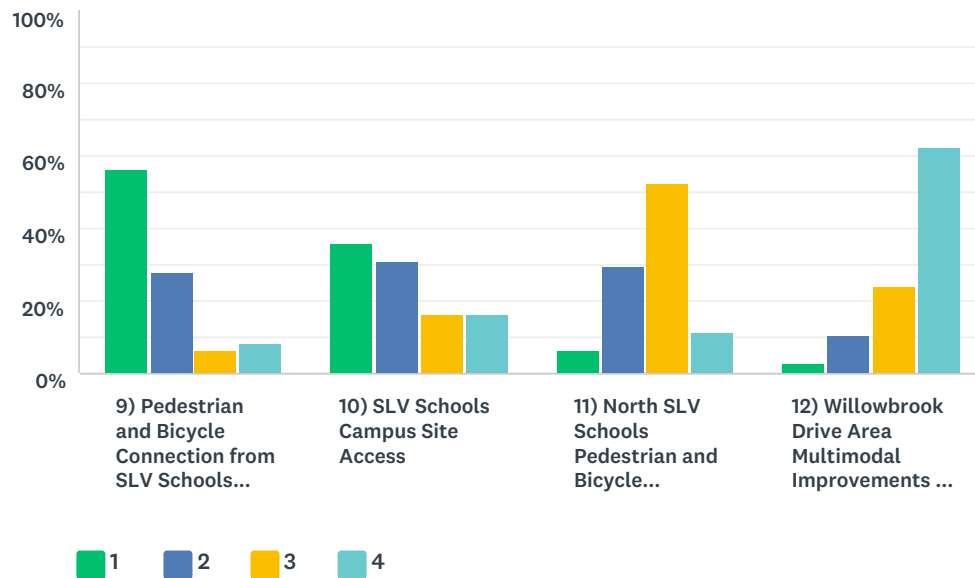
Answered: 52    Skipped: 139



ANSWER CHOICES	RESPONSES	
23) Boulder Creek Crosswalk Improvements	92.31%	48
27) Highway 9/Bear Creek Road Intersection Improvements	78.85%	41
25) Sidewalk and Storefront Improvements in Downtown Boulder Creek	55.77%	29
28) Pedestrian and Bicycle Improvements at Garrahan Park and Mountain Store	46.15%	24
24) Parking and Bicycle Facilities in Downtown Boulder Creek	44.23%	23
26) Pedestrian and Bicycle Connections to the Boulder Creek Library and Bear Creek Road	44.23%	23
22) Boulder Creek Elementary Neighborhood Multimodal Improvements	38.46%	20
Total Respondents: 52		

**Q8 The San Lorenzo Valley community has consistently identified improvements to the SLV Schools Campus area north of Felton as a top priority. Pedestrian, bicycle, and auto improvements have all been identified. Please rank the four Schools Campus projects, with #1 being the most important.**

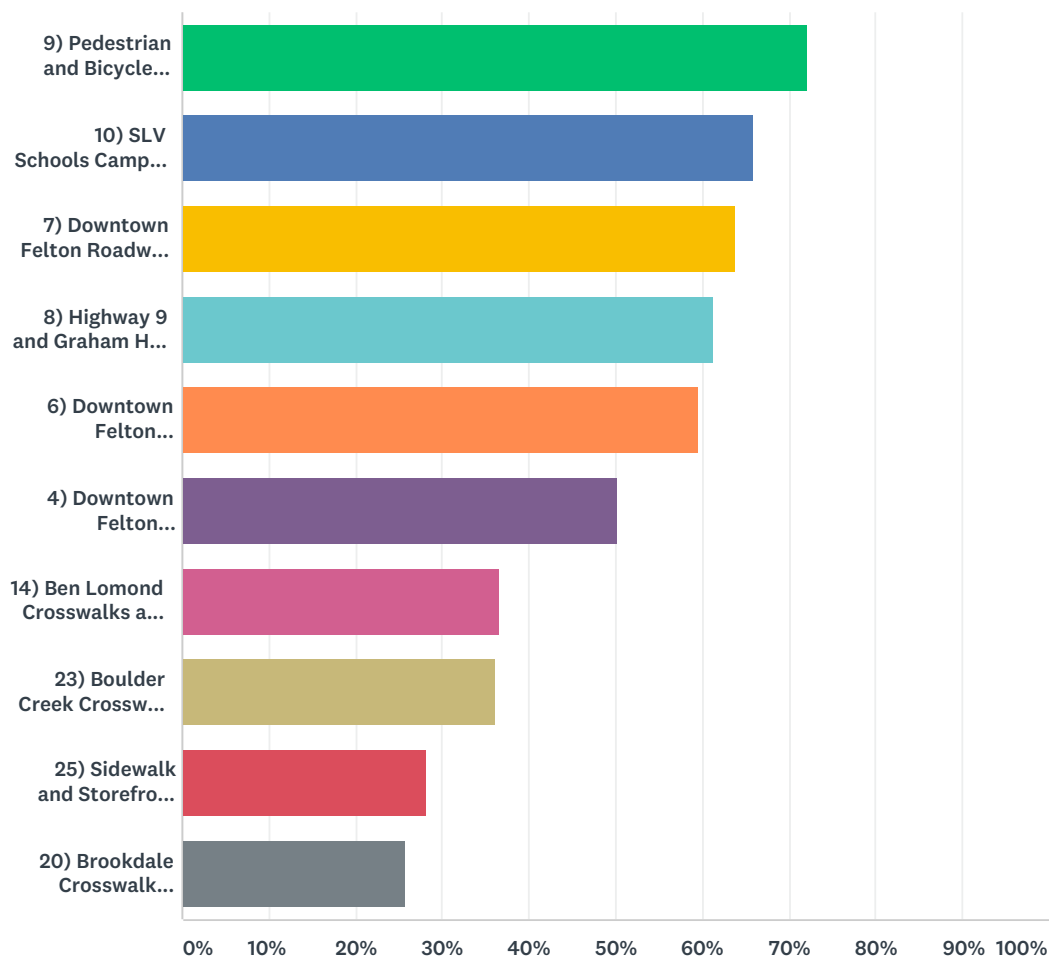
Answered: 181 Skipped: 10



	1	2	3	4	TOTAL	SCORE
9) Pedestrian and Bicycle Connection from SLV Schools Campus to Felton	56.74% 101	28.09% 50	6.74% 12	8.43% 15	178	3.33
10) SLV Schools Campus Site Access	36.16% 64	31.07% 55	16.38% 29	16.38% 29	177	2.87
11) North SLV Schools Pedestrian and Bicycle Connections (to Brackney Rd)	6.40% 11	29.65% 51	52.33% 90	11.63% 20	172	2.31
12) Willowbrook Drive Area Multimodal Improvements and Glen Arbor Bike/Ped Connection	2.94% 5	10.59% 18	24.12% 41	62.35% 106	170	1.54

Q9 All of the 28 located priority projects were analyzed for feasibility using the project evaluation criteria. For a full description of the evaluation criteria and a ranking of all 28 projects see Chapter 4. For a condensed list briefly describing the components of the 28 projects, click [here](#). The 10 projects in the list below rose to the top, through a combination of feasibility and community need. Please select the 5 projects on this Top 10 list that are most important to you.

Answered: 191 Skipped: 0

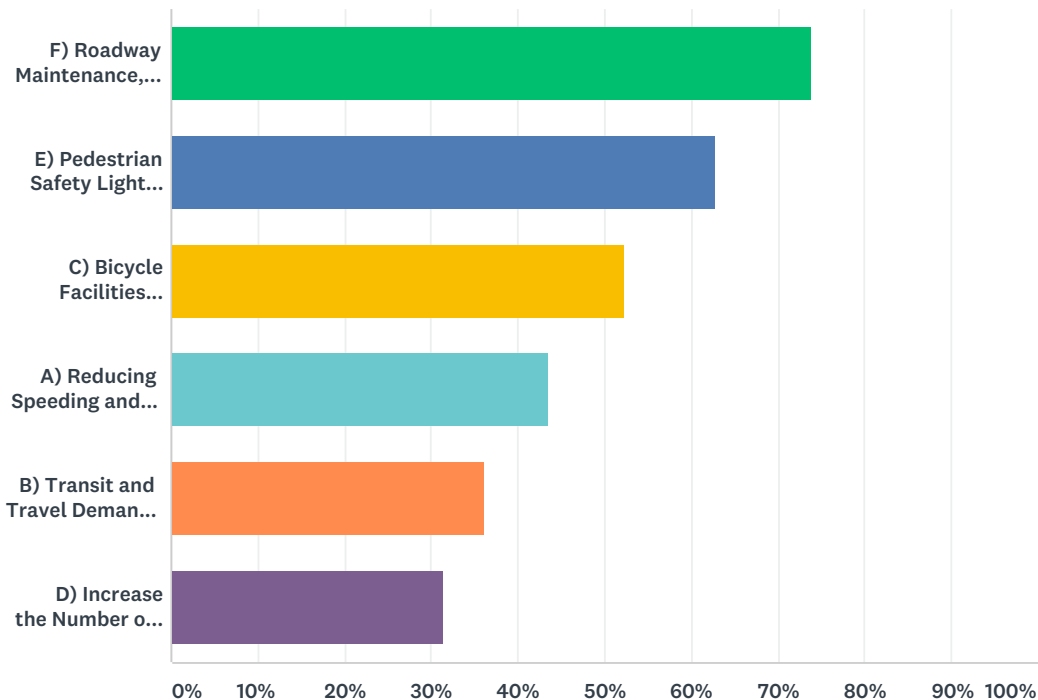


ANSWER CHOICES	RESPONSES	
9) Pedestrian and Bicycle Connection from SLV Schools Campus to Felton (page 3-24)	72.25%	138
10) SLV Schools Campus Site Access (page 3-26)	65.97%	126
7) Downtown Felton Roadway, Parking, and Bicycling Improvements (page 3-14)	63.87%	122
8) Highway 9 and Graham Hill Intersection Redesign (page 3-15)	61.26%	117
6) Downtown Felton Pedestrian Walking Facilities (page 3-13)	59.69%	114
4) Downtown Felton Crosswalks (page 3-9)	50.26%	96

14) Ben Lomond Crosswalks and Transit Improvements (page 3-40)	36.65%	70
23) Boulder Creek Crosswalk Improvements (page 3-56)	36.13%	69
25) Sidewalk and Storefront Improvements in Downtown Boulder Creek (page 3-59)	28.27%	54
20) Brookdale Crosswalk Improvements (page 3-49)	25.65%	49
Total Respondents: 191		

## Q10 Please select the 3 corridor wide priorities that are most important to you.

Answered: 191 Skipped: 0



ANSWER CHOICES	RESPONSES	
F) Roadway Maintenance, Emergency Preparedness, and Resiliency	73.82%	141
E) Pedestrian Safety Lighting and Visibility Improvements	62.83%	120
C) Bicycle Facilities along all of Highway 9	52.36%	100
A) Reducing Speeding and Other Safety Measures	43.46%	83
B) Transit and Travel Demand Management	36.13%	69
D) Increase the Number of Turnouts on Highway 9	31.41%	60
Total Respondents: 191		



**DEPARTMENT OF TRANSPORTATION**

CALTRANS DISTRICT 5  
50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
[www.dot.ca.gov/dist05/](http://www.dot.ca.gov/dist05/)



*Making Conservation  
a California Way of Life.*

April 16, 2019

Guy Preston, Executive Director  
Santa Cruz County Regional Transportation Commission (SCCRTC)  
1523 Pacific Avenue  
Santa Cruz, CA 95060

Dear Mr. Preston,

Over the past five years, Caltrans with the Santa Cruz County Regional Transportation Commission (RTC) and the County of Santa Cruz have worked closely to evaluate the needs and opportunities to improve the livability of the Highway 9 corridor in the San Lorenzo Valley. Caltrans actions taken to date are included with this letter. We especially appreciate the strong local leadership brought forth in development of the San Lorenzo Valley Complete Streets Corridor Plan and the commitment of \$10 million in Measure D funding toward implementation.

As the RTC nears completion of the corridor plan, we look ahead to advancing this partnership into the implementation phase. Beginning July 1, 2019 Caltrans will begin work on a scoping document, referred to as a Project Initiation Document (PID), for pavement preservation along 18 miles of Highway 9 within the limits of the corridor plan. This PID is being prepared for a project to be funded in the 2022 State Highway Operations and Preservation Program (SHOPP).

Prior to beginning the PID, Caltrans staff will be screening the recommendations from the corridor plan. This screening process will identify the type of improvements that could be implemented in a variety of ways either by Caltrans or by others. This will also provide the basis for identifying Complete Streets elements that could be carried into the SHOPP project scope with and without an augmentation of local funds.

Carrying locally-sponsored elements into the SHOPP project scope with an augmentation of local funds would begin with the PID development and continue through construction. Should the RTC be in favor of this approach, a financial contribution from the RTC to Caltrans for the PID development will be required. This arrangement would be formalized through a Cooperative Agreement between Caltrans and the RTC for execution by July 1, 2019.

We look forward to advancing our partnership to enhance the livability of the San Lorenzo Valley with more Complete Streets.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aileen K. Loeb".

AILEEN K. LOE  
Deputy District Director  
Transportation Planning and Local Assistance

Enclosure

## Highway 9/San Lorenzo Valley

### Examples of Caltrans Improvements Supporting Complete Streets

2014 to Present

Year	Approx Postmile	Town/Location	Improvement
2014	6.35/6.46	Felton	Enhanced existing pedestrian warning signs to fluorescent yellow green and added roadside markers at mid-block crosswalk next to Wild Roots Market (BTW, eating area illegal encroachment)
2014	9.51	Main St, Ben Lomond	Installed RRFB (Rapid Rectangular Flashing Beacon) back to back on both side of roadway, enhanced existing pedestrian signing, and relocated signal ahead sign
2014	2.24	At R/R Crossing	Replaced existing railroad warning sign with current version of sign
2014	9.5	Ben Lomond	Remove large tree, Ace Hardware - impediment
2014	12.9/13	Lomond St., Forest St., 236/9, Boulder Creek	Enhanced crosswalk (ladder) markings and pedestrian warning signs, installed no parking signs
2015	12	Prospect Ave., Irwin Wy., Boulder Creek	Enhanced three existing intersection warning signs to fluorescent yellow green
2015	7.21	Felton/School Complex	ADA improvements
2016	Var.	Entire route	State Route 9/San Lorenzo Valley Complete Streets Corridor Transportation Plan - \$249,000 Caltrans-funded grant.
2016	Var.	Entire route	Speed Zone Survey – lowered speeds and new signs
2017	13.1	Boulder Creek	Install regulatory sign – Sheriff's substation
2018	12.9	Lomond St., Boulder Creek	Tree trimming, enhanced existing warning signs to fluorescent yellow green
2018	Var.	Bear Creek Rd., Willowbrook Dr.	Caltrans collected and analyzed pedestrian, bike, and vehicle counts to support evaluation of the two key intersections in the corridor plan.
2018	Var.	Entire route	Caltrans assisted RTC with application of HSIP grant. \$250,000 for five crosswalks.

**COMMITTEES**

BANKING AND FINANCE  
BUDGET  
BUDGET SUBCOMMITTEE NO. 5 ON  
PUBLIC SAFETY  
HUMAN SERVICES  
NATURAL RESOURCES

**SELECT COMMITTEES**

CHAIR: COASTAL PROTECTION AND  
ACCESS TO NATURAL RESOURCES  
CO-CHAIR: ENVIRONMENTAL CAUCUS

# Assembly California Legislature

**MARK STONE****CHAIR, JUDICIARY**

ASSEMBLYMEMBER, TWENTY-NINTH DISTRICT

**STATE CAPITOL**

P.O. BOX 942849  
SACRAMENTO, CA 94249-0029  
(916) 319-2029  
FAX (916) 319-2129

**DISTRICT OFFICES**

701 OCEAN STREET, SUITE 318B  
SANTA CRUZ, CA 95060  
(831) 425-1503 OR  
(408) 782-0647  
FAX (831) 425-2570

99 PACIFIC STREET, SUITE 575G  
MONTEREY, CA 93940  
(831) 649-2832  
FAX (831) 649-2935

May 6, 2019

Tim Gubbins  
Caltrans, District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

RECEIVED  
SCCRTC  
2019 MAY -9 PM 3:34

Dear Mr. Gubbins:

Thank you and other members of the Caltrans District 5 team who attended the April 18 meeting hosted by Assemblymember Stone and Supervisor McPherson to address safety issues on the Highway 9 corridor following the February 21 death of pedestrian Josh Howard in Felton.

We appreciated having the opportunity to share our growing concern about the immediate need for safety improvements on the Highway 9 corridor on behalf of our constituents who reside and/or work in the San Lorenzo Valley, as well as visitors to our region.

Because multi-agency collaboration may help expedite Caltrans' long-term improvements on Highway 9, it was critically important that Caltrans have the opportunity to hear the perspectives of and address questions from the Santa Cruz County Regional Transportation Commission (SCCRTC), Santa Cruz County Department of Public Works (PW), California Highway Patrol and San Lorenzo Valley Unified School District.

To memorialize the outcome of the meeting and next steps to forward this effort, we thank you for committing Caltrans to perform the following:

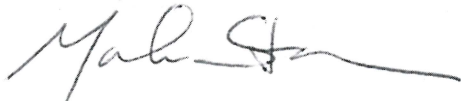
A Category 3 investigation related to the February 21 fatality, which we hope will lead to near-term safety improvements (including high-visibility striping, signage installation working with PW, etc.) on the one-mile stretch from the intersection with Graham Hill Road in downtown Felton to the combined San Lorenzo Valley Unified School District campuses to the north.

A comprehensive review of the SCCRTC's Highway 9 Corridor Plan for evaluation of additional improvements Caltrans could undertake or collaborate on as part of its future State Highway Operation and Protection Program or as part of a separate set of projects.

Page 2  
May 6, 2019

We appreciate Caltrans' commitment to the process of making improvements in the immediate and long-term future. Our offices will follow up with your agency soon regarding the progress of these efforts.

Sincerely,



Mark Stone  
Assemblymember, 29<sup>th</sup> District  
State of California



Bruce McPherson  
Supervisor, 5<sup>th</sup> District  
Santa Cruz County

Cc:

Rep. Anna Eshoo, CA-18, U.S. House of Representatives  
Rep. Jimmy Panetta, CA-20, U.S. House of Representatives  
Santa Cruz County Regional Transportation Commission  
Santa Cruz County Department of Public Works  
California Highway Patrol, Santa Cruz Area  
San Lorenzo Valley High School

BRYAN LARGAY

160 Farmer Street  
Felton, CA 95018

(831) 234-1177  
Bryan.largay@gmail.com

April 18, 2019

Tim Gubbins, District Director  
California Department of Transportation  
District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Re: Pedestrian safety on Highway 9, Felton to San Lorenzo Valley Schools

Dear Director Gubbins,

Thank you for the meeting today between members of your team and representatives of Santa Cruz County, the 29<sup>th</sup> Assembly District and our local transportation agency professionals. The purpose of the meeting was to prevent additional pedestrian deaths along Highway 9.

I would like to express gratitude for your work, and the work of your team, on behalf of the children of the San Lorenzo Valley and others who walk this road. Caltrans must demonstrate considerable leadership for lives to be saved. I urge you to appreciate your grave responsibility along this roadway, as its owner, administrator and final decision maker that controls all improvements.

If a Caltrans crew needed to walk the most problematic segment, between Graham Hill Road and El Soyo Heights, the resident engineer would determine an imminent hazard exists at the walls, and that a dangerous condition (if not imminent hazard) exists in much of the segment. These hazards are inherent in the design, particularly along the retaining walls, but also in the extensive areas with narrow shoulders.

The risks to the Caltrans crew would be unacceptable.

The dangerous condition is clear to many, including residents, drivers and engineers, who say that they would never walk this segment. But those who walk it often do not have the luxury of that choice. Parents work so children walk. Many do not have access to a car. Schools buses don't service neighborhoods this close to school. It is a residential and commercial area: driveways, mailboxes and businesses line the street. It once was and should be a walkable community.

We urge Caltrans to take make two responses to save lives:

- Immediate action to post signs to encourage pedestrians and cyclists to avoid the dangerous condition, directing them off the highway onto county roads,
- Action as soon as possible to permanently remedy the dangerous condition by providing a safe pedestrian path alongside the highway.



The dangerous condition will only be remedied by a southbound path separated from the roadway by a physical barrier, at minimum a curb, and which runs, at minimum, from the schools to Graham Hill Road. Here are reminders why only this remedy will address the dangerous condition:

- The Clearview and Fall Creek bypass routes are substantially more difficult.
- Residents of the homes along this segment, including the retirement-age community, are trapped by the need for an automobile as body armor, despite being an easy walk to important health-oriented facilities.
- A path on the northbound side should also be established but cannot be the only solution, as it would not address the issues above.

If you are unclear about the hazards, I encourage you to walk from Felton Empire to the schools and back. Walk as the children do: by the wall, during rush hour. As you do, consider spending 40 hours there, exposed to the traffic. That is the exposure of a typical pedestrian each year.

Much has changed since Caltrans widened the road decades ago, adding retaining walls, additional lanes and lane width at the expense of safe space for pedestrians. Distracted drivers make narrow shoulders and the absence of curbs far more hazardous to pedestrians than it would have seemed to the design engineers of that era. It is time to update our facilities to address present-day conditions and the risks they pose.

Caltrans does an amazing job of solving problems. We are grateful that with Complete Streets in 2008 Caltrans embraced a safer path forward, prioritizing travelers of all ages and abilities. Please know that thousands of SLV residents and generations of school children are counting on you. We are grateful for your leadership and your resolve in choosing to save the lives of young people in our community.

Sincerely,



Bryan Largay

**SR9/SLV Complete Streets Corridor Plan**  
**Comments received after February 15, 2019 comment period ended**

From: Leah <[venusprime@comcast.net](mailto:venusprime@comcast.net)>  
Sent: Thursday, March 7, 2019 9:26 AM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Help with identifying unsafe corridor on Hwy 236 in Boulder Creek

Good morning,  
We in Boulder Creek are having a Community Action Meeting at the Boulder Creek Golf Club on Sunday March 24 at 3:00pm. We'd like to invite a rep from your organization so as to help us move forward with reps Stone and McPherson on getting this area (Hwy 236 from China Grade to Kings Hwy to West and East Hilton crossroads identified as unsafe for pedestrians and children at school bus stops. Our objective is to pursue measures to avoid injury and fatalities.

Please contact me asap to discuss. Thank you!

We are also working on an online petition.

Leah Nelson  
831-818-9215  
Boulder Creek  
Hwy 236 at West Hilton

---

**From:** Rachel Moriconi  
**Sent:** Wednesday, March 13, 2019 6:52 AM  
**To:** [venusprime@comcast.net](mailto:venusprime@comcast.net)  
**Cc:** slv plan <[slvplan@sccrtc.org](mailto:slvplan@sccrtc.org)>; Gustavo Alfaro <[gustavo.alfaro@dot.ca.gov](mailto:gustavo.alfaro@dot.ca.gov)>  
**Subject:** Re: Help with identifying unsafe corridor on Hwy 236 in Boulder Creek

Hello Leah-  
We are currently working on integrating comments received on the draft Highway 9/SLV Corridor Plan ([www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)). Pedestrian facilities in this area have been identified in a comprehensive list of challenges/desired projects in the appendix. Caltrans is also working on a bike/ped plan for highways and will be incorporating info from the SLV plan. As Caltrans does projects in the area they will be looking to integrate complete streets components.

None of our staff are available on March 26, but I would be happy to talk to you in advance of your meeting with Asm Stone and Sup McPherson to discuss.

Rachel Moriconi, SCCRTC  
831-460-3203

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From: Mike Fries <[mikefries1987@gmail.com](mailto:mikefries1987@gmail.com)>  
Sent: Wednesday, April 03, 2019 11:50 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: 3 way stop at 9 and BCR

Why not?



Seems that most people pass the fire station and step on the accelerator A three way @ 9 & BCR is a no brainer Again Why not?

---

From: CYNTHIA DZENDZEL <[cyndzen@earthlink.net](mailto:cyndzen@earthlink.net)>  
Sent: Wednesday, April 03, 2019 5:48 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Highway 9 pedestrian safety

During our local public input meetings to decide what to do to improve our community using Redevelopment funds, it was decided by those in attendance that we would prefer not to use the funds if they could not be used to improve pedestrian safety along the Highway 9 corridor through Felton to the high school, middle and elementary schools. That was the number one priority of our community then and remains our top priority these many years later. Please provide safe paths and crosswalks before someone else dies.

Cynthia Dzendzel  
5600 Lincoln Way  
Felton 95018

---

**From:** Contact Request Form  
**Sent:** Monday, April 15, 2019 10:59 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** New submission from Unmet Transit and Specialized Transportation Needs Input Form

This Contact Request Form has been submitted by a member of the public.

**Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.**

The terrible stretch of Highway 9 between Felton and Santa Cruz. There are multiple modes of transportation occurring in this corridor. Train (Big Trees Railroad etc.) Road bike/Mountain Bikes, state park hikers who exit trails and cross the dangerous section of 9 to go over to other trails, horse back riders...then your usual point A to point B (i.e., from Felton to SC) pedestrian/hikers/runners, and vehicles.

It is in a ridiculous state. There are sides of the roads which are unsupported dirt walls and when it rains and there are slides and the road is closed. If a pedestrian/bike trail was created along the train line it would be very accessible grade wise for bicyclists to commute safely into santa cruz. Just for starters!

Realize this is CalTrans maintained road so nothing will ever happen.

**The need described is located in:**

- Unincorporated County

**Name**

Virginia Vaquero

**Email**

[vivaquero@gmail.com](mailto:vivaquero@gmail.com)

---

**Sent:** Monday, April 22, 2019 3:27 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Hidden Left turn on 236 in Boulder Creek

Hi,

I recently moved to Boulder Creek onto Redwood Drive, off of 236. It's a hidden left turn when you're coming from downtown, right after a few turns. Turning onto Redwood is easy, but if you're ever trying to make a left off of Redwood Drive onto 236 it's really risky. People drive really fast around the corners, and one neighbor told me recently that she has almost gotten hit multiple times as she makes that turn.

There's a pull off across the street from us, and I was wondering if it would be possible to get a micro put in on a sign at the edge of the pullout to help traffic on Redwood see traffic coming from 236? That would make the left turn MUCH safer and easier to make, and there's nothing in that spot.

What's the best way to move this forward?

Thanks,  
Robin

---

**From:** Dawn Smith <deltadawn211@hotmail.com>  
**Sent:** Wednesday, May 01, 2019 6:06 AM  
**To:** slv plan <slvplan@sccrtc.org>  
**Subject:** Draft Hwy 9/SLV Plan Comments

I sincerely hope any and all changes to downtown Boulder Creek will not in anyway take away from the historic character and ambiance of the town. Flashing lights and bright neon road signs are an eyesore and will completely destroy the charm of this historic town. I know safety is an issue but a good old fashioned crossing guard would suffice. If there must be some sort of crossing light it should be antique in appearance. This is a one of a kind town please do not destroy it with bay area style flashing street lights. Nevada City did a great job with their downtown area take a look at that. Thank You for your consideration on this matter.

Dawn Smith, Boulder Creek

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From Petition:  
Hi Rachel,

I wanted to connect you with Audrey Johnson. She provided the comment below on the survey that I gave you today at the Regional Transportation Commission meeting. In addition, she has extensive and unfortunate experience witnessing many accidents and near misses at the bottleneck and retaining wall. Her willingness to cooperate on improvements in the area, and those experiences may be informative as you move from planning to project implementation in that area.

Kind regards,  
Bryan Largay

"Josh died in front of my house on Highway 9. I have owned my home for 23 years and raised my 4 children (at SLV) here but know things need to change, to improve things for pedestrians and cyclists. My son lost his leg to a careless driver in front of Henry Cowell so I know the costs. As a key location noted in the RTF Highway 9 Corridor Project (to widen the road to make a sidewalk and/or bike path) I have tried contacting the committee and even Bruce McPherson to no avail (phone calls and emails go unanswered). I feel it's time to improve things, to make Highway 9 safer for pedestrians and cyclists, even if that means the loss of my house to make way and widen the road. Please know that you have my support in making things better for those who walk/ride along our local roadside."

Audrey Johnson  
831-588-6614

---

Hi Rachel,

Sorry for the delay on getting these additional comments to you. We are very appreciative of all the work the RTC has done to make this document reflect the desires of the community.

Our most pressing concern is that we **MUST SLOW CARS DOWN** and protect pedestrians. The bike lanes limit the ability for back-in parking, and landscaped pedestrian islands. The business community is in support of finding additional parking spaces. We want to narrow the road via back-in parking and pedestrian islands, forcing cars to slow down. Underutilized dedicated bike lanes provide the opposite effect- leaving long expanses of the downtown core wide open, encouraging people to speed. We believe the lack of connectivity via 9 renders dedicated bike lanes an ineffective use of space at the expense of much needed parking and connectivity for families and the elderly, who rely upon their cars to safely access downtown. With the way the corridor plan is currently formatted, it appears to give strong preference to dedicated lanes, as opposed to sharrows, which would make all parties "win". We hope you'll reconsider how this is presented so that it's a win for pedestrians, local shops, bike users and the overall charm of the town.

Thank you for your time. We hope things are well in your world.

Justin Acton  
[justin@bcpizzapub.com](mailto:justin@bcpizzapub.com)  
831-247-4961

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Specific comments

Project 22

Bike connectivity could be more dangerous, giving kids and parents false impression that the lane is protecting them, while the actual terrain/steep hill is biggest enemy. Particularly between 9 and the school via Lomond. Preference should be given to sidewalk for safer pedestrian success from the school.

Refuge island should be made available for landscaping rather than solid concrete. Possible location for a center median to keep semi-trucks from parking in the center of the highway, blocking the view of crossing pedestrians.

## Project 23

Mid-block crosswalk (between 236 and Forest on 9) with high visibility laddering, and pedestrian island is needed due to frequency of use. The island would encourage delivery truck drops to occur behind shops, leaving visibility of pedestrians crossing highway open. As a whole, the visibility of people crossing the street is the concern. We'd like to see the crosswalk between the ally way next to Boulder Creek Liquors connecting to the garden of Agz Ragz (the location of Fifi's Hot Dog stand).



## Project 24

Formalization of bike facilities can be done via sharrows. The dedication of property to bike lanes would be at the expense of much needed parking.

Leaving extended two way turn lane is in direct opposition to the original Boulder Creek Specific Plan 1992, which called for the shortening of turn lanes. Shortening of turn lanes encourages the deliveries to back of businesses via Pine and other back streets and private lots. These trucks cause visibility concerns for highly utilized midblock crossings. Further, these existing long turn lanes could be converted to landscaped pedestrian islands to shrink the size of the road, provide safe harbor for pedestrian crossings and encourage slower auto speeds. Note, the long center turn lane was originally installed when a signal was installed to accommodate greater traffic post Loma Prieta earthquake (when other routes were not able to be used). It was left as-is when the signal was removed. This extended turn lane has allowed for reduced visibility crossings via the truck parking, and wide and open roads encouraging the speeding of cars.

We need additional parking. This was cited as a concern in the 1992 plan with a lower population and lower utilization of the downtown and highways. Our roads are much more heavily trafficked now. Current town/business meetings frequently discuss the economic impact of not having spots. We need to have back-in parking marked as a very high priority project, to be completed in a short to midrange timeframe.

## Project 25

Not certain we need to have wider sidewalks. CalTrans prohibits restaurants or cafes operate on a sidewalk. This prohibition makes larger sidewalks worthless. Plus, wider sidewalks would restrict desired angled parking installation.

Due to the heat during the summer months, we find shade trees imperative to the use and enjoyment of downtown. Trees should be placed away from buildings so they can grow larger for better environmental cooling. This was addressed in the Boulder Creek Specific Plan of 1992 (diag. on page 25), where numerous trees were to be placed in a specific pattern to address these concerns. One consideration is to put angled parking on the east (hot) side of HWY 9 along with shade trees. That would also create a cooling effect for the sidewalks on the hot side of the highway.

## Project 26

No comments

#### Project 27

In the current draft, there is a two-way stop at a three-way intersection. We feel this uncommon application of stop signs may lead to accidents. We'd encourage a study of 2 way, versus 3 way stop signs, or other stopping mechanisms, as to best serve the motorists and decrease congestion during both commute and non-commute hours.

#### Project 28

This section suggests putting money into widening the road and relocating ditch facilities. It would be more cost effective to put pedestrian facilities on one side of the highway, and install well marked crosswalks with RRFB.



April 4, 2014 RTC Mtg

Handout distributed  
by Leah Nelson  
+ Tom Nord  
during  
Oral Communications

HWY 236 /BOULDER CREEK COUNTRY CLUB  
COMMUNITY PEDESTRIAN CORRIDOR  
IMPROVEMENT PROJECT

Our community has formed a committee for the Hwy 236 / Hilton Drives crossroad for pedestrian safety. The intersection has but one crosswalk for use of pedestrian and access for golfers and carts. Most important is our schoolchildren which have but one common bus stop for use by Metro and SLV School busses on the west side of the Hwy.

With the increased population of commuters and substantial loss of law enforcement to control speed restrictions it has increased the danger to citizens. The corridor is also a thoroughfare for visitors traveling to and from Big Basin State Park, many of which are unfamiliar with mountain driving conditions.

The incidents of traffic collisions that has resulted in death and near tragedy's is surly going to increase unless improvements are made. The near tragedy's mostly involve our children who are exposed to the danger daily. We have numerous reports of school bus STOP signs ignored and traffic violations.

**Our request is for Measure D funding be provided for studies to calm traffic speeding vehicles and explore safety devices to make it safe for our community and that of visitor's and tourist's.**

We have circulated a petition and plan community meetings for further input to address our most dire concern.

Our goals include:

- 4 way stop at Hwy 236 / West and East Hilton Drives
- Radar Feedback Signage
- School Bus Stop Signage
- Cement Platform for East Hilton Bus Stop
- Set back West Hilton bus stop further from white line
- Install a curb 200 ft on Northwest side of intersection as there is on the south side
- Trim Hwy brush back for visibility

*Thank You for your consideration to our requests.*

Contact: Leah Nelson [valentinesmom@me.com](mailto:valentinesmom@me.com) (831) 818-9215

Tom Nord [nordfamily@comcast.net](mailto:nordfamily@comcast.net) (831) 338-7329

# Highway 236 Safety for Pedestrians



As a community, we are signing this petition with the intent to raise awareness and implement safety measures through direct action. This includes concerned citizens of Boulder Creek and residents of the neighborhoods within and surrounding Highway 236 at the West and East Hilton crossroads, Kings Hwy, China Basin, and Lower / Upper Big Basin.

Every one of us is impacted by any tragic event that involves a community member. We are continually reminded of the frailty of life when a driver speeds by our neighbors who are biking, walking along or crossing the highway, and especially our children at school bus stops. Too many local drivers and visitors are zooming by in excess of posted speed limits with no regard for safety on Highway 236.

We urge the Santa Cruz County Regional Transportation Commission (SCCRTC) to respond with a statement making the "Highway 236 Safety for Pedestrians, Bicyclists, and School Bus Stops" project a top priority and informing our community when work will start on the solution. We also ask that the SCCRTC and CalTrans dedicate any official "safe route" in memory of Marsha Nord.



**From:** Victor Quiroz II <[vmqii@hotmail.com](mailto:vmqii@hotmail.com)>  
**Sent:** Monday, April 01, 2019 6:00 PM  
**To:** slv plan <[slvplan@sccrtc.org](mailto:slvplan@sccrtc.org)>  
**Subject:** Highway 9 Redesign plan

Dear RTC,

My name is Victor Quiroz and I'm the home owners at 7354 Highway 9 Felton CA. I was just recently made aware of the plan to change the Highway 9 Corridor. I read the plan today online and realized that a proposed change to the bus stop outlined in draft 3-34 will directly impact my property. The proposed bus stop change would deeply harm my property. There is no room for a bus stop. This would destroy my landscaping and harm my fence line. The increased noise and block the view of the exiting traffic of Lazywoods on Highway 9 from. This is very concerning and I'm requesting to speak with someone.

I need to speak with someone. I understand that this plan was made official on February 15th, 2019 but I was not notified by a friend until today. Can someone please contact me at:

831-252-0727. Thank you. - Victor Q.

---

**From:** Victor Quiroz II <[vmqii@hotmail.com](mailto:vmqii@hotmail.com)>  
**Sent:** Tuesday, April 02, 2019 1:32 PM  
**To:** Rachel Moriconi <[rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)>  
**Subject:** Re: Highway 9 Project

Hi Rachel,

I have an alternative site for the bus stop relocation proposal that will meet the pedestrian safety requirements SCCRTC is seeking. If possible I would like to meet in person. I'm old fashioned in that the face-to-face has more meaning. Sometimes tone cannot be expressed in an email or telephone. Since this is a sensitive subject for me I would like to be able to review my plan recommendations and present other pertinent facts that will help with the bus stop decision. Below is a picture of the garden and fence that would be destroyed by a bus stop being located on my property. As you can see I take meticulous care of my garden and offer this as a gift of beauty to all 21,000 cars that pass by daily. I know to some this would seem like an easy fix to move plants but I put in countless hours designing, planting and caring for these plants for all on the highway to enjoy. So I would hope to meet with you in person to discuss this and other items of important value that relate to safety for the homeowners on the Lazywoods neighborhood.

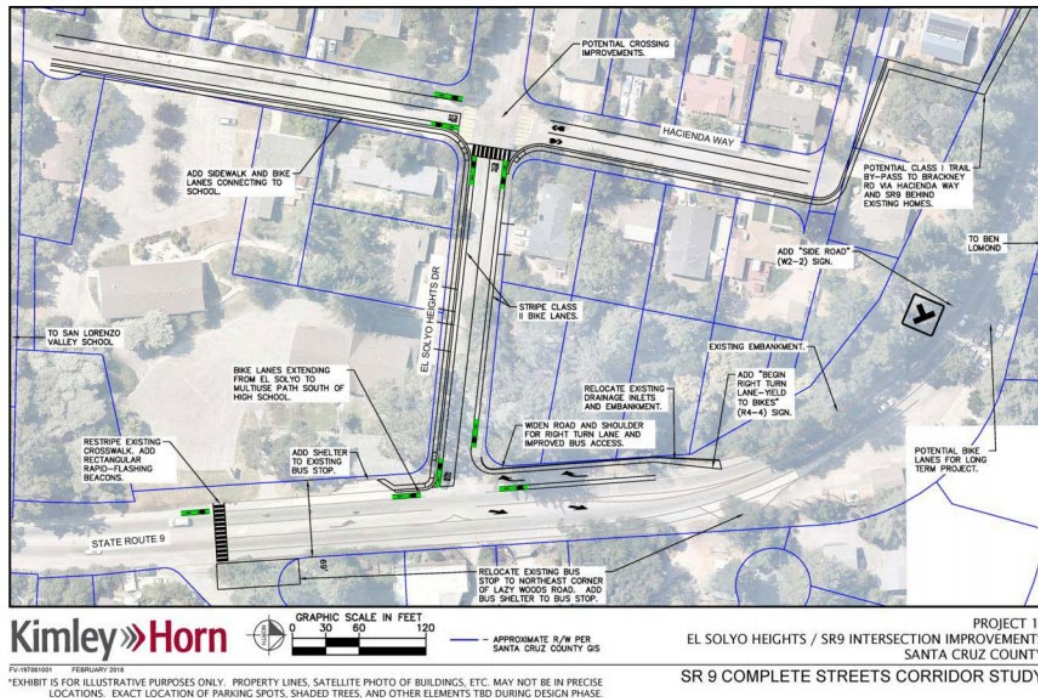
Thank you for your time and consideration.

All the Best,  
Victor Quiroz  
7354 Highway 9  
Felton, CA. 95018  
831-252-0727 cell/text



**DRAFT--- Highway 9/San Lorenzo Valley Complete Streets Corridor Plan --- DRAFT**

Figure 3.23: EL Solyo Heights and Highway 9 Intersection Improvement Design Concept



From: Victor Quiroz II <[vmqii@hotmail.com](mailto:vmqii@hotmail.com)>

Date: May 1, 2019 at 2:24:39 PM PDT

To: "[rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)" <[rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)>

Subject: El Solyo Heights Bus Stop - Victor Quiroz

Good Afternoon Rachel,

I hope this email finds you well. Did you receive my email sent shortly after our in person meeting a couple of weeks ago? I sent the email at your request with electronic copies of the full report I provided you in person. I want to make sure you received that report.

I would like to add an addendum (in the attachment) to the report for the relocation of the bus stop at the northbound side of El Solyo Heights. In the addendum I identified a second viable solution for bus passenger pedestrian safety. Instead of relocating the bus stop I'm proposing keeping the bus stop in its current location and install a crosswalk/stop light at the El Solyo Heights intersection. This improvement along with a new sidewalk on El Solyo Heights would provide an excellent solution to providing pedestrian safety. Please include this addendum with my full report for consideration. Thank you.

Have you had a chance to contact Kimley Horn for redrafting the concept drawing of figure 3-34? It is important to all the residents of the Lazy Woods community and me that the bus stop consideration for the El Solyo Heights bus stop not be located at the corner of Lazy Woods. Two viable alternative options have now been provided and we would like to see a redraft of concept drawing 3-34 to reflect the updated alternative proposals. This is a crucial window of time to have these adjustments made while this project is in the preliminary concept phase. Once plans are formally drawn and funding obtained more parties become invested in the current proposal. I'm seeking to head that off at the pass, so to speak, to prevent future difficulties or conflicts of interest from arising. From our in person conversation you mentioned that the final draft will be completed by May 31st? That is just around the corner. Thank you.

All the Best,

-Victor Quiroz  
831-252-0727



## Lazy Woods Road Crosswalk Alternative Bus Stop Proposal



**Save the Northeast Lazy Woods Road Corner Gardens**

## **Lazy Woods Crosswalk Alternative Bus Stop Proposal**

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**All Residents at the Lazy Woods Cul-De-Sac Community oppose the relocation of the El Solyo Heights Bus Stop to the NE Corner of Lazy Woods Road. All Residents support the Alternative relocation spot offer at 150' south of Lazy Woods Road entrance on the northbound side of the highway.**

# HIGHWAY 9/SAN LORENZO VALLEY COMPLETE STREETS CORRIDOR PLAN.

## 2019 DRAFT PLAN – AMENDMENT-

### INTRODUCTION:

The Santa Cruz Regional Transit Commission completed an 18 month study for improvements to Highway 9 which connect the towns of Felton, Ben Lomond, Brookdale and Boulder Creek. These necessary changes are to bring improved safety measures and better accessibility along the Highway 9 corridor. These safety measures include adding bike lanes, pedestrian safety islands, new sidewalks and drainage improvements. As a member of the Felton community I, Victor Quiroz, and all the homeowners in the Lazywoods community support these much needed improvements.

### EL SOLYO HEIGHTS NORTHBOUND BUS RELOCATION:

In the 2019 draft plan there is reference under section 3 Priority Projects by Location item 3-32 that references a relocation of the bus stop from its current location to a new location. The language from the Draft document states: *“Upgrade both El Solyo area transit stops, add shelters and analyze moving the northbound bus stop to the northeast corner of Lazy Woods Rd intersection, closer to the existing crosswalk.”* **(SEE ATTACHED)** This statement is demonstrated in the figure map 3-34 **(SEE ATTACHED)** showing the proposed move of the bus stop from its current location to the northeast corner of Lazy Woods Road and Highway 9 at the current crosswalk. The main purpose is to bring the northbound bus stop closer to the current crosswalk at Lazywoods Road and Highway 9. By decreasing the walking distance from the current bus stop to the crosswalk at Lazy Woods Road and Highway 9 will improve the pedestrian safety of those using the crosswalk. Pedestrian safety and accessibility are the priority goals for the concept of relocating the bus stop.

### ALTERNATIVE BUS STOP PROPOSAL FOR EL SOLYO HEIGHTS NORTHBOUND BUS ROUTE:

The main objectives of relocating the existing bus stop to the northeast corner of Lazy Woods and Highway 9 is pedestrian access and safety to the crosswalk at Lazy Woods. These objectives are successfully satisfied by relocating the bus stop to 130 FT south of the Lazy Woods Road entrance on the eastside or northbound side of Highway 9 as seen in diagram **3-34 (B)** provided. The short walking distance from this alternative bus stop location will improve pedestrian safety and access to the Lazy Woods crosswalk.

The alternative proposed site for the El Solyo Heights bus stop relocation project would provide more depth space for the establishment of a new bus stop and shelter **See 3-34 (C)** The depth room available for a new bus shelter and stop is 13 feet deep. There is room for the



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

This project seeks to improve pedestrian and bicycle connections to the San Lorenzo Valley Schools from Brackney Rd in the north, and improve transit access for bus stops serving El Solyo and the Middle School. Improvements may include:

- Bicycle sharrows markings on Hacienda Way and El Solyo Heights, with a bike lane on the uphill side of El Solyo Heights to Hacienda Way.
- A right turn pocket for the downhill lane of El Solyo Heights to formalize queuing that currently occurs.
- Pedestrian facilities on El Solyo Heights and Hacienda Way, and upgrading the crosswalk on Highway 9 at El Solyo Heights, including analysis of a pedestrian activated flasher (RRFB).
- Upgrade both El Solyo area transit stops, add shelters and analyze moving the northbound bus stop to the northeast corner of the Lazy Woods Rd intersection, closer to the existing crosswalk.
- Pedestrian and bicycle facilities connecting the Middle School to Brackney Rd in the north. This component may include a trail bypass of Highway 9 via Hacienda Way and Hillview Dr to the middle school (see description below), or a pathway on Caltrans property above the retaining wall along Highway 9.
- Longer-term bicycle facility options may include widening the shoulder on Highway 9 between El Solyo and Brackney to create space for bike lanes.

An informal trail to the SLV schools currently exists between the southeast end of the closest bridge over the San Lorenzo River (between El Solyo Heights Dr and Brackney Rd) and corner of Hillview Drive and Hacienda Way (see **Figure 3.21**).

*Figure 3.21: Existing Informal Brackney Trail Location*

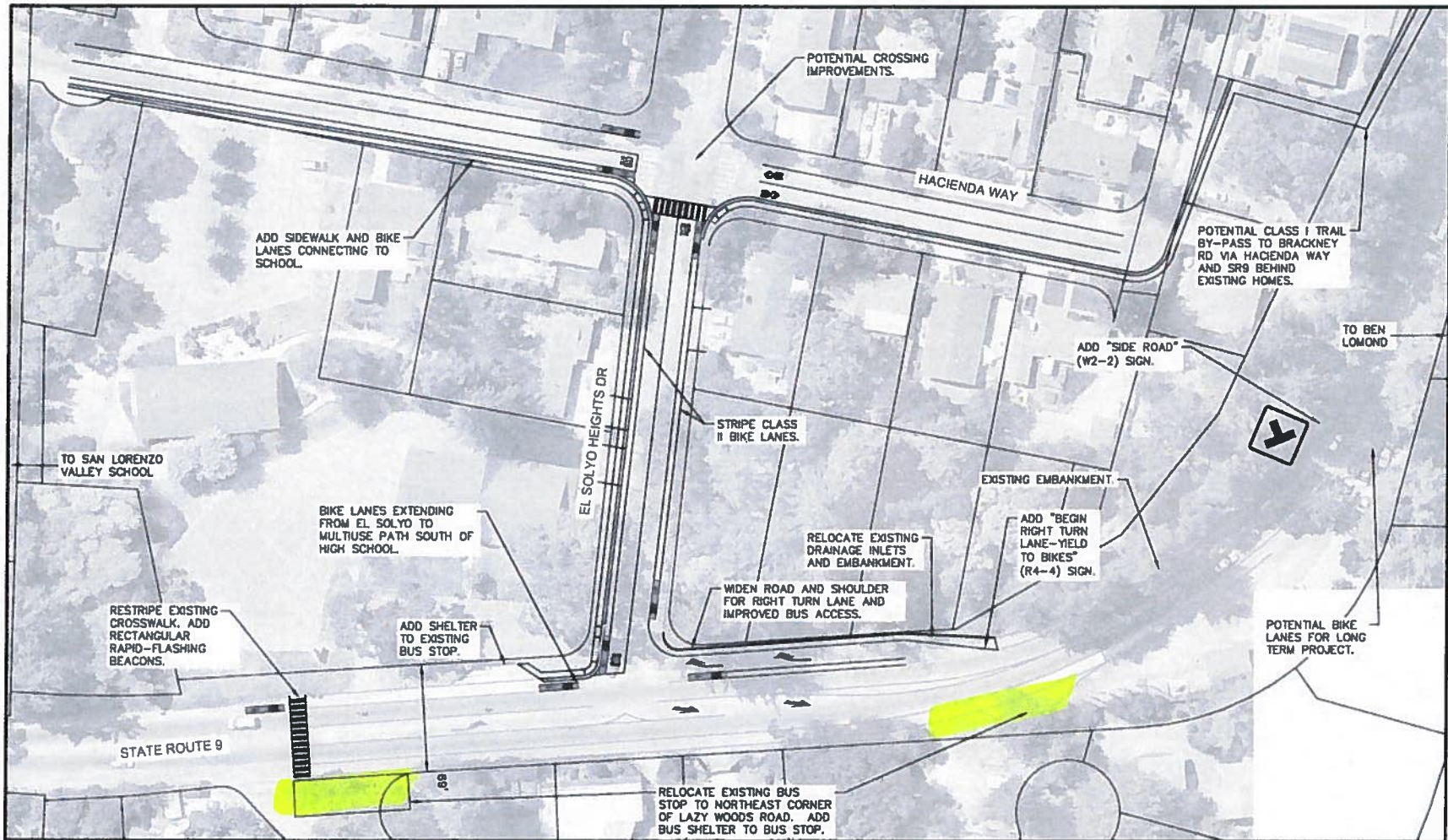


If an easement were secured, the trail could be formalized. This trail would allow students, other pedestrians, and potentially bicyclists to avoid the curve on SR9 north of El Solyo Heights Road that has poor sight distance and narrow shoulders.

Project #11 would connect to bicycle and pedestrian facilities that would run from Brackney Rd past Willowbrook Dr



Figure 3.23: EL Solyo Heights and Highway 9 Intersection Improvement Design Concept



**Kimley»Horn**



GRAPHIC SCALE IN FEET  
0 30 60 120

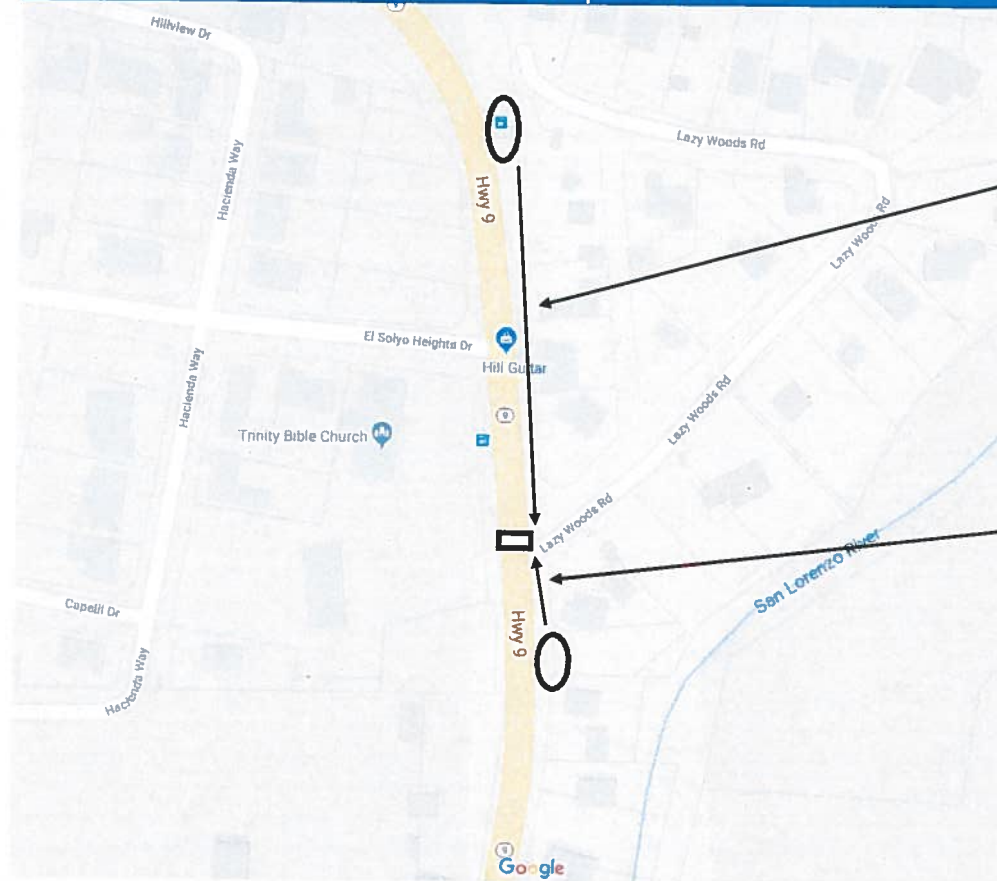
— APPROXIMATE R/W PER SANTA CRUZ COUNTY GIS

FV.197061001 FEBRUARY 2018

\*EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. PROPERTY LINES, SATELLITE PHOTO OF BUILDINGS, ETC. MAY NOT BE IN PRECISE LOCATIONS. EXACT LOCATION OF PARKING SPOTS, SHADED TREES, AND OTHER ELEMENTS TBD DURING DESIGN PHASE.

PROJECT 11  
EL SOLYO HEIGHTS / SR9 INTERSECTION IMPROVEMENTS  
SANTA CRUZ COUNTY  
SR 9 COMPLETE STREETS CORRIDOR STUDY

## Alternative Bus Stop Location



Current bus stop distance  
to Lazy Woods cross walk  
is 482 FT from stop to  
crosswalk center

Alternative stop distance  
to Lazy Woods cross walk  
is 188 FT from stop to  
crosswalk center

Diagram Figure:  
3-34(B)



Concept Mock-Up of Alternative Bus Stop Location



3.34 C

development of a bus turn out to allow for the flow of traffic on Highway 9 when riders are entering or departing the bus. There is a clear line of sight from the alternative bus stop location up the road toward the elementary school entrance. A mock-up of the bus stop at the proposed new location is provided. This safer alternative will provide safety for pedestrians, traveling vehicles and the bus drivers themselves and curb cross traffic accidents.

### **THE HARMFUL EFFECTS OF PROPOSING A BUS STOP AT THE NORTHEAST CORNER OF LAZY WOODS ROAD:**

Relocating a bus stop to the Lazy Woods Road corner at Highway 9 **See 3-34 (F)** would compound an already vulnerable location. Currently there are multiple points of consideration for pedestrian, vehicle traffic and emergency use responders. All of these factors create a heavy use dynamic for this intersection of the highway.

The Lazy Woods Road and Highway 9 intersection has many daily uses. 21,000 cars pass through Highway 9 in Felton (Press Banner 1.25.19). There is a left hand turn onto Lazy Woods from Highway 9 southbound traffic. There is the Lazy Woods Road crosswalk for pedestrian use. There is the left turn out of Lazy Woods Road onto southbound Highway 9. There is a right hand turn into Lazy Woods Road from northbound Highway 9. These four points of interaction at the Lazy Woods Road and Highway 9 intersection create a high use dynamic that requires careful consideration.

Adding a bus stop to the northeast corner of Lazy Woods Road and Highway 9 will compound the intersection dynamics and increase the risk of accidents and fatalities.

**FACTOR 1** – No road visibility for the Lazy Woods residents exiting onto Highway 9 going southbound. A bus parked at the proposed bus stop location of the northeast corner of Lazy Woods Road would completely block the full view of the southbound traffic coming down Highway 9 from Ben Lomond to Felton. When combined with the upward hill approach from Lazy Woods Road to Highway 9 **See 3-34 (E-F)** the visibility exiting the street onto the highway is greatly diminished to the point of dangerous. The increase in time delay's for residents in the Lazy Woods cul-de-sac to enter the highway decreases intersection function for the neighborhood and places lives at risk for impatient drivers waiting.

Not being able to see southbound oncoming traffic is a hazard on a highway with higher speed traffic will increase the risk of traffic accidents. More accidents will place an increased demand on local county services such as the Highway Patrol, Ambulance and Tow Trucks. More accidents will slow down the traffic flow in both directions on Highway 9. The residents of the Lazy Woods Road community will be placed at a higher risk of traffic collisions when exiting the road onto Highway 9 if a bus is parked dropping off passengers.

**FACTOR 2** – Compromising pedestrian crosswalk safety. The placement of a bus stop at the northeast corner of Lazy Woods Road will block pedestrian line of sight for use of the crosswalk. Passengers exiting the bus will have to walk around the back end of the bus to use the



Alternative Bus Stop Visibility on Highway 9 Southview





Northbound View Of The Alternative Bus Stop Relocation



Clear Line of Sight from 500' up the road on Highway 9 from the Alternative Bus Stop Relocation

3.34 E



Unobstructed View of Southbound Highway 9 From Lazy Woods Road



3.34 F



Bus Obstructed View of Southbound Highway 9 From Lazy Woods Road



3.34 G



crosswalk at Lazy Woods. The bus will block the view of pedestrians entering the crosswalk from the east side of the highway to the west side of the highway. The southbound traffic will not see pedestrians crossing the crosswalk until the pedestrian is nearly half way through the crosswalk. Vehicles traveling at higher speeds may not be able to stop in time to accommodate pedestrian crossings which could lead to fatalities. Other vehicles traveling at higher speeds may need to come to an abrupt stop to accommodate pedestrians using the crosswalk which could result in rear end collisions from the traffic flow of vehicles behind the stopping vehicle.

**FACTOR 3** – Southbound left turn lane from Highway 9 to Lazy Woods Road. The left turn lane onto Lazy Woods from Highway 9 would have a blocked line of sight until at the crosswalk itself. A bus parked at the proposed bus stop of Lazy Woods Road would block the entire view of vehicles turning left onto Lazy Woods. **See 3-34 (H)** Vehicle drivers would not be able to see pedestrian traffic entering the crosswalk or vehicles positioned to make a left hand turn out of Lazy Woods onto the highway. This factor increases the risk of pedestrians being hit by oncoming vehicles or collision accidents with vehicles exiting Lazy Woods.

**FACTOR 4** – Emergency vehicles. At the northeast corner of Lazy Woods Road is a fire hydrant that is the primary hydrant for the entire Lazy Woods community. **See 3-34 (I)** In the event of an emergency that included stopped traffic the fire hydrant use would be compromised if a bus is stopped and unable to move. When a fire emergency is paramount every second counts to save lives and property. Compromising the access of the fire hydrant with a blocking bus will increase the risk of harm to lives and property by reducing valuable time for fire fighters to access the hydrant and perform their duties.

**FACTOR 5** – A typical bus is 40 FT long and 9 FT wide. The bus stop proposed for the corner of Lazy Woods Road would create an encroachment into the roadway preventing vehicles from passing on the left. The encroachment of the bus width would stop roadway traffic until the bus exits the stop. This will increase traffic congestion at the Lazy Woods intersection for all northbound traffic. Backing up traffic, especially during peak periods will add to more congestion and delays on northbound Highway 9.

**FACTOR 6** – Mail route disruption. The post box at 7354 Highway 9 is within 10 FT of the proposed bus stop location at the northeast corner of Lazy Woods Road. **See 3-34 (J)** Mail vehicles delivering letters and packages to 7354 Highway 9 will be blocked by buses dropping off passengers. This disruption in the postal route would affect a post box that has been established for over 65 years.

## **CONCLUSION**

Adding a bus stop to the northeast corner of Lazy Woods Road would have a deeply negative impact on the Lazy Woods Road community. Introducing an additional dynamic to an already congested heavy use intersection on Highway 9 will increase the risk of traffic accidents, especially head on or side collisions between vehicles. It will increase the risk of human fatalities placing human lives at increased danger. The location would also block fire hydrant

A Bus Stop at the Northeast Corner of Lazy Woods Road Would block Northbound Traffic.



3.34 H



A Bus At The Northeast Corner Of Lazy Woods Would Block The Fire Hydrant



And Prevent Access For The Fire Department

3.34 I



The Proposed Northeast Lazy Woods Corner Bus Stop would block Mail Delivery Access



3.34 J

usage during times of emergency. The proposed conceptual relocation of the bus stop to the northeast corner of Lazy Woods Road is fraught with dangerous consequences that should be completely avoided in the interest of protecting vehicles and human lives.

**THE HARMFUL EFFECTS OF PROPOSING A BUS STOP AT THE NORTHEAST CORNER OF LAZY WOODS ROAD TO THE PROPERTY OWNER OF 7354 HIGHWAY 9, FELTON, CA. 95018:**

The proposed bus stop relocation to the northeast corner of Lazy Woods Road would have a deleterious impact for the property owner of 7354 Highway 9, Felton CA 95018 on multiple levels resulting in the loss of use of property.

**IMPACT 1** – Destruction of property. **See 3-34 (K)** The building out of a bus stop curb would require the use and removal of prized personal garden features and loss of privacy with the removal of existing fencing. The disruption of drip line irrigation system and security camera system. These garden features have been tended too for over 15 years and service as a point of beauty and inspiration offered all travelers on Highway 9. The owner, Victor Quiroz, personally designed, planted and cared for the landscape features that face highway 9. The loss of the cared for landscape features would be a personal loss to the owner who is an avid gardener. **See 3-34 (L-M)**

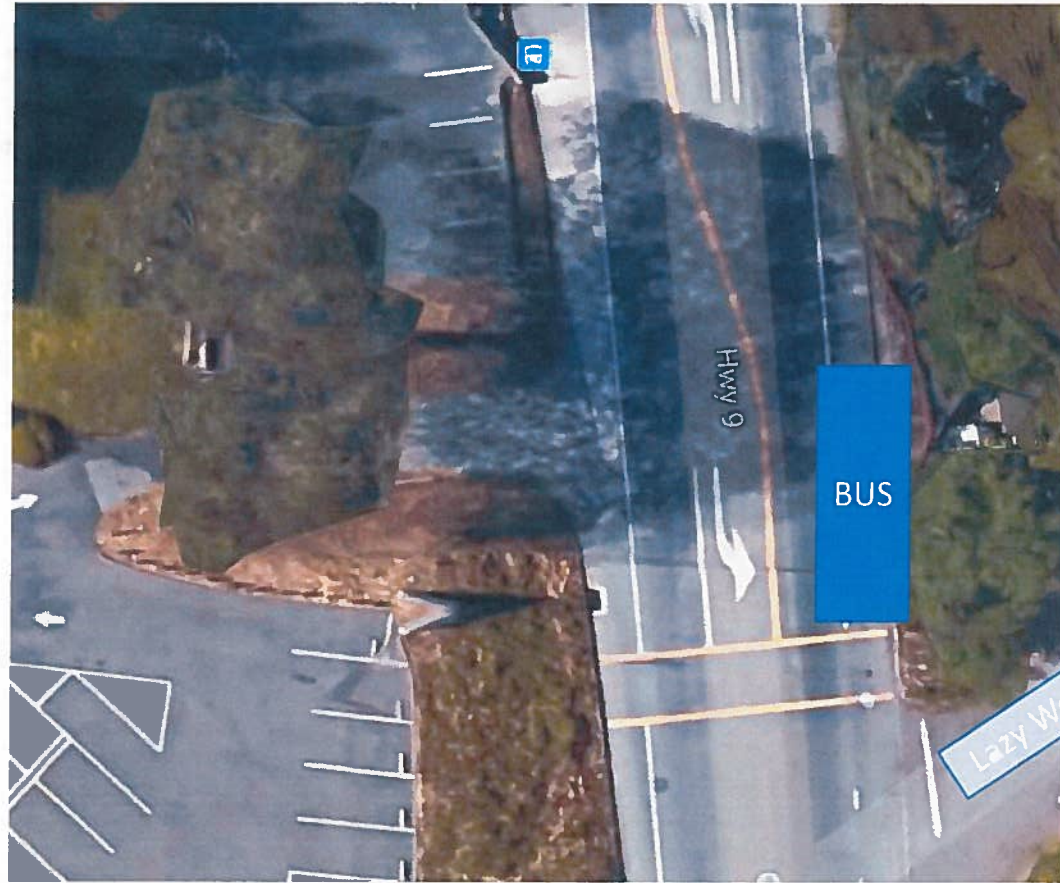
**IMPACT 2**- Loss of use for personal driveway. **See 3-34 (N-O)** Any reduction or encroachment of the fence line bordering highway 9 and the property at 7354 Highway 9 would eliminate the inner turning radius within the property driveway. Vehicles on the property will not have access to driveway turning radius and limit functional use of property. The loss of space will impact the entire property.

**IMPACT 3** – Increased trash, litter and cigarette smoke. **See 3-34 (P)** A bus stop location at the northeast corner of Lazy Wood Road will increase trash and litter. The photo evidence are from a pictures taken on Sunday April 7, 2019 of the bus stop on the west side of Highway 9 near the El Solyo Heights roadway entrance. These pictures show the amount of litter and trash left there at the bus stop. The owner of 7354 Highway 9 takes care of the highway litter on his side of the roadway. Increasing litter and trash will add to the burden of maintenance for the property owner. Cigarettes are often smoked by people waiting for a bus to arrive. The constant wafting of cigarette smoke directly onto the property at 7354 Highway 9 is a health hazard and will have a negative health impact on the property owner. The property owner has lifelong asthma.

**IMPACT 4** - Personal safety risk. The owner of 7354 Highway 9 spoke with his wife about the proposed bus stop relocation to the northeast corner of Lazy Woods. She expressed deep



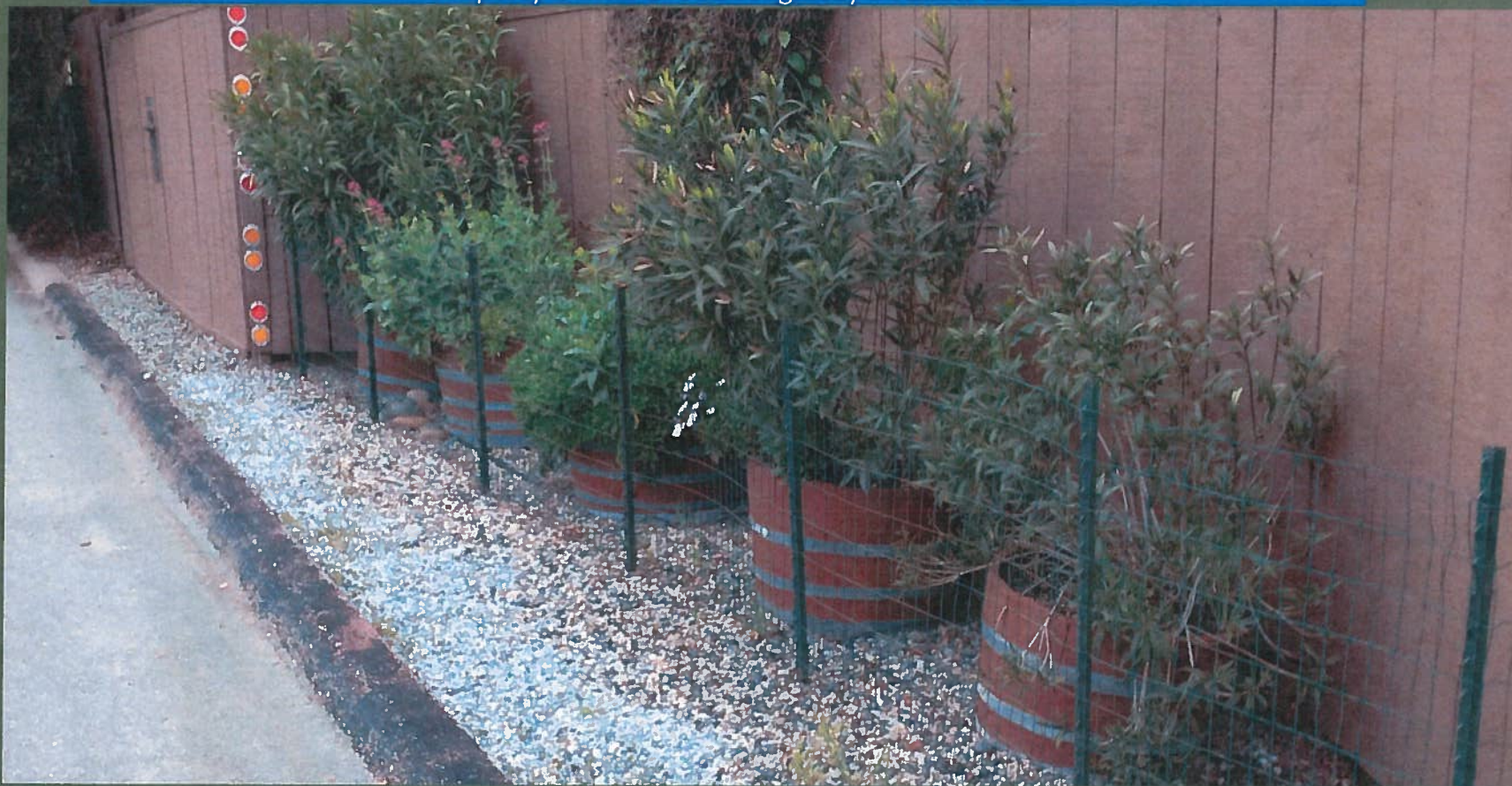
Property Intrusion of Bus/Bus Stop at NE Corner of Lazy Woods



3.34 K



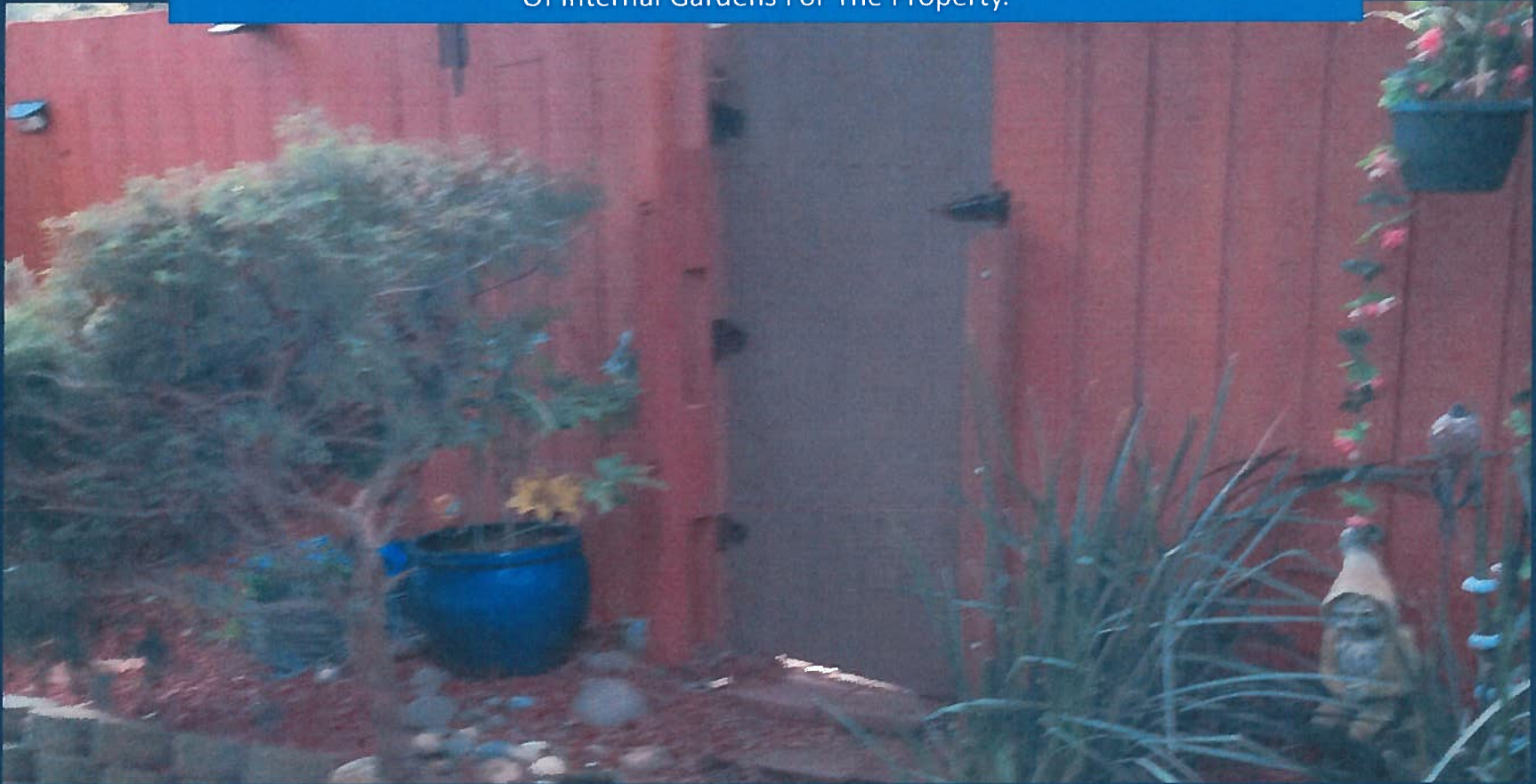
Proposed Northeast Lazy Woods Corner Bus Stop Would Destroy Prized Landscaping For  
Property Owner at 7354 Highway 9 Felton CA.



3.34 L



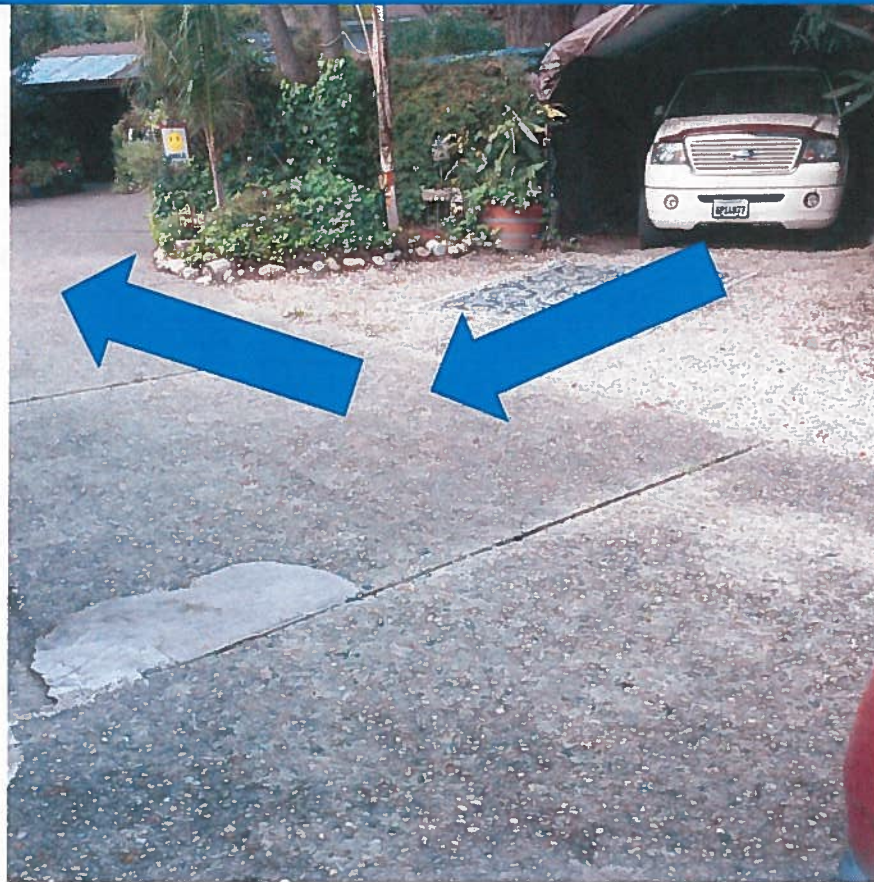
Any Encroachment onto the Property at 7354 Highway 9 Would Result in the Destruction  
Of Internal Gardens For The Property.



3.34 M

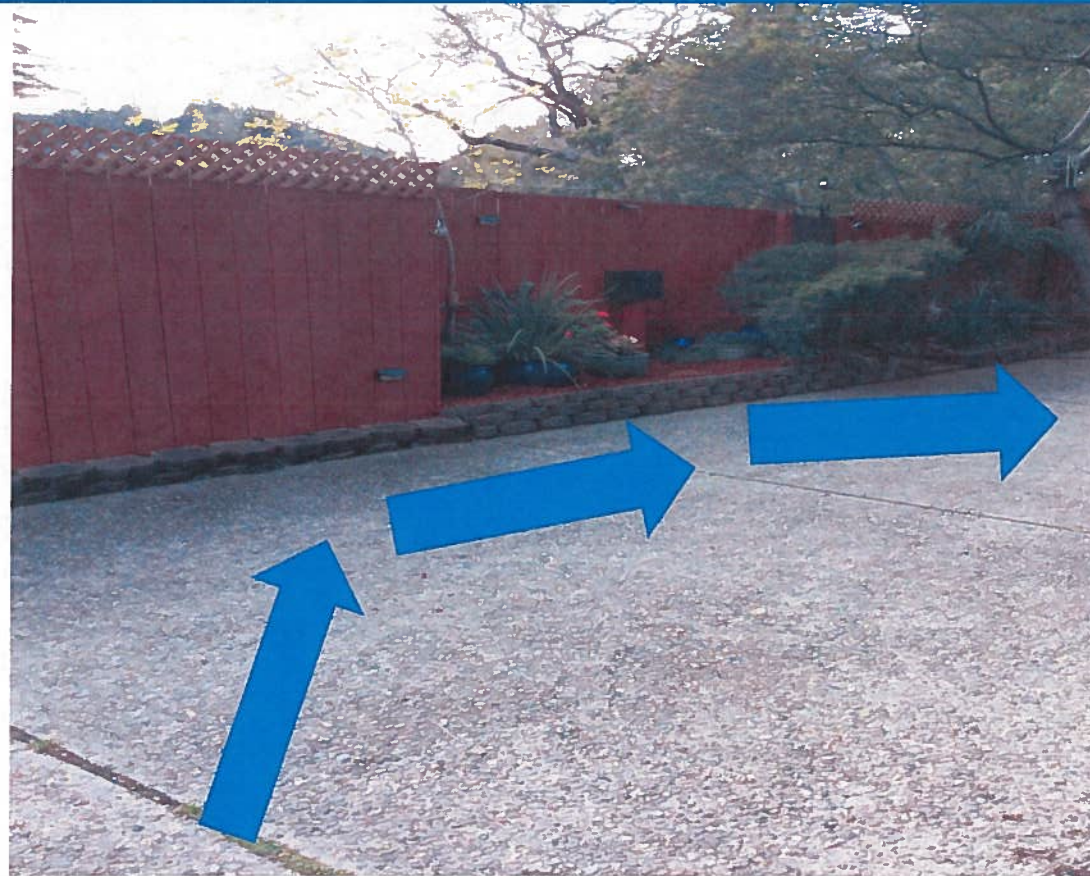


Encroachment into Property at 7354 Highway 9 Would Block Functional Usage and Turning Radius for Personal Truck within property driveway.



3.34 N

Truck Turning Radius Works With Current Established Fence.





Current Trash at El Solyo Heights Southbound Bus Stop. Photo's taken 4/7/2019



concern over having people located at the bus stop. Bus stops with shelters have an increased use by vagrants, transients and homeless people. The risk of being personally approached and accosted by a stranger is greatly increased with a bus stop that is 30 FT away from where my wife parks her car. **See 3-34 (R)** The loss of privacy from a tall bus overlooking the property fence bordering on Highway 9 runs the risk of criminal elements taking an interest in the property at 7354 Highway 9 by having a full view of the front yard and driveway from passenger seat. The personal safety of my family will be compromised.

**IMPACT 5** – Increased noise. A bus stopping (braking) and accelerating to re-enter the highway will bring an increased noise impact on the property at 7354 Highway 9, Felton, CA. 95018. Constant braking noise and accelerating noise from the bus engine will impact the outside enjoyment of the property.

**IMPACT 6** – Decrease in property value. A bus stop located on the property at 7354 Highway 9 will lower the property value to the property owner. Increased noise, trash, cigarette smoke, vagrancy, loss of use space all add up to decrease the value of the property. The market value of the property will be lessened by the addition of a bus stop location right on the property. The use and enjoyment of the property will be lessened by the intrusion of a bus stop. The destruction of prized landscape elements and fencing will harm the property value and cause undue grief and stress to the owner. Having spent years cultivating a beautiful landscape and to have it removed would be unconscionable creating deep personal stress and loss for the property owner.

## **CONCLUSION:**

To add congestion of a bus stop to a location that is already impacted by multiple dynamics is an invitation to more accidents and fatalities. Locating the bus stop at the northeast corner of Lazy Woods is defeating the purpose of pedestrian safety for use of the crosswalk.

The owner has provided at the request of the Lead Planner, Rachel Moriconi, a viable, safe and more practical alternative bus stop location for the northbound bus. The alternative bus stop is closer to the Lazy Woods crosswalk than the current location. **See 3-34 (Q)** The short distance walk of less than 200 FT to the crosswalk is in a wide lane that borders the vehicle lane with good visual sight of all passing vehicles for better pedestrian safety.

The negative impacts to the property at 7354 Highway 9 Felton CA 95018 would create undue hardship on the property owner. The loss of space, the destruction of prized gardens, the loss of functional use, the increased threat to personal safety and the environmental impact of cigarette smoke, exhaust, noise pollution and diminished peaceful use of the property would be monumental. The owner, Victor Quiroz cannot underscore enough the huge impact this would on the peaceful enjoyment of his property.



Proposed Bus Stop on NE Corner of Lazy Woods is a personal Safety Risk

Proposed Bus Stop would bring transients into close contact with property owners wife and increase threat of being accosted



Wife's Car in close proximity to proposed Bus Stop on NE Corner of Lazy Woods Road

The Alternative Bus Stop Proposal Is Only 184' From Crosswalk. The Current Bus Stop is 482' from the Lazy Woods Road Cross Walk.





### **LAZY WOODS COMMUNITY ACTION**

All the residents in the Lazy Woods neighborhood oppose the potential placement of a bus stop on the northeast corner of Lazy Woods Road. All the community members understand the already existing difficulty of making a left turn onto Highway 9 going toward downtown Felton. To add a bus stop into this equation would place an increased limitation on the home owners of the neighborhood and add frustration to an already tough to negotiate left turn. Enclosed with this alternative bus stop proposal is a petition signed by all the neighbors of the Lazy Woods community.

All the home owners and residents of the Lazy Woods community implore the Santa Cruz Regional Transit Commission to chose an alternative bus stop location for the El Solyo Heights bus stop or to leave it in its current location. If the goal is to bring pedestrians closer to the Lazy Woods crosswalk than the alternative location provided by Victor Quiroz is a much more suitable bus stop location for safety or bus passengers, highway vehicles and Lazy Woods residents. Thank you for your time and consideration.

The Residents of the Lazy Woods community and Victor Quiroz the property owner at 7354 Highway 9 Felton CA 95018.

# where are people still breathing the most secondhand smoke?

---

**S**moke-free laws play a critical role in protecting people from secondhand smoke, which is linked to the deaths of more than 40,000 non-smoking adults and 400 infants each year.

In the past decades, more than half of U.S. states and territories, and many more localities, have enacted comprehensive smoke-free laws that ban smoking from inside almost all indoor public areas, including restaurants and bars. Many other states and localities have enacted more limited restrictions.

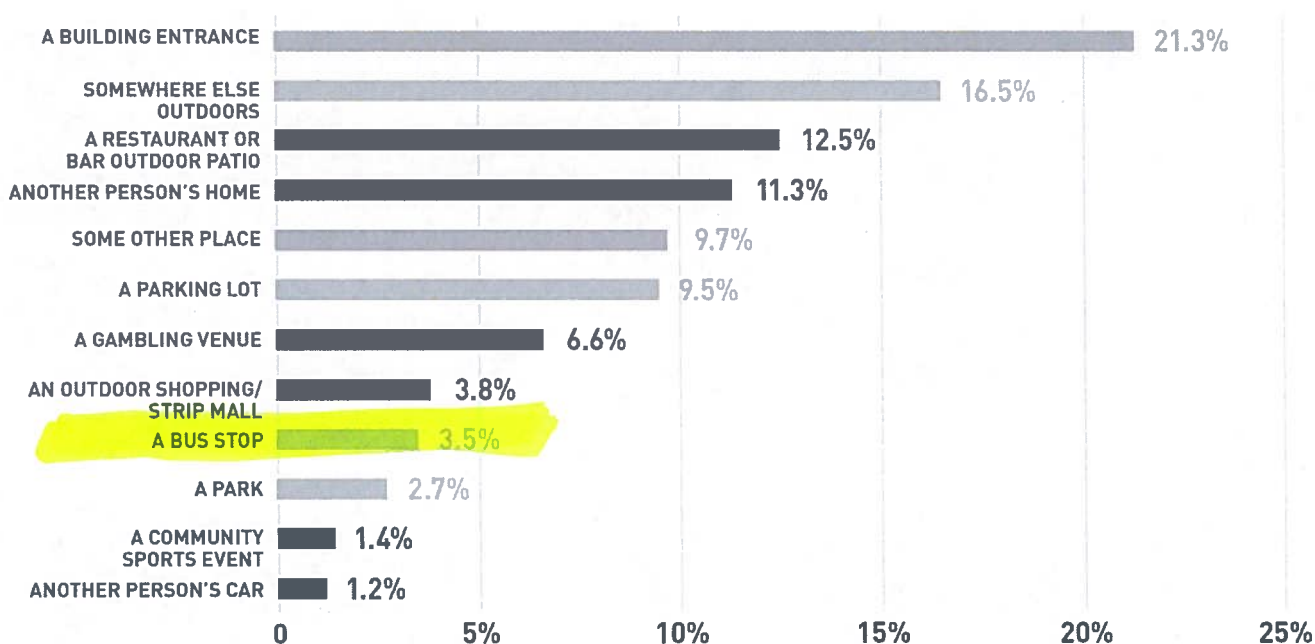
Studies have credited these laws with not only decreasing public exposure to secondhand smoke, but helping to encourage smoke-free homes and reduce smoking rates. But even with smoke-free laws, tens of millions of Americans continue to be exposed to secondhand smoke.

To find out who faces the most exposure and where, a Truth Initiative® researcher joined collaborators to measure secondhand smoke exposure among people in Minnesota in 2014, seven years after the state enacted a comprehensive smoke-free law.

Their findings, published in the *American Journal of Health Promotion*, show that more than a third—36 percent—of non-smokers said they were exposed to secondhand smoke in the past seven days.

## secondhand smoke exposure in community settings

PLACES WHERE PEOPLE REPORTED SECONDHAND SMOKE EXPOSURE IN THE LAST 7 DAYS



Community settings, such as building entrances, restaurant patios, strip malls, parks and bus stops, were the most common venues for secondhand smoke exposure, with 32 percent of people saying they had come into contact with it in the past seven days. Respondents cited cars and homes as the next most common areas for exposure, at 7 percent and 3 percent, respectively.

Young adults had a disproportionately higher exposure to secondhand smoke in all settings, and low-income individuals were more likely to be exposed at home or in cars. Non-smokers living with a smoker were nearly 40 times more likely to be exposed in their home, and were five times more likely to be exposed in a car, compared to those who did not live with a smoker.

“As communities consider additional restrictions on smoking, it is important to note that young people continue to be disproportionately exposed to smoking and secondhand smoke in many settings,” said Michael Amato, Ellen R. Gritz Postdoctoral Fellow at the Schroeder Institute® for Tobacco Research and Policy Studies.

ORIGINAL

## PETITION TO STOP THE HIGHWAY 9 BUS STOP RELOCATION TO THE LAZYWOODS ROAD ENTRANCE CROSS WALK

### Petition Summary and Background:



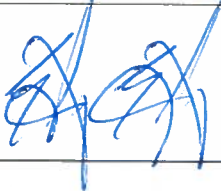

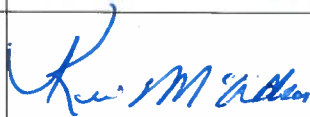
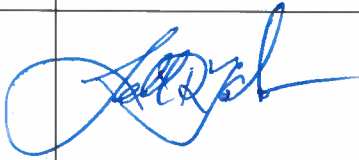



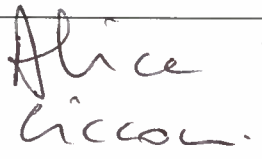
This petition is to prevent the proposed relocation of the northbound Highway 9 bus stop from its current location north of El Solvo Heights to the crosswalk at Lazywoods Road. The proposed relocation of the bus stop to the crosswalk at Lazywoods and Highway 9 would create a safety hazard for all residents in the Lazywoods neighborhood. A bus stopped at the crosswalk would impair drivers from seeing the whole highway. Most residents on Lazywoods turn left to exit onto the highway. A bus stop at the highway next to the roadway entrance to Lazywoods would increase the risk of accidents due to a bus fully blocking the view of the roadway.

### Action Petitioned For:

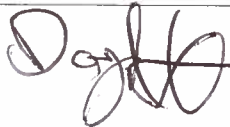


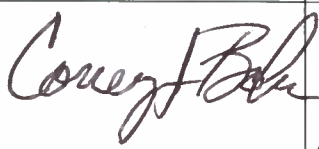

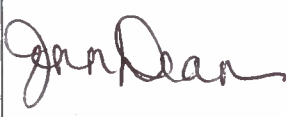



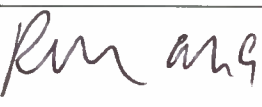

All those signing the petition request the **Santa Cruz County Regional Transportation Commission** to find an alternative site solution for the relocation of the bus stop and NOT place the bus stop at the crosswalk of Lazywoods and Highway 9.

Name	Signature	Address	Comment
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Marion Hammond Marthis		155 Lazywoods Rd, Felton CA 95018	
Alex Cicconi-Kasper		265 Lazywoods Rd, Felton, CA 95018	
SARA BISHOP		298 LAZYWOODS RD FELTON CA 95018	
Matt Bishop		298 Lazywoods Felton, CA 95018	
KATHLEEN FAIRCHILD- ESTY		262 LAZYWOODS RD FELTON CA 95018	IT WOULD BLOCK OUR VIEW & ACCESS TO HIGHWAY 9- LEAVE THE STOP WHERE IT IS!

STEPHEN ESTY		262 LAZYWOODS RD FELTON, CA 95028	BLOCKING VIEW FROM LAZYWOODS RD TO HWY 9
Sohn Higgins		238 Lazywoods Felton	This corner is dangerous enough now with out a bus
ERIK ELFRING		230 LAZY WOODS RD. FELTON	VERY DANGEROUS FOR LAZY WOODS RESIDENTS!
Lesly Welsh		230 Lazywoods Felton Rd	
KEVIN MADAMS		226 LAZYWOODS	
Leland Takenoto		220 Lazywoods	Dangerous for leaving Lazywoods onto Highway 9
Adrien Takenoto		" "	BLOCKS LAZYWOODS
Michelle Takenoto		" "	Blocks vision for an already difficult exit from Lazywoods
Michal Karkonki		214 Lazywoods	Blocks Vision unsafe for all
Alice Cicconi		165 Lazywoods	Blocks vision onto 9 makes corner more dangerous.



Doyal Hershberger		194 Lazy Woods Rd FELTON 95018	
RAND LANNEN		174 LAZYWOODS FELTON. RD.	DON'T PUNCH THE CORNER
Lilian Lane		111 Lazywoods Rd FELTON, CA	* not enough room, will (poor visual) be hazardous for traffic exiting lazywoods Rd
CORREY BAKER		111 LAZYWOODS FELTON CA	NOT GOOD CHECK YOUR ACCIDENT REPORT
WILLIAM KASPER		165 lazywoods road	Already really hard to turn out there b/c traffic + visibility
Jennifer Dean		238 Lazywoods RD. FELTON 95018	Blocks view of road! Already worry about turning left!!!
RAISON DEAN		238 LAZYWOODS RD. FELTON 95018	WHO WILL BE LIABLE (NAME & ASSOCIATION) FOR THE ACCIDENTS THAT WOULD RESULT?
TOM CANWELL		274 LAZYWOODS RD FELTON 95018	SAFETY ISSUE FOR VISIBILITY, TURNING SLB 9!
Belinda Massa		286 lazywoods Rd. Felton, CA 95018	Safety, turning left
Rob massa		286 Lazy woods Rd	move them both
Karl Thomas		304 Lazy woods Rd.	Turning hazard,

Dan Heinemann	Dan Heinemann	120 Lazy Woods Rd. Felton, Ca 95018	Bad spot for traffic
Elizabeth Heinemann	Elizabeth Heinemann	120 Lazy Woods Rd. Felton, Ca 95018	this will decrease visibility for pedestrians
Pam D'Arcy	Pamela D'Arcy	100 Lazy Woods Rd. Felton CA 95018	Safety hazard
Victor Quiróz	Victor Quiróz	7354 Highway 9 Felton, CA 95018	destruction of Private Property
Loren Mathis	Loren Mathis	155 Lazy Woods Rd. Felton, Ca. 95018	Safety
Paula Smith	Paula Smith	7354 Highway 9 Felton, CA 95018	Not safe for turning left. Destruction of Private Property
Rosalie Hershey	Rosalie Hershey	194 Lazy Woods Rd. Felton, Ca 95018	not a natural spot
Melinda SUTTER	Melinda SUTTER	275 Lazy Woods Rd. Felton, CA 95018	-This is NOT safe for turning and no one stops at that crosswalk!
Lindsay Neun	Lindsay Neun	275 Lazy Woods Rd. Felton CA 95018	Safety hazard for everyone (drivers pedestrians)
Rich D'Arcy	Rich D'Arcy	100 Lazy Woods Rd. Felton CA 95018	dangerous location

## **HIGHWAY 9/SAN LORENZO VALLEY COMPLETE STREETS CORRIDOR PLAN.**

### **2019 DRAFT PLAN – AMENDMENT-**

#### **Addendum**

The Highway 9 Bus Stop relocation has the main purpose of safety for pedestrians using a crosswalk to safely cross the highway. The current northbound or east side of the Highway 9 bus stop presents a pedestrian challenge for bus passengers wanting to cross to the other side of the highway. To mitigate this challenge the owner at 7354 Highway 9, Felton, CA. 95018 (Victor Quiroz) proposed an alternative bus stop relocation to 130 south of the Lazy Woods crosswalk. To assist the Santa Cruz County Regional Transit Commission (SCCRTC) Victor Quiroz is offering a second solution for the crosswalk/bus stop safety quandary for the El Solyo Heights area of Felton on Highway 9.

This alternative proposal is to address the safety concerns for the northbound Highway 9 bus stop next to El Solyo Heights. If the goal for the SCCRTC is pedestrian safety for bus passengers exiting at the bus stop and crossing the highway, please consider this alternative option. Keep the current northbound Highway 9 bus stop at El Solyo Heights in its current location. The location has a wide shoulder leaving ample room for a bus to pull out and drop off or pick up passengers. Instead of relocating a functional safe bus stop to a new location the next best option is to put a crosswalk and stop light that is closer to the current bus stop as seen in **3-34 (S)**. This solution would place the crosswalk within 150 FT of the current bus stop and provide greater pedestrian safety. A stop light at the intersection of Highway 9 and El Solyo Heights would provide traffic safety for pedestrians using the crosswalk.

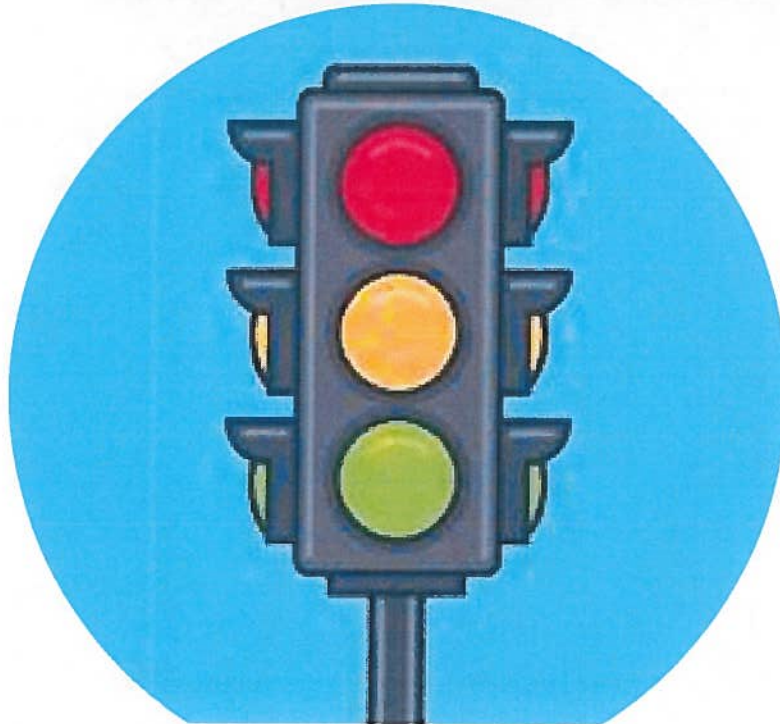
The current crosswalk at Lazy Woods road does not serve a true purpose for safety. There is no side walk on the west side of the highway. The crosswalk stops in front of the Baptist Church with no thoroughfare to walk to the school other than trespassing through the church grounds. For the Lazy Woods residents there are only a couple of school aged children with only one student using the Lazy Woods crosswalk at this time. The rest of the kids go to school in Scotts Valley and their parents drive them to school every day. The use of the Lazy Woods crosswalk is minimal.

In addition to placing a crosswalk and stop light at El Solyo Heights intersection there would be a need to establish a pedestrian sidewalk going up El Solyo Heights on the southside of the road adjacent to the church property as seen in **3-34 (T)** This sidewalk would provide bus passengers

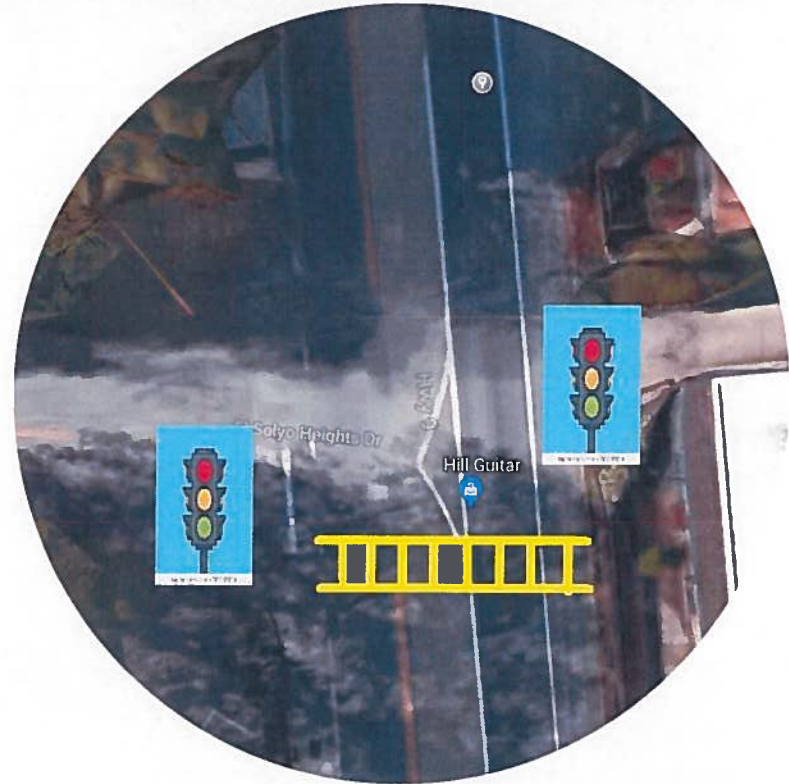
on both the northbound and southbound bus stop locations a safe pedestrian access way for walking to the San Lorenzo Valley Elementary school which has an entrance point off Hacienda Way. There would be no need for bus passenger students to walk on Highway 9 to go to school. A safe sidewalk up El Solyo Heights and onto Hacienda way provides good school access.

A crosswalk, traffic light and sidewalk on El Solyo Heights would greatly improve the safety of children and other pedestrians who use the bus system on Highway 9. This second proposal for providing safety to pedestrians is offered by Victor Quiroz to assist the SCCRTC in the redesigning of the El Solyo Heights intersection for improved pedestrian and bus passenger safety. Thank you for your consideration.

## Stop Light and Crosswalk visual example



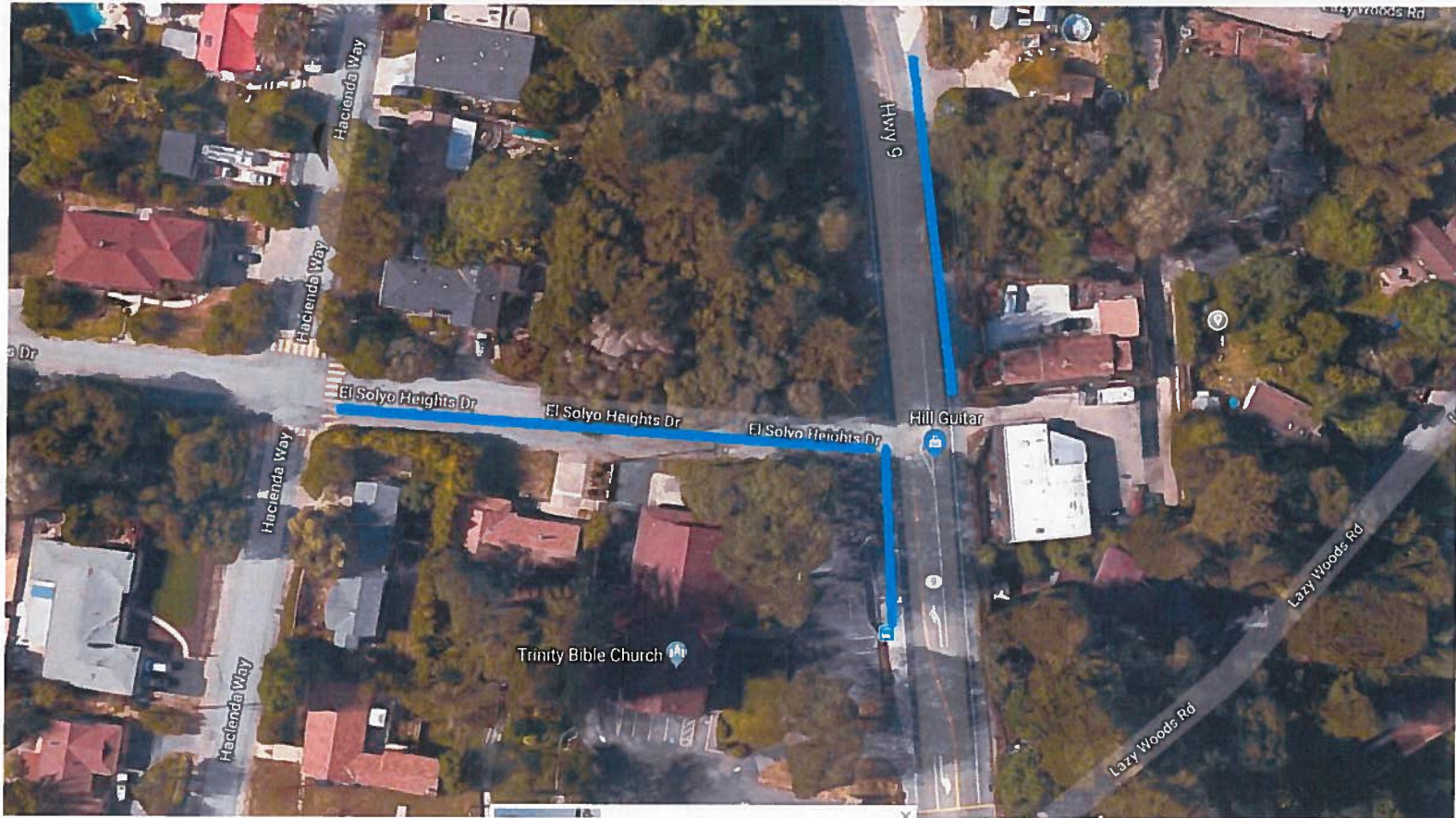
istock.com • 76222



3-34 (S)



Pedestrian Walkway paths (in Blue) for both the Northbound and Southbound bus stops and proposed El Solvo Heights sidewalk.



3-34 (T)



This petition has collected  
1449 signatures  
using the online tools at [www.ipetitions.com](http://www.ipetitions.com)

Printed on 2019-04-04

## Safe Pedestrian/Cyclist Route for Highway 9

### About this petition

As a community, we are signing this petition with broken hearts over a recent tragedy in Felton. Residents of the San Lorenzo Valley have expressed concerns about pedestrian and bicyclist safety along Highway 9 for over a decade. We have done this in gatherings organized by the Regional Transportation Commission (RTC), by our County Supervisor, and other individuals in our community. Thankfully, a project aimed at improving safety for local pedestrians and cyclists was included in the Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan that was recently put out for public comments, and many of us, including our County Supervisor, Bruce McPherson, identified the pedestrian/cyclist safety project from the schools to Felton ("Project 9" in the draft plan) as our top priority.

However, on Thursday, February 21, less than a week after a Felton resident vividly described to the RTC the dangers of a particular stretch of Highway 9 near downtown Felton, Josh Howard, a beloved 22-year-old graduate of our local high school, died in a car vs. pedestrian accident along that very section of road as he was walking home toward Henry Cowell Park after a day shift at a local business.

It is heartbreaking to all of us, and we feel for everyone impacted by this tragic event. It is in the best interests of our community, our environment, and economic opportunity (for those who don't have cars) for people to be able to walk and bike more, getting out of their cars as much as possible. But those people need to feel and be safe. We urge the Regional Transportation Commission to respond with a statement making the "safe pedestrian/cyclist route" project a top priority and letting the community know when work will start on the solution. We also ask that they dedicate the official "safe route" in Josh's memory.

#	Name	Date	Comments
1	Jo Thomas	3/6/2019 1:07	
2	Lance de Cesare	3/6/2019 1:08	
3	Cathy Gideon	3/6/2019 1:15	
4	John Currie	3/6/2019 1:15	
5	Joshua Albrecht	3/6/2019 1:15	
6	Lori Hede	3/6/2019 1:17	
7	Alora Bond	3/6/2019 1:18	
8	Chesna Blazick Long	3/6/2019 1:22	
9	Michele skinner	3/6/2019 1:22	
10	Kate Pratt	3/6/2019 1:25	Sidewalks should be all the way from Ben Lomond to Felton
11	Debera Liles	3/6/2019 1:25	In memory of dearest Josh.
12	Dean Williams	3/6/2019 1:26	
13	Cierra	3/6/2019 1:28	
14	michelle pestana	3/6/2019 1:29	I hope it works out for you
15	Michael Siefritz	3/6/2019 1:30	
16	Stacie fontinell	3/6/2019 1:36	
17	Andrea Kroninger	3/6/2019 1:38	
18	Carolyn Lucas	3/6/2019 1:38	
19	Michelle Getz	3/6/2019 1:39	
20	Anne Less	3/6/2019 1:42	
21	Virginia Monaghan	3/6/2019 1:43	Should be a walking area all along 9. It's not safe.
22	Sam Johnson	3/6/2019 1:44	Safety for our kids for everyone
23	Aileigh	3/6/2019 1:45	
24	Eric Meddaugh	3/6/2019 1:46	
25	Ali Hayes	3/6/2019 1:47	
26	Janinne Chadwick	3/6/2019 1:48	
27	Ara Johnson	3/6/2019 1:49	
28	Kelley Howard	3/6/2019 1:49	In memory of my son Josh Howard and in hope that no other family will have to feel this horrific pain.
29	Karen Holl	3/6/2019 1:49	
30	Rachel Dance	3/6/2019 1:53	
31	Sophie Webb	3/6/2019 1:54	
32	Barry Prindle	3/6/2019 1:54	
33	Laura Carpenter	3/6/2019 1:55	
34	John Civitano	3/6/2019 1:57	This needs to be prioritized
35	Joan Frey	3/6/2019 1:58	
36	Dana Newton	3/6/2019 1:58	
37	Julie Chapin	3/6/2019 1:59	
38	Noraleigh Carthy	3/6/2019 2:00	
39	Donnita Loveless	3/6/2019 2:01	
40	Steve Burley	3/6/2019 2:02	Make this happen!
41	Lori Sullivan	3/6/2019 2:03	
42	Joyce Leonard	3/6/2019 2:03	
43	Janice Bresson	3/6/2019 2:04	Could you fix the high school entrance too.

44	Sue Dodd	3/6/2019 2:04	This is long overdue and needs to be addressed. Several students use this route every day
45	KIRSTEN BEAULIEU	3/6/2019 2:05	Please make the roads safe for our entire community!
46	Debra Howard	3/6/2019 2:05	
47	Terry Howard	3/6/2019 2:06	
48	Sabl_na Iles	3/6/2019 2:09	
49	Tammi Hualano	3/6/2019 2:10	
50	Thelma Howard	3/6/2019 2:10	
51	Holly Alcorn	3/6/2019 2:12	
52	Tom Dore	3/6/2019 2:13	
53	Marissa Glover	3/6/2019 2:14	
54	Charlene Coffey	3/6/2019 2:14	
55	Lenny Norvise	3/6/2019 2:15	This needs to become top priority.
56	Dyane Harwood	3/6/2019 2:16	
57	Shannon Jordan	3/6/2019 2:16	
58	Janet Lau	3/6/2019 2:17	
59	Lorrie Judd	3/6/2019 2:19	
60	Debbie Nargi-Brown	3/6/2019 2:19	
61	Heather Ross	3/6/2019 2:23	
62	Christine Soo	3/6/2019 2:24	
63	Theresa Brees	3/6/2019 2:25	
64	Jennifer Kinney	3/6/2019 2:26	
65	Patricia Eckles	3/6/2019 2:26	
66	Shanna Urbancic	3/6/2019 2:27	
67	Jennifer Gl_mez	3/6/2019 2:28	This shouldn't have happened. So sorry for your loss.
68	Lorilee Lucas	3/6/2019 2:28	Our community is all responsible for creating safety for our citizens. Such a tragic loss that action was not taken in time to protect Josh.
69	Danni Stallings	3/6/2019 2:28	
70	Dusty Gipson	3/6/2019 2:31	
71	Shonti Burke	3/6/2019 2:31	
72	Michael Colburn	3/6/2019 2:32	This issue needs to be handled ASAP!!! People need to be safe.
73	Sierra E Lubitz	3/6/2019 2:33	We all want to be safe.
74	Ross	3/6/2019 2:33	
75	Cheryl Pike	3/6/2019 2:34	My heart is broken over the accident that took sweet Josh's life. Please let there be change to make those streets safer!
76	nick clifford	3/6/2019 2:36	
77	Brynn Cobb	3/6/2019 2:37	
78	Sheryl Lane	3/6/2019 2:39	My kids walk this road. Huge hugs to the Howard family and let's make sure this never happens again!

79	Deidre Rogers	3/6/2019 2:39	This area of Felton should be the first priority for installing sidewalks. I work in the safety profession and I remember when I first moved to Felton, the lack of sidewalks was very concerning. I now have a teenage daughter who could walk to school if it was safer, but it's not. Sidewalks save lives.
80	Karen Yost	3/6/2019 2:41	I am supporting this .
81	Regina Curtis	3/6/2019 2:41	
82	Laura Bowers	3/6/2019 2:42	
83	Lorraine Howard	3/6/2019 2:43	Please make the road more safely for all that use the road to get home safe.
84	Elizabeth Whetstone	3/6/2019 2:43	
85	Karen Waage	3/6/2019 2:44	
86	Linda Meyer	3/6/2019 2:45	This community needs a safe walkway for all, especially students walking to and from school located on Hwy 9.
87	Ky	3/6/2019 2:47	
88	Amy Dahlen	3/6/2019 2:51	
89	Jennifer lopez	3/6/2019 2:53	
90	Eric Black	3/6/2019 2:54	
91	Erin Turner	3/6/2019 2:54	
92	Leslee Ijames	3/6/2019 2:55	
93	Kimberly Conerly	3/6/2019 2:56	
94	Ron Wellman	3/6/2019 2:57	
95	Danny Mason	3/6/2019 2:59	
96	Kim Alvarez	3/6/2019 2:59	
97	Gloria	3/6/2019 2:59	We want safety for all!
98	Traci Rylant	3/6/2019 3:00	
99	Leah Maxson	3/6/2019 3:01	
100	Maggie McNesby	3/6/2019 3:04	
101	Jenny slack	3/6/2019 3:04	
102	Michelle brandon	3/6/2019 3:05	
103	Montrese Etienne	3/6/2019 3:06	Just do it!
104	Alison Parham	3/6/2019 3:06	
105	Judy Hill	3/6/2019 3:07	
106	Bronwen J Boyer	3/6/2019 3:08	
107	Kim Harris	3/6/2019 3:09	
108	Diana I Stivanson	3/6/2019 3:12	
109	Samantha Getz	3/6/2019 3:13	
110	Michelle Mulligan	3/6/2019 3:13	
111	Robin duSaint	3/6/2019 3:14	
112	Mia bossie	3/6/2019 3:15	
113	Marti Brauer	3/6/2019 3:17	Please don't let this happen again!
114	Joe Walters	3/6/2019 3:20	
115	Karen MacMillan	3/6/2019 3:20	
116	Claudia DuVernois	3/6/2019 3:21	
117	Susan Dykhuizen	3/6/2019 3:22	Susan Dykhuizen
118	Diego Salinas	3/6/2019 3:24	



119	Beverly Fleming	3/6/2019 3:26	
120	Rory Brooks	3/6/2019 3:26	
121	Tamara Stolzenhaler	3/6/2019 3:26	
122	RAMON Zapata	3/6/2019 3:28	
123	Kim Armstrong	3/6/2019 3:28	Please make a safe route for our students and community a priority!
124	Cristina Gutierrez	3/6/2019 3:33	Please prevent this from happening again to another family. This one accident forever changed the lives of everyone he knew.
125	Kaylyn Toliver	3/6/2019 3:34	I just lost my cousin josh on this highway
126	Hayley Frost	3/6/2019 3:36	I am so sad for Josh's family. Sending love and light. We NEED to make a change. So many of the community walk those roads.
127	Mary Zilge	3/6/2019 3:37	
128	Amy Nelson	3/6/2019 3:39	
129	Debbie Alexander	3/6/2019 3:39	
130	Sierra Gonzalez	3/6/2019 3:41	I'm so sorry for your town's loss. I am not from Felton, but no family deserves this pain. I hope this issue is resolved and people can feel safe walking in their neighborhood, I will spread the word.
131	Krista Scarborough	3/6/2019 3:43	
132	Lacie Gershenson	3/6/2019 3:43	
133	Heidi Bennett	3/6/2019 3:44	Let's keep pedestrians safe. Miss you Joshy!
134	Carol Harris	3/6/2019 3:44	
135	Allee Pitaccio	3/6/2019 3:44	
136	Kim Abbott	3/6/2019 3:45	Rest in paradise joshy, we love you always
137	Michael burrola	3/6/2019 3:45	
138	Ola Mugnier	3/6/2019 3:45	Please make this happen
139	Michael burrola	3/6/2019 3:45	
140	Teri Gardner	3/6/2019 3:48	Tragedy with bikes & pedestrians should have been avoided long, long ago!
141	Al Rylant	3/6/2019 3:48	
142	Janel Greenland	3/6/2019 3:48	
143	Raissa Gale	3/6/2019 3:49	
144	Benjamin Hofvendahl	3/6/2019 3:49	
145	Vaniah Rylant	3/6/2019 3:49	I lost my cousin to a reckless driver. There needs to be some action taken toward making the roads safer for pedestrians
146	Pete Harding	3/6/2019 3:52	
147	Mandy Lariz	3/6/2019 3:53	
148	Karah N Ammann	3/6/2019 3:54	
149	Suzanne Schwilk	3/6/2019 3:54	
150	Kathy James	3/6/2019 3:54	
151	Rose	3/6/2019 3:59	
152	Lisa Rosato	3/6/2019 4:01	Highway 9 is not safe for our children, this is long overdue.
153	Laura Keil	3/6/2019 4:01	
154	Alexis Spakoski	3/6/2019 4:02	

155	Kristine Imber	3/6/2019 4:02	Absolutely not optional to not have sidewalks near the school. Lot past time this was completed!
156	Judie VL	3/6/2019 4:03	
157	sara siegel	3/6/2019 4:03	
158	Mona Hogye	3/6/2019 4:03	
159	Joni Martin	3/6/2019 4:03	
160	bill mahkovtz	3/6/2019 4:05	
161	Alison McCabe	3/6/2019 4:07	
162	Teresa	3/6/2019 4:07	
163	Thomas Hogye	3/6/2019 4:07	Let's do this!
164	Jennifer Whidden	3/6/2019 4:12	Sad so many have to lose there lifes before y'all fix it!!!
165	Laurel pearson	3/6/2019 4:12	
166	Maia	3/6/2019 4:14	
167	Audrey Johnson	3/6/2019 4:14	The pedestrian was killed in front of my house. I witnessed a bicyclist almost hit in front of my house yesterday - he literally had to push the car off him. It's not safe to walk or ride on Highway 9 from SLV schools to Graham Hill in Felton. Something needs to be done SOON!
168	Beth lilienthal	3/6/2019 4:21	
169	Savanna sierra	3/6/2019 4:21	
170	Kathy Long	3/6/2019 4:21	
171	Luann Hendricks	3/6/2019 4:22	Please make our valley safer for our kids.
172	Tiffany Maldonado	3/6/2019 4:22	
173	Gemma Locatelli	3/6/2019 4:25	I am so sorry for his loss and for the others who have been injured or lost to accidents on 9 .. Its so dangerous and difficult to be a pedestrian. Especially in the intersections. People seem to speed up and try to cut corners.
174	Carla Richmond	3/6/2019 4:30	This stretch of Hwy 9 is way to dangerous for any pedestrian traffic. It is also very dark at night and it needs better lighting.
175	James Galleguillos	3/6/2019 4:31	
176	Angie	3/6/2019 4:31	My heart goes out to the family and friends of Josh. Time to take action and create safer routes for the community.
177	Nicole Dagan	3/6/2019 4:33	
178	Jennifer Lord	3/6/2019 4:34	
179	Dixie Duppsstadt	3/6/2019 4:34	Such a shame. A young man's life taken way to soon.
180	Carrie Wyatt	3/6/2019 4:35	It's sad petitions like this have to be completed and lives lost. Just do the right thing!
181	Megan Donohue	3/6/2019 4:36	
182	Daniela Archambault	3/6/2019 4:37	
183	Darin Hovey	3/6/2019 4:38	
184	Kristin Saylor	3/6/2019 4:38	Please make our Hwy 9 corridor safer for the bicyclists and pedestrians of our community.
185	Kate Cecil	3/6/2019 4:41	
186	Allie Greenburg	3/6/2019 4:41	
187	makaya roma	3/6/2019 4:41	Please address this issue
188	Matthew Kingdon	3/6/2019 4:42	

189	Stacy Monowitz	3/6/2019 4:44	
190	Jason Beren	3/6/2019 4:44	
191	Mark Ramsey	3/6/2019 4:44	
192	Steve Monowitz	3/6/2019 4:46	
193	Andrea Greenburg	3/6/2019 4:46	
194	Rachel D	3/6/2019 4:49	
195	Rebecca Turvy	3/6/2019 4:53	
196	Joan Pike	3/6/2019 4:54	
197	Lisa Galleguillos	3/6/2019 4:55	We need to assure pedestrian safety along Highway 9.
198	Chris Hardy	3/6/2019 4:55	How effing sad, slow down, get off the dam phone AND PAY ATTENTION!!!
199	Sally Munro	3/6/2019 4:56	A sidewalk along HWY9 will keep pedestrians safe and improve quality of life in SLV.
200	Anita Stoddart	3/6/2019 4:56	We need this pedestrian and bike way taken care of right away before anyone else gets hurt or killed
201	Sue Schabot	3/6/2019 4:56	It's sad a young man died. Please honor his life by constructing safe paths for both pedestrians and bicyclists. Make highway 9 safe!
202	Jennifer Yeane	3/6/2019 4:58	
203	Sherri Coates	3/6/2019 5:02	
204	Marisol Vargas	3/6/2019 5:05	
205	Melissa Scalia	3/6/2019 5:08	
206	Brennan Less	3/6/2019 5:09	We live off of 9, our kids will walk it to/from school, the safety of this corridor is life or death for our family. Thank you.
207	Carrie Ghaffari	3/6/2019 5:10	
208	Michelle Holmes	3/6/2019 5:10	
209	Mikal	3/6/2019 5:11	Petitioning for a good cause
210	Chloe Zehr	3/6/2019 5:13	
211	Wendy Sikes	3/6/2019 5:16	
212	Nikol lanctot	3/6/2019 5:18	
213	Janecia Toliver	3/6/2019 5:22	This is beyond a tragedy. This has a ripple effect on not only the lives of loved ones and friends, but the community as a whole. How much more willful negligence has to take place, especially the loss of life's, before this issue is not only addressed but safety made a reality for the future and the lives of others. Make this right!
214	Monica Gogosanu	3/6/2019 5:26	Safety on HW 9 is a real concern of our community. Please help our us !
215	Rachel groleau	3/6/2019 5:27	
216	Katrina	3/6/2019 5:28	
217	Patrick courtright	3/6/2019 5:31	
218	Gabrielle Brick	3/6/2019 5:32	
219	Darian Rothchild	3/6/2019 5:32	
220	Hailey	3/6/2019 5:33	
221	Jennifer Vered	3/6/2019 5:36	
222	Riley McNaught	3/6/2019 5:36	

223	Karen Wright	3/6/2019 5:39	
224	Gregg Pearlman	3/6/2019 5:42	
225	Felicity	3/6/2019 5:43	
226	Tiffany Pele	3/6/2019 5:44	
227	Bryan Largay	3/6/2019 5:47	I am so sorry we weren't able to make our streets safer sooner.
228	Martin Schafer	3/6/2019 5:51	
229	Mary Swinn	3/6/2019 5:59	
230	Elise Beal	3/6/2019 6:02	
231	Evelyn Durkton	3/6/2019 6:04	Please help make the beautiful Hwy 9, a beautiful SAFE Hwy 9. A pedestrian/ bike buffer is desperately needed.
232	David	3/6/2019 6:05	
233	Tara Griffin	3/6/2019 6:17	
234	Megan Jacques	3/6/2019 6:18	
235	eileen murray	3/6/2019 6:18	eileen
236	Gwen Barry	3/6/2019 6:18	
237	Jenna Nava	3/6/2019 6:22	
238	Judyth Suttle	3/6/2019 6:22	
239	Ashley Eaton	3/6/2019 6:25	
240	Adrienne McConnell	3/6/2019 6:34	Please make Hwy9 pedestrian and bicycle safety a priority for improvements in our community!
241	Tauna P Grinager	3/6/2019 6:35	We desperately need safe passageways in this area for anyone not in a car. RIP Josh
242	Renee Sindt	3/6/2019 6:36	Prayers to the family
243	Phil morello	3/6/2019 6:42	
244	Brittany Murphy	3/6/2019 6:44	
245	amber torres-ayala	3/6/2019 6:44	
246	Emily Kenville	3/6/2019 6:46	
247	Mary Hill	3/6/2019 6:49	
248	Deeanne Purchase	3/6/2019 6:52	Please help make walking safer , very sorry for the family's loss
249	Sleepy Slater	3/6/2019 6:52	
250	Mark Johnston	3/6/2019 6:53	
251	Vicki bailey	3/6/2019 7:09	
252	Charlotte Smith	3/6/2019 7:28	I support pedestrian and cyclist safety on Hwy 9, especially in this area.
253	Kasia g	3/6/2019 7:29	
254	Adawna Danly	3/6/2019 7:36	
255	Jillian	3/6/2019 7:40	
256	Nicon MacDonal	3/6/2019 7:45	
257	Mary Kay Wilkinson	3/6/2019 7:55	I agree
258	Keith Carpenter	3/6/2019 7:57	
259	Max Leung	3/6/2019 8:03	I've known Josh since he was little.... such a tragic loss! Condolences to the Howard family;( I hope something is done soon to make this route more safe for pedestrians
260	Amy Smith	3/6/2019 8:06	
261	Christina McNamara	3/6/2019 8:08	

262	Shauna Reisewitz	3/6/2019 8:16	
263	catherine edwards	3/6/2019 8:20	
264	Martha Graham-Waldor	3/6/2019 8:29	
265	Leeann Macias	3/6/2019 8:46	
266	Kurt Hitchen	3/6/2019 9:01	I support this after the tragic death of my brother's step son, Josh Howard, who was recently killed on Highway 9 walking by from college. Please make the agencies see sense and make this route safer for pedestrians!
267	Jan brown	3/6/2019 9:04	
268	Terrell	3/6/2019 9:11	
269	Daniel Carroll	3/6/2019 9:14	
270	Pandora	3/6/2019 9:21	
271	Bella	3/6/2019 9:22	
272	Julie Hitchen	3/6/2019 11:00	I am signing this petition as Josh's grandma in the UK and the devastation this has caused our family.
273	Tara Brown	3/6/2019 11:02	
274	Crystal	3/6/2019 11:12	
275	Keith Hitchen	3/6/2019 11:52	Let this action prevent another tragedy. This action for pedestrian safety needs to be started now, in. 2019.
276	Margaret Stones	3/6/2019 12:06	So sad for the loss of Josh. Keep pedestrians safe.
277	Marilyn F. Hogle	3/6/2019 12:31	
278	Christy Shults	3/6/2019 12:45	
279	Patsy C Hull	3/6/2019 12:53	Pedestrians and cyclists deserve safety in their travels also.
280	Jamie Welch-Ward	3/6/2019 13:18	
281	Rachael Quesada	3/6/2019 13:22	Hwy 9 is surely in need of the "safe route"
282	Ted Hua	3/6/2019 13:28	
283	Pat Dowling	3/6/2019 13:29	
284	Jessica Braun	3/6/2019 13:30	
285	Devin Runneals	3/6/2019 13:52	
286	Monika Clark	3/6/2019 13:53	
287	Denise	3/6/2019 13:58	In sweet memory of a very kind loving light gone too soon young man
288	Melinda McNutt	3/6/2019 13:59	Josh was a classmate of my sons for many years. I called him one of my kids because the Special Day Class kids are so close knit for so many years. We are all devastated by this event. We need to make our walking ways safe for everyone especially those who may never have a drivers license.
289	Melinda McNutt	3/6/2019 14:00	
290	Laura Staats	3/6/2019 14:02	
291	Timerie Gordon	3/6/2019 14:10	Thank you for putting this together. It's has been much needed for a long time. My heart goes out to Josh's family.
292	Kim Griffin	3/6/2019 14:10	
293	Adrienne Ryan	3/6/2019 14:17	



294	Mary albritton	3/6/2019 14:18	Scary to drive with people walking on side of road. But a lot of people here rely on the bus which they have to walk on the road to get there. Something needs to be done and fast before anymore lives are lost.
295	Katrinka Rylant-Dixon	3/6/2019 14:34	
296	Carmen Clark	3/6/2019 14:38	So many kids walk this road; this has to be a priority.
297	Kim Cunningham	3/6/2019 14:42	
298	Brett Morris	3/6/2019 14:48	
299	Kylee Leppanen	3/6/2019 14:48	
300	Valerie Haff	3/6/2019 14:49	Please help our community protect our children and support good health for all citizens.
301	Emily	3/6/2019 14:50	
302	Dana Roach	3/6/2019 14:52	In memory of Josh
303	Nicole Estrada	3/6/2019 14:54	
304	Rachel Munoz	3/6/2019 14:57	
305	Karin Lynn	3/6/2019 14:58	
306	Shannon R	3/6/2019 15:03	Please re-evaluate pedestrians safety along HWY 9 especially near schools.
307	Kevin McEntee	3/6/2019 15:05	
308	Christine Clement	3/6/2019 15:09	Please allow for safe walking on HWY 9. There all needs to be more enforcement of traffic laws.
309	Michele	3/6/2019 15:11	Safety first!
310	Chris Clayton	3/6/2019 15:11	
311	Bonnie Howard	3/6/2019 15:19	I am Joshes grandma from Boulder Creek , many times myself have to walk on highway 9 and many others so please help us sigh the "petition" . my heart is so broken I love him very very much he was my buddy and helped me a lot and now I'm loss!
312	Gina Loftis	3/6/2019 15:22	
313	Lori Greene	3/6/2019 15:26	
314	Mark Stephens	3/6/2019 15:27	Thank you for helping to ensure it is safe to walk and cycle along our main road in SLV.
315	Kellie Rolander	3/6/2019 15:38	
316	Miki Heinemann	3/6/2019 15:40	
317	Caitlin Clancy	3/6/2019 15:43	
318	Connor Brooks	3/6/2019 15:44	
319	John	3/6/2019 15:51	
320	Meridith Cook	3/6/2019 15:55	
321	Lauren Braun	3/6/2019 16:00	
322	Jessica Beck	3/6/2019 16:02	
323	Kimberly Iverson	3/6/2019 16:05	
324	Gina	3/6/2019 16:06	
325	Susie stelle	3/6/2019 16:08	
326	Keith Kirk	3/6/2019 16:12	Need to advance the transportation plan immediately.
327	Lisa Manak Brown	3/6/2019 16:17	
328	Tamara Snyder	3/6/2019 16:17	
329	Sara Clarke	3/6/2019 16:26	Please make it safer for those who aren't in a car!!

330	Lacey Simmons	3/6/2019 16:26	
331	Luis Romero	3/6/2019 16:29	
332	jim meier	3/6/2019 16:29	
333	Kimberly hansen	3/6/2019 16:36	
334	Ysraelya Dolinger	3/6/2019 16:39	
335	Amy Meier	3/6/2019 16:40	
336	Beatrice Hernandez	3/6/2019 16:41	
337	Kara Sainsbury	3/6/2019 16:44	
338	Beth Gemeny	3/6/2019 16:45	Boulder Creek resident of 15 years. Please make this a priority.
339	Alina Wright	3/6/2019 16:46	I am new to this area. The lack of sidewalks and bike lanes was one of the first things I noticed. I do not allow my teenage son to walk on Hwy 9 for this very reason. It is tragic that the loss of one of our youngsters is what it takes to make some action. My thoughts are with this handsome mans family.
340	Brooke franks	3/6/2019 17:02	
341	Amber Bryant	3/6/2019 17:02	We need safety for our kids on this highway!!!
342	Andrea Webster	3/6/2019 17:12	This is so necessary for our community, especially our children. Please let this tragic death push us to do better, and soon!
343	Annette Gordon	3/6/2019 17:19	Please make Hwy 9 safer for pedestrians and bikers
344	Danielle derrick	3/6/2019 17:28	
345	Jennifer Sylvestre	3/6/2019 17:28	This road needs to be fixed now before any more lives are lost.
346	Joe Pettinger	3/6/2019 17:28	
347	Tamar Hughes	3/6/2019 17:29	please make the walkways safer for all of us
348	Wendi lozano	3/6/2019 17:30	
349	Shannon Whitaker	3/6/2019 17:32	Distracted driving is a major problem and this is a tragic outcome :(
350	Alexandria Broman	3/6/2019 17:32	Rest In Peace josh
351	Aimee Gorin	3/6/2019 17:33	
352	Cynthia Hughes	3/6/2019 17:34	
353	Stephanie Stanton	3/6/2019 17:34	Pedestrians need a safe place to walk on highway 9. This has been an issue forever. Get out done.
354	Colleen Hinksman	3/6/2019 17:38	
355	Linda Zoccoli	3/6/2019 17:39	PLEASE make Hwy 9 safer for bikes and pedestrians!
356	Tina Noland	3/6/2019 17:39	Safe pedestrian sidewalks for our students walking from the HS to town are greatly needed.
357	Patricia Quintero	3/6/2019 17:39	
358	Hilde Largay	3/6/2019 17:40	
359	Lori Luchette	3/6/2019 17:40	
360	Mark Shisler	3/6/2019 17:40	I grew up in Felton and couldn't agree more. Felton is in need of safe pedestrian facilities.
361	Nancy Polom	3/6/2019 17:42	
362	Charlette Fletcher	3/6/2019 17:42	
363	Jesse A Dresbach	3/6/2019 17:44	

364	Mia Dube'	3/6/2019 17:44	
365	Melanie Burgess	3/6/2019 17:46	
366	Madison payne	3/6/2019 17:49	
367	Jayson R Hemmig	3/6/2019 17:49	
368	kathleen w mikkelson	3/6/2019 17:50	I am so sorry to hear that the son of a former work colleague of mine was killed in this tragic accident. My children and their spouses also bike and walk a lot so I am always concerned with making roads safer for bicyclists and pedestrians.
369	Christine Dindia	3/6/2019 17:51	
370	Bud Stuckey	3/6/2019 17:53	We are here to help in anyway we can.
371	Cheryl Fullerton	3/6/2019 17:55	Too many residents killed Or maimed on the roads of the valley. Sidewalks are mandatory, at least.
372	Meredith Davis	3/6/2019 17:55	
373	Shawna	3/6/2019 17:57	
374	Natalya Jackson	3/6/2019 17:58	
375	Angie Conradi	3/6/2019 17:59	Make it safe and priority
376	kathleen kelley	3/6/2019 18:00	
377	Samantha Bennett	3/6/2019 18:02	
378	Brad Sanzenbacher	3/6/2019 18:03	This is a safety and economic justice issue. It's low-earning members of our community who must walk to work along these dangerous roads, thus exposed to vehicle strikes. These deaths are too frequent and too tragic. Please make pedestrian safety a priority in the SLV.
379	Danielle Libbey	3/6/2019 18:03	That part of hwy 9, should have a sign that says slow down your not in a race
380	Katherine Moody	3/6/2019 18:04	
381	Alisa Merline	3/6/2019 18:06	
382	Alexis Fowler	3/6/2019 18:07	
383	Nancy Mitchell	3/6/2019 18:07	
384	Megan Sainsbury	3/6/2019 18:09	
385	Gus	3/6/2019 18:10	
386	Nicolette Abed	3/6/2019 18:12	This is long overdue. We need safety for pedestrians and cyclists in the San Lorenzo Valley/along Hwy 9. I feel incredibly lucky that I have escaped death while cycling on Hwy 9, but have had enough close calls from vehicles either the lack of space, carelessness of drivers, or harassment/road rage from drivers that I don't often ride. I'm worried about my friends who walk along 9 because they do not want to contribute to traffic of pollution, or because they simply cannot afford cars. The bus routes are infrequent and service only main routes. We need better options! Josh should not have lost his life.
387	Sandy Perugini	3/6/2019 18:14	
388	Jennie	3/6/2019 18:17	
389	Nicole Leece	3/6/2019 18:18	
390	Adam Uribe	3/6/2019 18:20	

391	Ann Andersen	3/6/2019 18:21	
392	Angela M Slavich	3/6/2019 18:21	Please make this Safe Pedestrian/Cyclist Route for Highway 9 a Priority. Thank you.
393	Tyler Osborne	3/6/2019 18:24	We need more safety on highway 9 I see people almost get hit by vehicles way too often for my liking
394	Laura	3/6/2019 18:25	
395	Pam Lamar	3/6/2019 18:25	
396	Evan Jones	3/6/2019 18:25	
397	Heather Goulter	3/6/2019 18:25	
398	Rosalind Alley	3/6/2019 18:26	Measure D needs to be implemented and utilized! This is so sad to see this senseless tragic death... We need to protect our community from any further problems of his nature! Roz Alley
399	Michelle Johnson	3/6/2019 18:27	
400	April Anstey	3/6/2019 18:28	
401	Rebecca Rubin	3/6/2019 18:29	
402	Anne Hulter	3/6/2019 18:29	Yes!!!!
403	Greg Roe	3/6/2019 18:31	This is desperately needed.
404	Jamie McMurry	3/6/2019 18:32	
405	Greg Spooner	3/6/2019 18:34	
406	Michelle Kong	3/6/2019 18:35	
407	Julie	3/6/2019 18:36	ASAP!! We love Josh and the whole family, no more of this!
408	Julianna Wellman	3/6/2019 18:37	
409	Jeff Hudson	3/6/2019 18:40	
410	Jeanette Guire	3/6/2019 18:40	Should be a priority. More and more walkers and bikers use the highway.
411	Caitlin Lewis	3/6/2019 18:40	
412	Kelly Vogel	3/6/2019 18:44	This needs to extend through all occupied areas of the valley along HWY 9, Felton, Ben Lomond, Brookdale, Boulder Creek. Too many lives are cut short because of something that should have been looked at decades ago.
413	Annie Martin-holt	3/6/2019 18:44	
414	Caitlin Eggleston	3/6/2019 18:48	
415	Erin Tims	3/6/2019 18:49	Pedestrians and bicyclists deserve safe routes!! My heart goes out to people who have had to lose someone for attention to be brought to this issue. Let's do the v right thing on memory of this young man.
416	Jennifer MacVicar	3/6/2019 18:51	
417	Cheryl Wilkins	3/6/2019 18:52	
418	Any plummer	3/6/2019 18:53	San Lorenzo school please!!!
419	John Delacruz	3/6/2019 18:56	
420	Dante Brosnahan	3/6/2019 18:59	
421	Melissa Reed	3/6/2019 19:01	
422	Valerie Flores	3/6/2019 19:04	
423	Sharon deJong	3/6/2019 19:11	
424	Margarita Penichet Orsi	3/6/2019 19:14	Very important for the safety of our community

425	Kerri Berry	3/6/2019 19:17	
426	Crystal Askew	3/6/2019 19:20	
427	Maureen Elias	3/6/2019 19:21	It is time to make this right. The loss of two young lives so close together by something a little concrete could fix is shameful!
428	Jennifer venzon	3/6/2019 19:22	
429	Marcelle Gangloff	3/6/2019 19:23	
430	Marcia Grumme	3/6/2019 19:26	
431	Kim Lyons	3/6/2019 19:27	
432	Lisa steinecke	3/6/2019 19:28	My friends son was killed recently. He was a young and precious young man. Please..if this is short on signatures..take it in your hearts and make this safer for future...there will be more victims. His life was so precious..he worked so hard to better his future. Please im begging you..this will at least bring closure to our families. Thank u
433	Emilie Cate	3/6/2019 19:30	NO MORE PEDESTRIAN DEATHS! Build safe walkways on Hwy 9 NOW!
434	Julie Caron Brackett	3/6/2019 19:31	
435	Matthew Brackett	3/6/2019 19:31	
436	Mercy Nakamura	3/6/2019 19:32	
437	Sami Abed	3/6/2019 19:33	
438	Jeannine L Bray	3/6/2019 19:33	
439	Joy Lyon	3/6/2019 19:34	
440	Sarah Steiger	3/6/2019 19:34	
441	Lauren Walker	3/6/2019 19:35	
442	Jennifer Maki	3/6/2019 19:36	
443	Pamela anderson	3/6/2019 19:37	
444	Kristina Sween	3/6/2019 19:40	Safer roads please
445	Brenna Williams	3/6/2019 19:42	
446	Sarah Jones	3/6/2019 19:43	I sign this petition
447	Brenda Veloz	3/6/2019 19:49	
448	Lisa Grillos	3/6/2019 19:49	
449	Laura Baker	3/6/2019 19:50	I walked this stretch most weekdays after school in the 90's. It was dangerous then and I can only imagine how much worse it is with current traffic. We need a safer path.
450	Alexander Morin	3/6/2019 19:50	
451	Monique Soares	3/6/2019 19:56	
452	Christina Rincon	3/6/2019 19:57	
453	Helen Colombo	3/6/2019 19:59	
454	Kari McGee	3/6/2019 19:59	
455	Joni S White	3/6/2019 20:02	
456	Tiffanie Morrasy	3/6/2019 20:05	
457	Dawn Schuler	3/6/2019 20:08	
458	Regina A Gish	3/6/2019 20:08	This really needs to be addressed for all populated areas of Hwy 9 and a cycling shoulder along the entire highway
459	Steve Tappen	3/6/2019 20:10	



460	Mirlan Estrada	3/6/2019 20:10	
461	Daniel Rose	3/6/2019 20:12	
462	kathleen navarez	3/6/2019 20:15	
463	Emily Davis	3/6/2019 20:21	For Josh and everyone else who walks on 9
464	Patrice	3/6/2019 20:23	
465	Kelly Hemphill	3/6/2019 20:24	
466	James Anderson	3/6/2019 20:26	
467	Ryan Williams	3/6/2019 20:29	
468	Jim Sturdivant	3/6/2019 20:33	Hwy 9 is long overdue for some shoulder widening, quit pissing away tax dollars on painting lines.
469	Emily	3/6/2019 20:34	
470	Loretta Brown	3/6/2019 20:47	
471	Donna Bernardi	3/6/2019 20:48	
472	Celia	3/6/2019 20:48	
473	Maggie Barr	3/6/2019 20:53	Thanks for putting this petition together. Our hearts go out to his family and loved ones.
474	Melissa Beren	3/6/2019 20:55	
475	Cindy Carroll	3/6/2019 20:55	Please do something before another life is taken from their family!!
476	Joanne Fowles	3/6/2019 20:59	
477	Joshua Thomas	3/6/2019 21:04	Thank you!
478	Tobias Radau	3/6/2019 21:08	
479	Mark Hofmeister	3/6/2019 21:10	Make pedestrian safety a priority in the area.
480	Catherine Crandall	3/6/2019 21:10	This could have been my nephew. He is the same age as Josh and often walks that same route. It our responsibility to protect our children and whenever and wherever possible make community decisions to keep them safe.
481	Julie Wilkinson	3/6/2019 21:13	Save our children's lives
482	Cassie Miller	3/6/2019 21:17	As a parent of an upcoming high schooler, I am extremely concerned about bicyclists/pedestrian safety along highway 9 between graham hill and the tri campus. High schoolers have limited access to transportation through the school and many don't drive or have parents that can be available to drop off and pick up. That leaves walking or biking as the only alternative. I absolutely DO NOT feel comfortable allowing my son to walk or bike on that stretch of road. It is dangerous, not only because there are no sidewalks or bike lanes, but because the drivers are speeding and often distracted. I would love for there to be a safe way for children and community members to safely walk or bike that path.
483	Uriel Prado	3/6/2019 21:19	
484	Danae Chavez	3/6/2019 21:20	
485	Jean Lubitsky	3/6/2019 21:21	
486	Kimberly Crowell	3/6/2019 21:22	
487	Evanne Mingori	3/6/2019 21:26	
488	Teresa Mendoza	3/6/2019 21:31	

489	Alex N Rekow	3/6/2019 21:32	
490	Mead Azevedo	3/6/2019 21:34	This needed to be done along time ago
491	Sarah Townsend	3/6/2019 21:43	
492	Jessica Lytle	3/6/2019 21:43	This has been a problem for so long. It's a longtime coming to find a safer alternative.
493	Amy	3/6/2019 21:46	
494	Greg Meissner	3/6/2019 21:49	On almost a daily basis bicyclists and motorists navigate blind turns, placing both in a perilous situation.
495	Colleen Ruel	3/6/2019 21:49	
496	Robin Imholte	3/6/2019 21:50	
497	Memory Lusk	3/6/2019 21:54	I remember walking down Hwy 9 as a child and just the sheer power of the cars driving by was terrifying. Please make this so. For all of our community, especially those that do not have any other mode of transportation.
498	Terri Long	3/6/2019 21:54	
499	Kathleen	3/6/2019 21:56	
500	Christopher Holmes	3/6/2019 21:56	
501	Sequoia Andrade	3/6/2019 22:00	
502	Sage Swiatek	3/6/2019 22:04	
503	Johnny Poff	3/6/2019 22:09	Can't imagine anyone not wanting to sign this!
504	Quinn Lydon	3/6/2019 22:09	
505	Ken Horton	3/6/2019 22:12	
506	Julianna Manseau	3/6/2019 22:12	When I was a child, I remember being told about a similar event happening on the stretch of HWY 9 from Boulder Creek to Sylvan Ave.
507	Jude Sofranko	3/6/2019 22:15	
508	Marissa	3/6/2019 22:19	
509	Emily Santi	3/6/2019 22:27	
510	Thomas Paolini	3/6/2019 22:28	
511	Steven Hill	3/6/2019 22:30	This needs to be addressed immediately, this area is very dangerous to pedestrians who have to walk thru there to get to town.
512	Rachel Williams	3/6/2019 22:37	Something must be done!!
513	Danielle Boro	3/6/2019 22:39	
514	Willow Band	3/6/2019 22:41	Sending love and light
515	Meredith Herr	3/6/2019 22:43	
516	Adrian Fielding	3/6/2019 22:45	
517	Lisa Nite	3/6/2019 22:50	
518	Ben Kanter	3/6/2019 22:53	
519	Katiejackson	3/6/2019 23:01	
520	Jason Borgen	3/6/2019 23:03	
521	Christy Benton	3/6/2019 23:06	
522	Sherman Wong	3/6/2019 23:10	
523	Shawn cerveny	3/6/2019 23:12	
524	Kelsey Cook	3/6/2019 23:13	
525	Steve mickel	3/6/2019 23:14	
526	John Osborne	3/6/2019 23:19	Very sad

527	Matthew Boyd	3/6/2019 23:20	
528	Isabella Moyer	3/6/2019 23:20	
529	Julianne Bonnet	3/6/2019 23:20	Safer bicycle and pedestrian solutions along Highway 9 are desperately needed.
530	Samantha Kirby	3/6/2019 23:23	
531	Stacie Green	3/6/2019 23:24	
532	Morgan Waters	3/6/2019 23:24	
533	Sissy Belue	3/6/2019 23:24	
534	Troy Cope	3/6/2019 23:28	
535	Tabitha Loosli	3/6/2019 23:28	
536	Jesse	3/6/2019 23:29	
537	Jesse Verner	3/6/2019 23:31	
538	Kaylin Prince	3/6/2019 23:33	
539	Mariah Borreson	3/6/2019 23:38	
540	Mark Sartain	3/6/2019 23:38	
541	A Sartain	3/6/2019 23:40	
542	Danielle Cruz	3/6/2019 23:47	
543	Sonnie Welling	3/6/2019 23:51	
544	Beau Davidson	3/6/2019 23:53	
545	GRod	3/6/2019 23:53	
546	Dawn Smith	3/6/2019 23:54	
547	Kathleen Troeller	3/6/2019 23:56	Please make Hwy 9 safe for pedestrians and cyclists.
548	Michelle Athenais	3/6/2019 23:56	
549	Valerie Norkoli	3/6/2019 23:58	
550	Linda schuhe	3/7/2019 0:00	Please make highway 9 safer for bicyclists and pedestrians
551	Pamela Laiya Miller	3/7/2019 0:01	Safety walks up to Ben Lomond too please! Lives are too precious to ignore the obvious; that our community is in need of pedestrian paths.
552	Johnna Coty	3/7/2019 0:02	Kids from the schools really need some safe passage through this area. Please let's fix it!
553	Rachel Smith	3/7/2019 0:03	
554	Jess	3/7/2019 0:07	
555	Matthew Lujan	3/7/2019 0:08	
556	Nick DiNapoli	3/7/2019 0:10	
557	Tamara	3/7/2019 0:12	
558	Lisa M	3/7/2019 0:13	I agree!
559	Pamela Morgan	3/7/2019 0:15	We need another 25 mph sign in the vicinity of Josh's tragic death; CHP needs to patrol that section of Hwy 9, where most folks are going 35+mph
560	Devonne Johnson	3/7/2019 0:20	
561	Alicia Nulph	3/7/2019 0:22	
562	Taylor Cady	3/7/2019 0:22	
563	Zane Williams	3/7/2019 0:23	
564	Sharon Fry	3/7/2019 0:24	A much needed path for many years...
565	Cortney Christianson	3/7/2019 0:27	
566	Carrie Morrison	3/7/2019 0:29	

567	Shannon M Fry	3/7/2019 0:33	This has been needed for so long! Please make this a priority.
568	Jen Wagner	3/7/2019 0:34	
569	Kathy Smith	3/7/2019 0:34	
570	Laura	3/7/2019 0:36	
571	Dianthe Skurko	3/7/2019 0:40	
572	Linda	3/7/2019 0:44	
573	Diane Hamilton	3/7/2019 0:44	
574	Veronica Foster	3/7/2019 0:46	
575	Jake	3/7/2019 0:47	
576	Susan Roe	3/7/2019 0:52	Safety all the was to Ben Lomond too!
577	Annie Stivala	3/7/2019 0:56	
578	Amber Eichler	3/7/2019 0:58	
579	Mickey	3/7/2019 0:59	
580	Rebecca	3/7/2019 1:01	
581	Stanton same	3/7/2019 1:13	
582	Michelle McKinny	3/7/2019 1:15	
583	Kathleen Howlett	3/7/2019 1:17	Pedestrians and bikes should be able to travel in the SLV more safely.
584	Juniper Arnold	3/7/2019 1:20	
585	Jill beam	3/7/2019 1:21	
586	Shelley Huxtable	3/7/2019 1:23	
587	Zed	3/7/2019 1:24	
588	Richard Keels	3/7/2019 1:26	
589	PSwan	3/7/2019 1:26	
590	Donna Patters	3/7/2019 1:27	
591	Marrisha Abbot	3/7/2019 1:29	
592	Kate	3/7/2019 1:38	
593	John Gallagher	3/7/2019 1:39	I support any and all options that improve pedestrian and bicycle safety on HWY 9, Felton Empire and Graham Hill.
594	Tamar Frey	3/7/2019 1:40	
595	Kath verlander	3/7/2019 1:41	
596	Chris kohrs	3/7/2019 1:42	
597	Sara houlihan	3/7/2019 1:45	
598	Barbara J Matessa	3/7/2019 1:47	
599	Laurie Eoff	3/7/2019 1:56	
600	Heather Viola	3/7/2019 1:56	
601	Ariel Young	3/7/2019 2:02	We need safe sidewalks and bike paths from Felton to Boulder Creek, not just in Felton!
602	Stan Hooper	3/7/2019 2:05	Having safe bicycle and pedestrian routes along Highway 9 would be transformative to the community.
603	Melanie Brenchley	3/7/2019 2:06	
604	Lily FitzPatrick	3/7/2019 2:11	
605	Matthew Berlin	3/7/2019 2:12	
606	Shauna Walters	3/7/2019 2:12	
607	Stephanie Smith	3/7/2019 2:16	

608	Jeanne Gallagher	3/7/2019 2:18	This is exactly the tragedy that should have been prevented.
609	Susan Waters	3/7/2019 2:20	I once lived at a home on hwy 9, Felton while my son was in school. I drive to work 4 days a week to a busy pedestrian intersection on Hwy 9. I feel very strongly about the lack of safety accommodations for those of us on foot!
610	Sarah	3/7/2019 2:20	
611	Mary Howard	3/7/2019 2:21	Please pass this!!
612	robert j lahey	3/7/2019 2:25	
613	Kylie Martin-Holt	3/7/2019 2:26	
614	Yarely de Luna	3/7/2019 2:26	May he rest in peace
615	Natalie	3/7/2019 2:27	
616	Eileen Halvey	3/7/2019 2:31	Please sign and share to honor Josh who had a heart of gold and loved by many. May Josh's family tragedy not be in vain.
617	Lucas Martin-Holt	3/7/2019 2:31	It wouldn't have happened if there was a sidewalk there!
618	Nina	3/7/2019 2:34	
619	Angela minnell	3/7/2019 2:36	
620	Lilian Lane	3/7/2019 2:37	Our kids are important! It's time to have a safe route for pedestrians and cyclists!! My heart breaks for Josh Howard
621	Hannah Soriano	3/7/2019 2:39	I love to walk, but currently do not feel safe to do so. I miss it
622	Emily Maurer	3/7/2019 2:40	
623	Adriel Ewell	3/7/2019 2:42	No more pedestrians should have to die to do something about this safety issue. Take action. Now.
624	Kenny Cella	3/7/2019 2:48	Josh was an outstanding kid. Always had a smile on his face and even though I did not know Josh all that well, whatever time I got to spend with him he was always such a joy to be around. Rest Easy Big Guy. RIP
625	Britney Godbout	3/7/2019 2:49	
626	Shannon Cook	3/7/2019 2:53	
627	Ethan chambers	3/7/2019 3:00	
628	Molly Sullivan	3/7/2019 3:04	
629	Hannah S	3/7/2019 3:06	
630	Amy	3/7/2019 3:08	
631	Sheryl Hogan	3/7/2019 3:09	
632	Alex Kanter	3/7/2019 3:12	
633	Erica costella	3/7/2019 3:14	Highway 9 pedestrian and bicycle path.
634	Joanne Pinzone	3/7/2019 3:15	
635	Kristi Wilson	3/7/2019 3:16	
636	Mari	3/7/2019 3:16	
637	Kaylee Green	3/7/2019 3:18	
638	Rachelle	3/7/2019 3:21	
639	Sara ridgeway	3/7/2019 3:22	
640	Anna SRAMEK	3/7/2019 3:25	
641	Sabrina	3/7/2019 3:25	



642	Maggie East	3/7/2019 3:35	
643	Vanessa Bustamantez	3/7/2019 3:35	
644	Lisa Capelli	3/7/2019 3:38	My condolences too the family and friends.
645	Nancy Henry	3/7/2019 3:38	We need to keep our community safe!
646	Anne Marie Morey	3/7/2019 3:39	
647	JuLee Trader	3/7/2019 3:41	
648	Sarina King	3/7/2019 3:48	
649	Gary Steed	3/7/2019 3:51	long overdue!!
650	Rhonda Foret	3/7/2019 3:58	
651	Valerie Lemke	3/7/2019 3:58	
652	Noah Standridge	3/7/2019 3:59	
653	Kimberly Emigh	3/7/2019 3:59	
654	Julia Albro	3/7/2019 4:03	
655	Heriberto Castellanos	3/7/2019 4:06	
656	Cory Lewis	3/7/2019 4:07	
657	Robert Renner	3/7/2019 4:08	
658	Brandon West	3/7/2019 4:08	As someone that has ridden hwy9 between SC and Ben Lomond more times that I can count, and with distracted drivers being the norm and not the exception, unfortunately we need to turn to government to solve a problem we choose not to solve ourselves. It sickens me to see another life lost because someone couldn't give a damn.
659	Shellie Grindy	3/7/2019 4:08	We as a community NEED safe places for the residents to walk along highway 9. This needs to be a TOP PRIORITY.
660	Tommy	3/7/2019 4:16	
661	Jeannette Lange	3/7/2019 4:17	
662	Amanda Fargo	3/7/2019 4:20	
663	Ashley stinson	3/7/2019 4:27	
664	Jennifer Hiller	3/7/2019 4:30	
665	Kate Stoelting	3/7/2019 4:31	
666	Olivia MacRae	3/7/2019 4:34	
667	Eva-Lynne Carlson	3/7/2019 4:38	
668	Samantha Patino	3/7/2019 4:42	
669	Pamela Scott	3/7/2019 4:45	
670	Jessica king	3/7/2019 4:46	
671	Karen Brooks	3/7/2019 4:56	It will be difficult to make highway 9 safer, but it is your duty to do so.
672	Dustin Douros	3/7/2019 4:57	Josh was such a beautiful person, this loss is truly devastating. Make this safe, in Josh's memory, and for our community!
673	Sheila Bongiovanni	3/7/2019 4:59	
674	Ryan Black	3/7/2019 5:07	
675	Cydney Biagiotti	3/7/2019 5:08	

676	Dan Hughes	3/7/2019 5:08	So sorry to hear of the latest tragedy. From Big Basin, 236, hwy 9 and Graham Hill, and everywhere in between, ensuring cyclist and pedestrian safety is obligatory and overdue...and drivers: PAY ATTENTION!
677	patricia dickenson	3/7/2019 5:14	Please keep our community safe! God bless those who lost their love one. So sorry for your loss.
678	Jonathan Stowers	3/7/2019 5:17	
679	Mikey Henderson	3/7/2019 5:20	As a teacher and a parent this kind of event touches me deeply. We desperately need safe passage along this route.
680	Rah	3/7/2019 5:26	Do it
681	Shaun Saffen	3/7/2019 5:27	Josh Was A Great Student and A Great Friend. Rest in Peace Josh!!!
682	Michael Andrews	3/7/2019 5:28	
683	Rex solway	3/7/2019 5:28	
684	Zachary Rose	3/7/2019 5:29	
685	Joseph	3/7/2019 5:35	I will miss you josh
686	Amand	3/7/2019 5:36	
687	Katie slusher	3/7/2019 5:42	
688	Marina Villar	3/7/2019 5:46	
689	Tina Hill	3/7/2019 5:47	This stretch of roadway needs safe walking area for pedestrians. Josh is so missed - in memory of Josh hopefully before another tragedy.
690	Andre Duurvoort	3/7/2019 5:49	In 10 years when my child goes to school, I hope we have taken this action to keep him safe walking from home to school.
691	Rebecca T Hargraves	3/7/2019 5:53	
692	Alyssa Santana	3/7/2019 5:55	
693	Stephanie Van Pelt	3/7/2019 6:03	
694	Virginia A Wright	3/7/2019 6:06	Please make highway 9 safer. Unfortunately this was not the only fatality this year on 9. My daughter grew up here and she could never walk or ride a bike to school because it is too dangerous. It is a shame.
695	Pearl	3/7/2019 6:07	
696	Lara Brooke	3/7/2019 6:08	I would like to suggest a long term project which combines a pedestrian/bike path and utility line corridor. The utilities would be run beneath the bike path and finding could be shared by utility company, county and state as appropriate. This would keep bikers and pedestrians safe, reduce fire dangers from utility lines, reduce repairs and road closures from fallen trees, and reduce vehicle traffic issues when repairs or upgrades need to be made.
697	Diane Overby	3/7/2019 6:13	
698	Perunika Kabaivanova	3/7/2019 6:17	
699	Alejandro Restrepo	3/7/2019 6:19	
700	Ramy De Miro	3/7/2019 6:23	This needs to happen.
701	Tara Long	3/7/2019 6:31	

702	Logan Heinen	3/7/2019 6:33	
703	Erin	3/7/2019 6:33	
704	Paloma Vachon	3/7/2019 6:39	Pedestrian and bicyclist safety is so important. Something needs to be done so this doesn't happen again. Such an unnecessary loss.
705	Grace Giguere	3/7/2019 6:39	
706	Richard Fong	3/7/2019 6:41	
707	Jami	3/7/2019 6:42	
708	Rhiannon L	3/7/2019 6:44	
709	Laura Attia	3/7/2019 6:44	
710	Adam	3/7/2019 6:47	
711	Travis Koon	3/7/2019 6:55	
712	Susi Moon	3/7/2019 6:56	
713	Cindy Garay	3/7/2019 6:56	
714	Liam Tveit	3/7/2019 6:58	
715	Diane Meader	3/7/2019 7:02	Thank you to the organizers for doing this, and my heart goes out to the family.
716	Paula Griffin Spiegel	3/7/2019 7:03	
717	Cassandra Heron	3/7/2019 7:20	
718	Karen Cook	3/7/2019 7:28	
719	Charlotte Achen	3/7/2019 7:47	
720	Jeffrey Compton	3/7/2019 8:07	
721	Michelle MavBeth	3/7/2019 8:07	
722	Carol Saffen	3/7/2019 8:11	Love and Healing to all if Josh friends and family
723	Angela Fajardo-Maciel	3/7/2019 8:14	
724	Catrina	3/7/2019 8:58	
725	dave northedge	3/7/2019 11:21	A safe path between pedestrians and all vehicles, is an obligation that is far too often foregone to save money, not people! Make it safe!!
726	Max Cunningham	3/7/2019 11:26	
727	Patricia Tacker	3/7/2019 12:09	
728	Joyce duncan	3/7/2019 13:52	
729	Andrew Woodhead	3/7/2019 13:59	
730	Annie Morales	3/7/2019 14:19	
731	Diane McClish	3/7/2019 14:30	Please move forward with this plan as soon as possible
732	Robin	3/7/2019 14:41	
733	Chantal Vaughan	3/7/2019 14:52	
734	Jannavette	3/7/2019 14:57	Condolences to family and friends as he was a great soul in high school and always joyful !!!
735	Mia Thorn	3/7/2019 15:04	
736	Joan Debus	3/7/2019 15:11	
737	Claudia Putnam	3/7/2019 15:18	
738	Shannon Crane	3/7/2019 15:19	
739	scott carlson	3/7/2019 15:21	
740	Rhiannon Boro	3/7/2019 15:39	So sad to hear about this! Please let's make these roads a safer place %œ'•ü
741	Alana Muldoon	3/7/2019 15:40	

742	Jo Kenny	3/7/2019 15:43	
743	Molly Minnick	3/7/2019 15:49	
744	Lisa DiGirolamo	3/7/2019 15:51	
745	Sara Sizemore	3/7/2019 15:59	
746	Joyce Hee	3/7/2019 16:01	I am a friend of Josh's mother who is devastated by the death of her beloved son, Josh. Please create a pedestrian/bicyclist route along Hwy 9 to prevent another preventable tragedy. Keep your community safe.
747	Jazmine Frutos	3/7/2019 16:03	
748	ELI DOCKINS	3/7/2019 16:07	
749	Bethany Hoff	3/7/2019 16:14	
750	Wendy Collins	3/7/2019 16:19	
751	Heather	3/7/2019 16:22	
752	Daisha laron	3/7/2019 16:22	
753	Mela Herrera	3/7/2019 16:22	
754	Reena Villa	3/7/2019 16:29	
755	Wendy sickels	3/7/2019 16:29	
756	Matt	3/7/2019 16:29	
757	Linda Qualls	3/7/2019 16:31	
758	Claire Hackett	3/7/2019 16:33	We need to have safe pedestrian routes or this will absolutely happen again.
759	Kim Feierbach	3/7/2019 16:38	
760	Abby Sherman	3/7/2019 16:40	
761	Jenny Boffy	3/7/2019 16:43	
762	Jazzy Jaramillo	3/7/2019 16:46	
763	Donna Ilstrup	3/7/2019 16:47	
764	Penny Carson	3/7/2019 16:50	
765	Darlene G IZZO	3/7/2019 16:53	
766	Shelly	3/7/2019 16:55	
767	Shane	3/7/2019 16:57	
768	Kristi FitzPatrick	3/7/2019 17:03	
769	Dani Ebskamp-Franke	3/7/2019 17:25	
770	Gina mazon	3/7/2019 17:25	
771	Chris White	3/7/2019 17:27	As we work towards reducing our carbon footprint, we need to make certain any alternative Transportation options, first and foremost, put public safety at the top of the list. Prioritize a safe corridor for pedestrians and cyclists along highway 9.
772	Tyler Schmid	3/7/2019 17:29	
773	Christine Foreman	3/7/2019 17:39	
774	Tammy Stahl	3/7/2019 17:44	
775	sarah ledgerwood	3/7/2019 17:50	
776	Ryan Japinga	3/7/2019 17:59	
777	Linda Bartee	3/7/2019 17:59	
778	Charlynnne Donahue-Mu	3/7/2019 18:06	
779	Doug	3/7/2019 18:16	
780	Carina Capelli	3/7/2019 18:23	

781	Aileen Warner	3/7/2019 18:32	
782	Sharon Birenbaum	3/7/2019 18:32	
783	nigel olding	3/7/2019 18:39	
784	Leah Nelson	3/7/2019 18:47	
785	Karole Longbrake	3/7/2019 19:07	
786	Margaret Fisher	3/7/2019 19:07	This is so dangerous to walk along Hyway 9. I see so many careless drivers it's scary for the pedestrians who often have hardly any safe space along the road. Long overdue, needs to get done immediately!
787	Dawn Callender	3/7/2019 19:16	
788	Robin Brune	3/7/2019 19:16	
789	Stephanie Bell	3/7/2019 19:23	
790	Shirli McLaughlin	3/7/2019 19:32	
791	Broccoli Boy	3/7/2019 20:02	I love broccoli
792	Yvette Moss	3/7/2019 20:28	
793	Shelli Gordon	3/7/2019 20:32	Pedestrian safety is a long overdue priority here in the SLV.
794	Josh Dyck	3/7/2019 20:32	
795	Whitney Todd	3/7/2019 20:38	
796	David Roberts	3/7/2019 20:41	
797	Kara Webster	3/7/2019 20:56	
798	Samantha unger	3/7/2019 20:57	
799	Becka York	3/7/2019 21:08	Yes, especially with many high school students walking the exact same route as Josh was, from the high school to home on Highway 9. There needs to be a safer option for the kids!
800	Esther Bourne	3/7/2019 21:31	
801	Arianna padilla	3/7/2019 21:53	
802	Li Li_pez	3/7/2019 21:56	
803	Dawn Harker	3/7/2019 22:21	
804	Shane	3/7/2019 22:23	
805	Diane jobe	3/7/2019 22:25	
806	Tami Hetke	3/7/2019 22:46	
807	Beth	3/7/2019 22:48	
808	Mayra Carranco	3/7/2019 23:07	
809	Pamela Trounstone	3/7/2019 23:11	
810	Jon Winner	3/7/2019 23:28	
811	Jordan Best	3/7/2019 23:35	
812	Dorrain Headley	3/7/2019 23:40	So very sad my daughter went to school with Josh. My heart is broken for the pain that one feels from loosing a child. May u Rest In Peace!
813	Cyndy Riessen	3/7/2019 23:53	
814	Devin Gott	3/7/2019 23:53	
815	Lisa Williams	3/8/2019 0:18	
816	Jodi Medefesser	3/8/2019 0:35	



817	Jennifer N Coile	3/8/2019 0:41	I'm so sorry for his family and friends. Contact your state senator and assembly member about project funding and pushing it up higher on Caltrans list of priorities, and Congress representative if federal funding may be involved.
818	Linh Nguyen	3/8/2019 0:52	
819	Sandra Lim	3/8/2019 0:53	This is long past overdue.
820	Vanessa	3/8/2019 0:53	
821	Sheryl Willis	3/8/2019 0:56	Please fix this road so that Josh's tragedy can stand for something and no one else has to endure this heartbreak.
822	Kristie Wurzbarger	3/8/2019 1:02	You need to make this roadway safe, Josh was too precious to lose, let's make sure Josh will be remembered, and to make sure this doesn't happen to anyone else. Josh's life is too precious and the loss to his family and friends is unacceptable. Let's do this in Josh's memory, and save someone else from a similar situation.
823	Ninh Chung	3/8/2019 1:28	
824	Debbie Dietz	3/8/2019 1:32	
825	Victoria Powell	3/8/2019 1:32	
826	Vanja	3/8/2019 1:33	Here ya go :)
827	Gregory Pike	3/8/2019 1:33	
828	Sarah	3/8/2019 1:34	
829	Michael jesse Burrola	3/8/2019 1:35	
830	Michael jesse Burrola	3/8/2019 1:36	
831	Gianlui pizzuti	3/8/2019 1:37	
832	Cyleah Hamerski	3/8/2019 1:43	
833	Tommy bahama	3/8/2019 1:44	
834	DeMarcus Benning	3/8/2019 1:46	
835	Tony Purtscher	3/8/2019 1:46	
836	Andrew St Pierre	3/8/2019 1:48	
837	Mel loncaric	3/8/2019 1:49	
838	David Williams	3/8/2019 1:52	I think it sad when life is loss anytime but when it can be prevented. I stand with Shun.
839	Tony	3/8/2019 1:55	
840	Austin Pearson	3/8/2019 2:04	
841	Cole	3/8/2019 2:06	
842	Thomas C Sanders Jr	3/8/2019 2:07	I am also a cyclist
843	Joseph Thompson	3/8/2019 2:09	
844	Mallory Lashkoff	3/8/2019 2:12	
845	Reginia klamner	3/8/2019 2:35	Pedestrians and cyclists need safe travel, and there is no room on tiny two lane roads for them . You must have safe alternative! It is also unfair unnecessary strain and stress on drivers.
846	Lisa Holden	3/8/2019 2:38	
847	Helen Kahn	3/8/2019 2:44	
848	Bryce	3/8/2019 2:46	
849	LauraLee Storey	3/8/2019 2:59	

850	Cathy Coakley	3/8/2019 3:03	
851	Tracy Dixon	3/8/2019 3:11	
852	Amanda McDonald	3/8/2019 3:16	
853	Shirley schlesener	3/8/2019 3:17	
854	Corey Oiesen	3/8/2019 3:18	
855	Caitlin Detter	3/8/2019 3:27	
856	Zac Detter	3/8/2019 3:29	
857	Gabby	3/8/2019 3:29	
858	Meghan Fonseca	3/8/2019 3:30	
859	Lesly welsh	3/8/2019 3:31	
860	Sheryl Loomis	3/8/2019 3:34	
861	Brianne Ryan	3/8/2019 3:35	
862	Jaime Gutierrez	3/8/2019 3:41	For Joshy
863	Maria Aguado	3/8/2019 3:42	For Joshy
864	Kristal Caballero	3/8/2019 3:47	
865	Melissa Norvise	3/8/2019 3:55	
866	Veronica ruiz	3/8/2019 4:02	
867	Ivonne Mercado	3/8/2019 4:03	
868	Mark Kadubec	3/8/2019 4:08	
869	Stephanie Kaona	3/8/2019 4:20	
870	Ikelia	3/8/2019 4:28	
871	cade martin-hansen	3/8/2019 4:31	
872	Mark Rose	3/8/2019 4:33	
873	Ashley F	3/8/2019 4:37	
874	Sheila McDaniel	3/8/2019 4:38	Yes!
875	Elizabeth Freitas	3/8/2019 4:38	
876	Sarah Woodruff	3/8/2019 4:38	
877	Denise Meehan	3/8/2019 4:38	We don't want any more pedestrians being hurt or killed. Please take care of this.
878	Mark Gravett	3/8/2019 4:40	
879	Cindy	3/8/2019 4:50	
880	Michael Barger	3/8/2019 4:50	
881	Sally Beck	3/8/2019 4:51	
882	April Martin-Hansen	3/8/2019 4:52	
883	Daniel	3/8/2019 4:58	
884	Anna Bosch	3/8/2019 5:09	
885	Laura	3/8/2019 5:10	
886	Natalie	3/8/2019 5:10	<3
887	Nancy Gerdt	3/8/2019 5:11	
888	Paloma Auldridge	3/8/2019 5:14	
889	Amanda Micheletti	3/8/2019 5:15	
890	Tina	3/8/2019 5:16	
891	Junius Arrington	3/8/2019 5:21	
892	Allison	3/8/2019 5:24	
893	Dimitris tsatalos	3/8/2019 5:25	All prayers for you and your family.
894	Bree	3/8/2019 5:25	

895	Julee	3/8/2019 5:25	Please help make highway 9 a safer place for pedestrians and commuters - it's terrifying to try and walk or bike on it
896	Sally J Hansen	3/8/2019 5:27	Safety on highway 9 in Felton for pedestrians and bicyclists needs to be a top priority.
897	Paulina	3/8/2019 5:27	
898	Sonja Hedstrom	3/8/2019 5:28	
899	Josh Griffin	3/8/2019 5:33	
900	Joe	3/8/2019 5:35	
901	Matthew Harris	3/8/2019 5:35	
902	Dylan	3/8/2019 5:36	
903	Nicholas Cole	3/8/2019 5:36	
904	Tara Blue	3/8/2019 5:36	
905	Jack Karl	3/8/2019 5:36	
906	Lenore Grant	3/8/2019 5:36	
907	W Scruggs	3/8/2019 5:36	make the path or else
908	Dina Torres	3/8/2019 5:43	
909	Robyn De Leon	3/8/2019 5:45	
910	Stephanie Kniffin	3/8/2019 5:51	
911	Karen Watkins	3/8/2019 5:57	The stretch of Highway 9 from El Solvo Heights Drive all the way to Felton has always been a dangerous one due to the proximity of the 3 SLV schools to the highway and the narrow shoulder. Kids always walk from the schools to Felton on both sides of Highway 9, particularly in the southbound direction. It is unbelievably narrow and hazardous. Even though construction through that stretch would be a tremendous cost and cause awful traffic headaches, I support a solution that would widen the pedestrian and bike path to make it safer along that stretch.
912	siobhan galleguillos	3/8/2019 6:00	
913	Noelle Lampe	3/8/2019 6:02	
914	Dingus	3/8/2019 6:04	
915	Christina benavidez	3/8/2019 6:10	
916	Nathaniel C Lee-Luders	3/8/2019 6:10	Please prioritize safe transportation. Pedestrian and human powered vehicular travel must be protected.
917	PT	3/8/2019 6:18	
918	Kell Torres	3/8/2019 6:18	
919	Jenna Francis	3/8/2019 6:19	
920	Kimberly webster	3/8/2019 6:20	
921	Angie Fry	3/8/2019 6:26	
922	Paul Keim	3/8/2019 6:29	
923	Alesa Hefner	3/8/2019 6:42	Please!
924	Christina Coleman	3/8/2019 6:49	
925	Kay	3/8/2019 6:50	Let's make this highway safer !

926	Charlotte Rose Howard	3/8/2019 6:52	My brother should be here to play with and protect me. But died due to the less than safe walkways provided by Caltrans throughout hwy 9. Joshy was killed by a local boulder creek driver. There is no room for driver error you must 100% vigilant when operating a vehicle that can take a life.
927	Leo	3/8/2019 6:55	
928	Leo	3/8/2019 6:56	
929	Aubrey Hogeman	3/8/2019 6:57	
930	Muno	3/8/2019 6:57	
931	Mcfleming	3/8/2019 6:58	
932	Brickbat	3/8/2019 6:58	
933	Kathy St John	3/8/2019 6:59	Such a shame! We need a change to make this road safer.
934	Hutton	3/8/2019 6:59	
935	Ian Morris	3/8/2019 6:59	
936	Cloe	3/8/2019 7:00	
937	Casee Tittle	3/8/2019 7:06	
938	Dannette Barefield	3/8/2019 7:06	
939	Nettie DeTro	3/8/2019 7:07	
940	Josh howard	3/8/2019 7:07	I no longer can take walks in the forest, I can no longer feel my mom's smothering hugs, I can no longer see my friends at school jobs or an roaring camp Who will look after my mom and sisters they need me and I them. I was just 22 going to school working multiple jobs and being a family man to my mom and little sisters. I loved my life and was 100% happy as it was going forward then one day all the happiness ended for me and my family all due to a careless driver on a hwy which is not design for the human behind vehicle lasp's in judgment and was that for myself my future life, dreams, goals and my mama's baby boy who she still snuggled with, my two littles big protecting brother, all gone shattered by carelessness that should have long been prevented.
941	Tina Davey	3/8/2019 7:10	
942	Ryan Shuffield	3/8/2019 7:11	
943	Kyler Pike	3/8/2019 7:11	Please do the same and sign to keep our people safe. This cause is for the greater good, in loving memory of Josh, we will make this happen.
944	Eric Vargas	3/8/2019 7:12	
945	Shandeya hunter	3/8/2019 7:22	

946	Lily June howard	3/8/2019 7:23	I am Lily June Josh's 2 year-old sister. I ask for my Joshy every time I come but mama tells me he is not here, I notice she has tears in eyes, I ask, mama are you said? She responds with a soft yes followed by cry of I miss my baby. I hug her and rub her back with my little chubby hand. I know I will forget this little conversation and the next day I will ask my mama again where's Joshy and I see the same tears an receive the same answer. I wish I could remember not to keep asking this question as it brings mama such sadness and emptiness in her normally bright green eyes. I just wonder where my Joshy is and why. Do you know..
947	Lacie Truett	3/8/2019 7:23	
948	Marilyn Brzozowski	3/8/2019 7:26	Joshy was a dear friend and his tragic accident is a beacon of how desperately our town needs this help.
949	Dana Cairo	3/8/2019 7:31	
950	Miesha	3/8/2019 7:32	
951	Kylee	3/8/2019 7:32	
952	Marissa M	3/8/2019 7:33	
953	Jazmine	3/8/2019 7:36	
954	Desirea	3/8/2019 7:37	Something needs to be done
955	Collin ringer	3/8/2019 7:38	
956	Alex	3/8/2019 7:40	
957	Jonny	3/8/2019 7:42	
958	Jill	3/8/2019 7:43	
959	Brittany	3/8/2019 7:45	
960	Selena Miller	3/8/2019 7:46	
961	Jones	3/8/2019 7:46	
962	Chris	3/8/2019 7:47	
963	Denis	3/8/2019 7:47	
964	Cheryl	3/8/2019 7:48	
965	Pam	3/8/2019 7:48	
966	Mia garza	3/8/2019 7:48	
967	John	3/8/2019 7:48	
968	Mike	3/8/2019 7:49	
969	Xandra Rivera	3/8/2019 7:49	
970	Soto	3/8/2019 7:49	
971	Joe	3/8/2019 7:50	
972	Johnny	3/8/2019 7:50	
973	Sharon	3/8/2019 7:52	
974	Humberto	3/8/2019 7:52	
975	Mike	3/8/2019 7:53	
976	Sam Page	3/8/2019 7:53	
977	Tony Jefferson	3/8/2019 7:54	
978	Trina powell	3/8/2019 7:56	
979	Justin Bates	3/8/2019 7:59	
980	Carol	3/8/2019 8:10	



981	Tyler	3/8/2019 8:32	
982	Johnny	3/8/2019 8:43	I support change
983	Mary Lou Tumminelli	3/8/2019 8:47	
984	Darren Ferreira	3/8/2019 9:01	
985	Theresa Siri	3/8/2019 9:39	
986	Nadia vargas	3/8/2019 9:40	
987	SUSAN HITCHEN	3/8/2019 10:48	I was shocked and saddened by this tragic accident I hope something can be done soon to make this area safe
988	Erika Robertson	3/8/2019 11:22	
989	Mary Roderick	3/8/2019 11:34	
990	Carly Christiansen	3/8/2019 12:25	
991	Sergio Galindo	3/8/2019 12:47	Let's make this happen!
992	Mark Hansen	3/8/2019 12:51	
993	Mary Andersen	3/8/2019 12:54	
994	Melissa	3/8/2019 13:24	Rip
995	Natalie McKinney	3/8/2019 13:28	
996	Elaina	3/8/2019 13:32	
997	Ashley Ryckman	3/8/2019 13:42	
998	Carol	3/8/2019 13:48	
999	Samantha Seymour	3/8/2019 14:03	
1000	Chris seymour	3/8/2019 14:10	
1001	Robert Quinn	3/8/2019 14:11	
1002	Chris Gudnason	3/8/2019 14:19	
1003	Stephanie Cabrera	3/8/2019 14:27	
1004	Heather Reaves	3/8/2019 14:33	
1005	Heidi harris	3/8/2019 14:55	Scotts valley is building sidewalks all over the city. SLV is always last to get public services. We need to be made a priority before anyone else is hurt or killed.
1006	Philip Treptow	3/8/2019 15:03	
1007	Michelle Gutmann	3/8/2019 15:09	
1008	Sue Sutherlin	3/8/2019 15:10	
1009	Laila Green	3/8/2019 15:16	
1010	Michele Mosher	3/8/2019 15:22	This is vitally important to our community.
1011	Robin Thorn	3/8/2019 15:23	
1012	Angela Rose	3/8/2019 15:24	
1013	Xan Daven	3/8/2019 15:25	
1014	Tiffany T	3/8/2019 15:29	
1015	Melissa Stockton	3/8/2019 15:35	Bicyclists and Pedestrians alike need safer passage through SLV. I live in SC and teach on the SLV tri-campus. Every time I ride my bike, I worry about being hit by a distracted driver. We need to better safeguard those who walk, run, and pedal.
1016	Megan Kueny	3/8/2019 15:35	
1017	Michael Barnes	3/8/2019 15:44	
1018	Kristin praly	3/8/2019 15:45	
1019	Melany Herrera	3/8/2019 15:47	

1020	Melissa Whitney	3/8/2019 15:54	when I voted for this money to come to our county, my specific desire was for that exact area to be addressed
1021	Carlina Grillo	3/8/2019 16:01	This should've been done long ago
1022	Matt and Stacy McMilla	3/8/2019 16:15	
1023	Randi Weston	3/8/2019 16:23	
1024	Janeen Bond	3/8/2019 16:23	
1025	Rajan Khokhar	3/8/2019 16:29	
1026	Kirsten Hill	3/8/2019 16:30	
1027	Nancy Macy	3/8/2019 16:31	We are so sorry for this young man and hope that improvements can be made the highest priority.
1028	Muirin	3/8/2019 16:43	
1029	Taylor Haugen	3/8/2019 16:45	
1030	Jim East	3/8/2019 16:53	let's do it
1031	Jennifer	3/8/2019 17:15	
1032	Alexis Krostue	3/8/2019 17:27	
1033	Paul Norcutt	3/8/2019 17:32	
1034	Amber S	3/8/2019 17:36	
1035	Adriano Odello	3/8/2019 17:40	
1036	Angelica Stretch	3/8/2019 17:58	
1037	Esther McDonald	3/8/2019 18:04	
1038	Brandon Chaney	3/8/2019 18:11	I send my love and prayers to the victim's family :)
1039	Leslie Haddad	3/8/2019 18:13	
1040	Hannelore Kieser-Degua	3/8/2019 18:35	My heart goes out to Josh's family and friends. We need pedestrian and bicycle paths to make sure this never happens again!
1041	nina	3/8/2019 18:50	
1042	CINDY Erwin	3/8/2019 19:05	This should have been down along time ago to avoid the heartache this loving family is going through
1043	James Weller	3/8/2019 19:14	Do the right thing.
1044	Sarah	3/8/2019 19:16	I think there should be safe walkway and bike lines on hwy 9
1045	Nancy Banda	3/8/2019 19:34	
1046	Alia Rafiq	3/8/2019 19:54	
1047	Jane Mio	3/8/2019 20:20	
1048	Linda K Moore	3/8/2019 20:20	The safety of our community should be paramount to all government and public agencies in and working in, Santa Cruz County.
1049	Susan Kirk	3/8/2019 20:22	Why do we always wait until tragedy strikes to do the obvious right thing?
1050	Daniela Luna	3/8/2019 20:28	
1051	Lanette Kuhr	3/8/2019 20:36	It's only going to get worse. Please don't wait until it happens again.
1052	Ana Hackman	3/8/2019 20:54	
1053	Melissa Prucha	3/8/2019 21:01	
1054	Sam Cartelli	3/8/2019 21:08	
1055	Robbin stone	3/8/2019 21:32	
1056	Becky Hughes	3/8/2019 22:09	

1057	Elizabeth Watson	3/8/2019 22:16	
1058	Pamela Sue Freitas	3/8/2019 22:17	Please make this our top priority and dedicate this safe route in Josh Howard's memory. Thank you
1059	Theresa M Kellgreen	3/8/2019 22:37	
1060	Dan Gould	3/8/2019 22:44	
1061	Marlee Amos	3/8/2019 22:52	I really hope this happens and I am so sorry for the loss of josh
1062	Lisa Robinson	3/8/2019 23:05	
1063	Ellen Sweeney	3/8/2019 23:07	
1064	Johanna McCormick	3/8/2019 23:22	
1065	Susan King	3/8/2019 23:23	
1066	Makayla	3/8/2019 23:26	
1067	Janiya	3/8/2019 23:29	
1068	Masha Fellman	3/8/2019 23:55	Because this is a route to a school, it should be a very high priority.
1069	Masha Fellman	3/8/2019 23:56	Because this is a route to a school, it should be a very high priority.
1070	Heather C Chinello	3/9/2019 0:12	
1071	Diana Hobson	3/9/2019 0:32	Diana
1072	Carrie Cambron	3/9/2019 0:51	Josh sounds like he was a wonderful young man. What a horrible tragedy. My deepest sympathy to his mother and family.
1073	Michele Mccarthy	3/9/2019 1:05	
1074	Sean Harper	3/9/2019 1:05	
1075	Gretchen Heimsoth	3/9/2019 1:06	This is beyond needed
1076	Carol Christensen	3/9/2019 1:14	
1077	Dylan	3/9/2019 1:29	
1078	Matthew Karpinski	3/9/2019 1:29	
1079	alan j denny	3/9/2019 1:32	
1080	kara hoffman	3/9/2019 1:48	
1081	Cecillia Radl	3/9/2019 1:53	
1082	Michal Lauren	3/9/2019 1:58	
1083	Jennifer Granado	3/9/2019 2:09	
1084	Lily Mazon	3/9/2019 2:21	
1085	Richard Gonzalez	3/9/2019 2:34	I moved here October and have seen many times where pedestrian and bicyclist were close of being hit at this area. Some type of barriers NEED to be placed to protect the pedestrians.
1086	Robert Blair	3/9/2019 2:40	
1087	Cyndi Miller	3/9/2019 2:41	So many, have no choice, but to walk along Highway 9. Please, please, make this project a top priority.
1088	Jennifer Solan	3/9/2019 2:43	
1089	Jeffrey L Shumway	3/9/2019 2:43	
1090	Coco McAuliffe	3/9/2019 2:49	
1091	Gloria Reed	3/9/2019 2:50	I feel for this family and the driver. I have myself been startled and close to pedestrians on my commute on 9. So unsafe

1092	E Marzili	3/9/2019 2:51	
1093	James Pike	3/9/2019 3:10	
1094	David	3/9/2019 3:26	
1095	Chuck Rogers	3/9/2019 3:31	
1096	Roberta M Gutierrez	3/9/2019 3:41	
1097	Margie Parrish	3/9/2019 3:45	
1098	Melissa Oliver	3/9/2019 3:47	
1099	Nancy Ames Swan	3/9/2019 4:22	
1100	Michelle palacios	3/9/2019 4:25	
1101	Jim Bahn	3/9/2019 4:49	The latest victim of highway 9, so sad. Does anyone remember the 14 year old student killed in July 2009 or the young lady killed in May 2007, both on highway 9?
1102	Vanessa Applegate	3/9/2019 4:51	
1103	Janyce Cornwell	3/9/2019 4:53	For Joshy
1104	julie mascarenhas	3/9/2019 5:02	
1105	Ryan Masters	3/9/2019 5:02	
1106	Cheryl Markham	3/9/2019 5:12	My now adult children spoke of the dangers when they and their friends had to walk along highway 9 to get to and from the high school. There should be safe multi-use paths near the high school and also from the intersection of Graham Hill Road to Henry Cowell Park entrance.
1107	Sara Feldkamp	3/9/2019 5:32	
1108	Sunny Passmore	3/9/2019 5:38	Please make our roads safer for pedestrians.
1109	Charles Winser	3/9/2019 5:49	
1110	Sara Youhas	3/9/2019 5:49	
1111	Andrea Bytheway	3/9/2019 5:50	
1112	Jessica Woodhead	3/9/2019 5:58	
1113	Ryan Heron	3/9/2019 5:59	
1114	ANNA W CEBRIAN	3/9/2019 6:11	
1115	Cindy Convisser	3/9/2019 6:37	
1116	Belinda Haghighi	3/9/2019 6:41	
1117	Holly Angell	3/9/2019 6:46	
1118	Brittany Clark	3/9/2019 7:24	
1119	Lydia Bsnaga	3/9/2019 7:56	I signed and support this petition and hope top priority would be given to start the project and help prevent another accident likely to happen.
1120	Carol Balch	3/9/2019 7:59	
1121	Lisa Deutsch Harrigan	3/9/2019 8:08	Make highway 9 safe.
1122	Alex Peláez	3/9/2019 8:29	
1123	Valerie Wildflower	3/9/2019 11:42	PLEASE PLEASE MAKE A SAFETY ZONE! WHEN I WENT TO SLV, OVER 20 YEARS AGO, IT WAS A SAFETY ISSUE THEN! PLEASE WAKE UP AND REALIZE HOW BAD THAT STRETCH IS! WHEN I SEE THE KIDS WALKING THAT STRETCH, I AM ALWAYS AFRAID FOR THEM! PLEASE HELP OUR YOUTH SURVIVE WALKING HOME. THANK YOU.

1124	James Hamre	3/9/2019 11:46	HELP MAKE 9 SAFE FOR THE LIVES THAT HAVE TO WALK THAT PART OF 9 EVERY DAY! WHEN I WENT TO SLV SCHOOL OVER 30 YEARS IT WAS UNSAFE THEN. WE ARE SO FAR INTO TECHNOLOGY THAT WE CAN'T MAKE A SAFETY ZONE FOR PEDESTRIANS? DOESN'T SEEM RIGHT!
1125	Hollianne McClure	3/9/2019 12:07	
1126	Heather	3/9/2019 12:08	
1127	Vanessa Jauregui	3/9/2019 12:15	
1128	Shannon Phleger	3/9/2019 12:29	
1129	Jeri Lynn Edgemon	3/9/2019 13:13	
1130	Wendy Frier	3/9/2019 13:16	All of us are scared for ourselves and especially our children. They can't walk or bike anywhere due to the lack of a safe space.
1131	Aura Jewell	3/9/2019 13:22	Aura
1132	Lynette Robertson	3/9/2019 13:36	
1133	Angie Christine	3/9/2019 14:07	
1134	Nikki Ortiz	3/9/2019 14:29	
1135	Christopher Garcia	3/9/2019 14:52	My boys love walking to town, and a safer passage for them would make that more possible.
1136	James Clarke	3/9/2019 15:04	For Josh
1137	Peg McGuire	3/9/2019 15:12	
1138	Alfred Ramirez	3/9/2019 15:15	
1139	Katie Amos	3/9/2019 15:27	
1140	Amanda Grove	3/9/2019 15:37	
1141	Vicki Chavez	3/9/2019 15:58	
1142	Anne G	3/9/2019 16:01	
1143	Inez Liu	3/9/2019 16:17	
1144	Ronald Bourret	3/9/2019 16:18	My son walks home on Highway 9 from the high school quite frequently. We need a safe option!
1145	Adele Watkins	3/9/2019 17:11	Keep our citizens safe.
1146	Gracie Hoff	3/9/2019 17:13	This is very sad. Some changes need to be made immediately.
1147	Ed James-Beckham	3/9/2019 17:20	Middle and high school students walk and run along this route every weekday, often at commute times. It is an area where many autos are driven at unsafe speeds and I worry for the people on the side of the highway when I see them. Please make this route safer for pedestrians and cyclists, especially for the children in our community who have little choice but to risk their lives on the side of the highway to get to and from school.
1148	Christopher Menge	3/9/2019 17:35	
1149	Dylan Fetzer	3/9/2019 17:39	
1150	Mary Sullivan-White	3/9/2019 17:45	
1151	Adam Evans	3/9/2019 17:53	
1152	Sheila De Lany	3/9/2019 17:56	Highway 9 Safety is a serious issue!
1153	Maura Zink	3/9/2019 18:00	
1154	Annette Meddaugh	3/9/2019 18:10	



1155	Nicholas S Mangrum	3/9/2019 18:14	I used to walk that same path every day as a kid home.
1156	Corrine Avina	3/9/2019 18:20	
1157	Jeffrey Aubin	3/9/2019 18:47	
1158	Juliette Wade	3/9/2019 19:26	
1159	Autumn Sun	3/9/2019 19:41	
1160	Howard James Shepherd	3/9/2019 19:49	
1161	Howard Shepherd	3/9/2019 19:51	
1162	sarah wildflower	3/9/2019 20:07	
1163	Tamara Slaten	3/9/2019 20:07	Why hasn't there been any kind of traffic light, safety area for pedestrians yet? This is just ridiculous. It needs to be a thing Now
1164	Michael Hendricks	3/9/2019 20:34	Josh was my friend. :(
1165	Gregg s	3/9/2019 20:39	
1166	Tauraley	3/9/2019 20:49	This needs to be a top priority.. especially with so many kids walking to and from school!
1167	Rita McCue	3/9/2019 20:57	
1168	Gina C	3/9/2019 22:04	
1169	Julie Horner	3/9/2019 22:33	
1170	patricia a duffy	3/9/2019 22:36	lets get this done...SOON
1171	Linda skeff	3/9/2019 22:36	
1172	Barbara Hanson	3/9/2019 22:42	Please require/suggest a daylight lights on safety zone for motorists, bikes and pedestrians from Paradise Park to Bboulder Creek on hwy 9.
1173	Carol Childers	3/9/2019 22:45	
1174	Bill Burton	3/9/2019 22:57	My dad saved the Covered Bridge roof for another 100 years, with intent to connect historic routes to today's uses. I would like a trail system that includes this bridge route. In the 1970s a proposal for a bike pedestrian trail along old railroad routes through the San Lorenzo Valley was initiated. Essentially this would be a trail on the east side of the river from Felton to Ben Lomond, along Railroad Ave along the way, and a pedestrian bridge toward the high school. Many would still be alive if we were to build such a route. It is still possible.
1175	Jon Neff	3/9/2019 22:59	
1176	Cory reedy	3/9/2019 23:08	
1177	Stephanie Knoop	3/9/2019 23:13	I am strongly in favor of safer walking paths along the school and library routes in Felton. In addition to dangerous sections of highway 9, it is additionally imperative that the crosswalk at Felton-Empire and Gushee be improved to have flashers prior to the downhill curve that cars come barrelling down before the old library. As more residents come to use the new library, this intersection, which has caught my own daughter in dangerous crossing situations, be improved to prevent another sad casualty.

1178	Pamela J Clements	3/10/2019 0:35	I am a driver, cyclist, and pedestrian. As a driver, I am constantly aware of the fact that I have more power than cyclists or pedestrians, and that this means that I am responsible for respecting their right-of-way. The same goes for respecting pedestrians when I'm on my bike. My safety as a pedestrian has been severely disregarded many times in the past 10 years, with two nearly fatal incidents. We most certainly need greater safety measures to protect cyclists and pedestrians, yet we also need to include a public safety awareness campaign. Drivers and cyclists, both, must slow down, respect the laws of transit, and be more mindful. Santa Cruz had the highest rate of cyclists killed by vehicles in the state. This is outrageous.
1179	Virginia Vaquero	3/10/2019 1:21	Cal Trans....yes...it is difficult but dang it...we got a train, bikes, pedestrians and vehicles all operating in one location...it deserves some creative problem solving!
1180	James Cieloha	3/10/2019 2:40	
1181	Yebonya Collins	3/10/2019 2:41	
1182	Alison Stern	3/10/2019 2:50	As a Crossing Guard I take this kind of safety project deeply to heart and the protection of the kids to get to school should be at the communities top priorities too!
1183	Kelly	3/10/2019 3:51	
1184	SHARON OSGOOD	3/10/2019 3:52	Please!
1185	Kirsten Balducci	3/10/2019 4:19	
1186	Lindsey A Mansfield	3/10/2019 4:31	
1187	Monica lehmann	3/10/2019 6:19	
1188	Elizabeth LaBruzzo	3/10/2019 6:34	
1189	Summer Mangrum	3/10/2019 7:16	
1190	Kenan Duman	3/10/2019 9:38	Great
1191	Julia Rigby	3/10/2019 10:50	RIP Joshy xx
1192	Robert Churchill	3/10/2019 16:52	
1193	Julia Ordahl	3/10/2019 17:01	
1194	Lisa Arellano	3/10/2019 17:21	
1195	Mark Becker	3/10/2019 17:27	Please move forward on this project and the tri-campus portion ASAP to prevent future tragedies. Thank you.
1196	Kris Taylor	3/10/2019 17:37	This is a State highway and there is no excuse for not allocating Caltrans resources to keep ped/bike traffic safe from Felton to Boulder Creek. Not everyone owns a car or is old enough to drive. Bus stops are miles apart and all other options off the highway means trespassing on private property. Unacceptable.
1197	Dennis Lippitt	3/10/2019 17:48	
1198	Rebecca Bahn	3/10/2019 18:04	
1199	Toni Bondello	3/10/2019 18:41	So sorry to hear about this tragedy, Ross. My heart goes out to you and your family. Something needs to be done immediately before anyone else has to suffer this grief.
1200	Tami Caldwell	3/10/2019 18:43	

1201	Lynn Gold	3/10/2019 20:09	I grew up in a similar neighborhood on the east coast and was always terrified when I had to walk to catch the bus. You never knew when someone would be driving and not see you. :-(
1202	Tori Palmer	3/10/2019 20:09	This section of road needs to have a safe sidewalk for school kids and everyone to walk on! I have walked that stretch of road many times and it is beyond scary!
1203	Jonny McGarry	3/10/2019 20:56	
1204	Tom Fredericks	3/10/2019 21:32	With new library branch soon to open, safe pedestrian/cyclist path for the 1 mile distance along hwy9 from SLV elementary, middle school, high school campus to new library after school programs should be RTC plan very top priority
1205	Laurel Siroky	3/10/2019 21:57	
1206	Chandra Kotarski	3/10/2019 22:42	Much Needed..RIP Josh
1207	Michelle Zubey	3/10/2019 23:02	
1208	Kathryn McCarty	3/11/2019 2:52	
1209	Michael Bitsko	3/11/2019 3:04	
1210	Marlene	3/11/2019 3:38	
1211	Johnny RyN	3/11/2019 3:43	Seperate bikes and pedestrians from traffic on highway 9. Reduce vehicle congestion by creating a safer alternative route to bike or walk in the hwy 9 corridor. Seems like something everyone would stand behind.
1212	Brandy Escott	3/11/2019 3:46	Let's protect the pedestrians in our community. This stretch of road is so narrow. Very dangerous.
1213	Ryan	3/11/2019 4:08	So sad. I appreciate the memorial %0Billboard%0going north on highway 9 where this happened. We need to come together as a community and never let this happen again. Too many deaths these past years on our mountain roads. My heart goes out to this young mans family
1214	Karen Boselly	3/11/2019 4:10	
1215	Erin Barrett	3/11/2019 5:12	
1216	Alaina Boys	3/11/2019 5:58	This is for you, Joshy. We miss you.
1217	Rachel Young	3/11/2019 6:35	
1218	Roxanne Heyns	3/11/2019 7:26	
1219	Vicky Allen	3/11/2019 15:35	
1220	Steve v	3/11/2019 16:11	Lets keep it safe for cyclists too!
1221	Helena Quixada	3/11/2019 16:37	
1222	Ginny Robbins	3/11/2019 16:48	
1223	Linda Gorin	3/11/2019 16:49	What a tragedy! The #1 focus for Felton should be a safe corridor on Hwy 9 for everyone.
1224	Lauren Krikke	3/11/2019 18:09	
1225	Stacy Newsom Kerr	3/11/2019 22:20	Make this the top priority for regional transportation upgrades. And move on it quickly...before someone else gets hurt.
1226	Robby Venzon	3/12/2019 0:21	
1227	Nanci J Ryker-Judd	3/12/2019 1:55	This has been needed for so long!

1228	PJ McAlister	3/12/2019 2:41	Maybe pedestrian bridge ??? And think how lucky school kids have been Make Hwy 9 safe
1229	Roxann morrill	3/12/2019 6:04	
1230	Marvin Del Chiaro	3/12/2019 7:57	Absolutely heartbroken.
1231	Michael L	3/12/2019 13:50	
1232	Inge Weber	3/12/2019 15:09	
1233	Alexa Lakey	3/12/2019 17:19	
1234	Raelynn Rosa	3/12/2019 19:50	
1235	Laurie Struthers	3/12/2019 19:53	
1236	sean wharton	3/12/2019 20:14	this again is an unnecessary loss of life along our state highway.....the state needs to solve it yesterday...not tomorrow.
1237	Joachim Deguara	3/13/2019 1:41	
1238	Joseph Chavez	3/13/2019 3:19	
1239	Terri Williams	3/13/2019 6:36	Yes! Count me IN. I Vote
1240	The FitnessGram Pacer	3/13/2019 13:15	The FitnessGram Pacer Test is a multi-stage aerobic capacity test that progressively gets more difficult as it continues. The 20-meter Pacer test will begin in 30 seconds. Line up at the start. The running speed starts slowly, but gets faster every minute after you hear this signal: *music* A single lap should be completed every time you hear this sound: *music* The second time you fail to complete a lap, your test is over. The test will begin on the word "start". Ready? Set? Start.
1241	Jon lysons	3/13/2019 20:52	Protect the people please
1242	Brenda perry	3/13/2019 22:07	
1243	STEVEN FREITAS	3/13/2019 22:39	This area is extremely dangerous and should have been addressed long ago. I do not recall a solution to this specific area in the RTC plan. Why not?? The area from the schools to Felton needs a lot more attention.
1244	Inga Knudson	3/14/2019 0:32	
1245	Benjamin Laughter	3/14/2019 1:15	
1246	Sandy Apples	3/14/2019 4:32	
1247	Tiffany Schmidt	3/14/2019 7:06	We need to start valuing lives over convenience.
1248	Stacy Rose	3/14/2019 8:16	
1249	Nicole Kalama	3/14/2019 9:18	
1250	carol saffen	3/14/2019 13:29	
1251	Kelly Wilson	3/14/2019 13:31	
1252	Leslie howard	3/14/2019 14:10	
1253	STEVEN ROOKS	3/14/2019 15:07	All pedestrians need a safe place to walk on Hwy 9. Fix it.
1254	Debbie Rice	3/14/2019 15:09	
1255	Jane E Simpson	3/14/2019 15:54	
1256	Kristine Groves	3/14/2019 18:44	
1257	Katie Giannini	3/14/2019 21:36	
1258	Keira Mulder	3/14/2019 21:39	
1259	Marcia StClair	3/15/2019 1:18	Please follow through and solve this problem.

1260	JoAnn Tennent	3/15/2019 3:59	This should've been done years ago lots of people of been hit on Highway nine not safe
1261	Debbie Hunt	3/15/2019 4:00	
1262	Jeremy Morrill	3/15/2019 6:07	
1263	Majid Mirmohamadi	3/15/2019 6:08	
1264	Helen Dorodian	3/15/2019 6:08	
1265	Farzin Shafeiti	3/15/2019 6:09	
1266	Billy Wolfenbarger	3/15/2019 6:09	
1267	Hana elkamash	3/15/2019 14:31	
1268	max borowy	3/15/2019 16:06	good
1269	Nils Tikkanen	3/15/2019 17:50	
1270	Curt Simmons	3/15/2019 17:57	The lack of a safe place to walk or bike along Hwy 9, especially close to downtown Felton, is a disgrace. We can do better. We must do better.
1271	Sadie Phillips	3/15/2019 18:03	
1272	Daniel J Kostelec	3/15/2019 18:09	
1273	Susan Jacobs	3/15/2019 18:12	
1274	Omar Fabian	3/15/2019 18:13	
1275	Domate B	3/15/2019 18:14	
1276	Kevin Karplus	3/15/2019 18:24	
1277	Monica pielage	3/15/2019 18:46	
1278	Mike L	3/15/2019 18:51	
1279	Manu Koenig	3/15/2019 19:10	RIP Josh. While I didn't know him personally, if the Christmas Tree in this photo is any indication, Josh was a man of action. We need a solution today, even if it is intermediary. Let's put in these movable, green, reflective bollards on this stretch of road NOW: <a href="https://www.grainger.com/product/3JJA1?gclid=CjwKCAjwmq3kBRB_EiwAJkNDp7KaX1yBb9CAFPuUusJaaWTqJ9WqEUgrgvLeJJA7PHfukiY5vzIDYBoC9OsQAvD_BwE&amp;cm_mmc=PPC:+Google+PLA&amp;ef_id=CjwKCAjwmq3kBRB_EiwAJkNDp7KaX1yBb9CAFPuUusJaaWTqJ9WqEUgrgvLeJJA7PHfukiY5vzIDYBoC9OsQAvD_BwE:G:s&amp;s_kwid=AL!2966!3!281733071168!!!s!476888146029!">https://www.grainger.com/product/3JJA1?gclid=CjwKCAjwmq3kBRB_EiwAJkNDp7KaX1yBb9CAFPuUusJaaWTqJ9WqEUgrgvLeJJA7PHfukiY5vzIDYBoC9OsQAvD_BwE&amp;cm_mmc=PPC:+Google+PLA&amp;ef_id=CjwKCAjwmq3kBRB_EiwAJkNDp7KaX1yBb9CAFPuUusJaaWTqJ9WqEUgrgvLeJJA7PHfukiY5vzIDYBoC9OsQAvD_BwE:G:s&amp;s_kwid=AL!2966!3!281733071168!!!s!476888146029!</a> They can be moved to another dangerous location when the RTC gets funds for more improvements (years from now).
1280	Philips Patton	3/15/2019 19:11	
1281	Jordan Walker	3/15/2019 19:16	
1282	Peter Scott	3/15/2019 19:21	Hope this helps.
1283	f	3/15/2019 19:30	
1284	Marja van den Hende	3/15/2019 19:49	Wishing it would be safer to walk or bicycle into Boulder Creek and the rest of the San Lorenzo Valley!
1285	Cecelia Carrillo	3/15/2019 20:01	
1286	Teri Ruegg	3/15/2019 20:03	Make our streets safe for all
1287	Matt Michaelis	3/15/2019 20:41	
1288	Andy Carman	3/15/2019 21:22	
1289	Angela Barros	3/15/2019 21:33	

1290	Joanne Noce	3/15/2019 21:38	I'm all for Rail and Trail, please keep up the good work for the greater good. Thanks, Joanne
1291	Steve Lustgarden	3/15/2019 21:39	
1292	CARL MICHAEL	3/15/2019 21:45	
1293	Eva Brunner	3/15/2019 22:35	
1294	Therese Ebert	3/15/2019 23:06	We need to make streets safe for pedestrians and cyclists!
1295	Pam N	3/16/2019 0:06	What a shame!! When will walking & cycling be safe???
1296	Marilyn Cahn	3/16/2019 1:08	Marilyn
1297	Julie Langley	3/16/2019 1:42	My sincerest condolences!
1298	Will	3/16/2019 1:48	
1299	Gabriel Andres Wolff	3/16/2019 1:58	
1300	Lisa Russell	3/16/2019 2:28	
1301	Blair Burgess	3/16/2019 2:38	
1302	Deana slater	3/16/2019 2:39	
1303	Robert Reed	3/16/2019 2:43	I would love to see a bike lane on Hwy 9 all the way to Boulder Creek and beyond.
1304	Tony Cockrell	3/16/2019 2:57	I live in Boulder Creek and I am a regular cyclist on hwy 9. It is always precarious and rarely feels safe, but sometimes I rely on my bicycle for getting to work.
1305	Cree	3/16/2019 3:26	Hwy-9 is very dangerous, we need to keep people safe
1306	David Emmons	3/16/2019 4:36	Let is have space for community to walk/bike
1307	Ken Martin	3/16/2019 4:39	
1308	William LeBon	3/16/2019 5:14	
1309	Thomas Nawrocki	3/16/2019 6:36	
1310	Kaite Emmons	3/16/2019 14:13	
1311	Matthew Newsom Kerr	3/16/2019 14:45	
1312	vickie winkler	3/16/2019 15:22	
1313	Kim Corneille	3/16/2019 15:53	
1314	Jeff and Karen Hay	3/16/2019 16:15	
1315	Jessica Petrini	3/16/2019 17:41	
1316	Tommy Hogan	3/16/2019 20:08	
1317	wandis wilcox	3/16/2019 21:08	Safety is paramount
1318	Rev Marc Shargel	3/16/2019 22:05	In fact, Bryan Largay and I first brought the danger of the Highway 9 corridor through Felton to the attention of the County when our children were in Kindergarten. They are now High School sophomores. I warned then that the proximity of cars to pedestrians and cyclists was potentially fatal. I wish I'd been wrong. Everyone, from CalTrans to local government to citizens like me, have failed Josh.
1319	Steve Walker	3/16/2019 22:43	



1320	R'Leen Loving	3/16/2019 23:54	Blood on your hands, irresponsible county officials. Ready to do your jobs yet? Even if not, as usual, do it Now. Another thing, get a bus running from Metro station and a bike path to wherever family court is located, up Empire Grade I believe? A judge told me it's heart-breaking on the drive to court to see parents who lack cars walking, with their young children, on another dangerous stretch of mountain road.
1321	Mamoura slike	3/17/2019 2:31	
1322	David McClure	3/17/2019 3:00	Long long long overdue! Something has to be done to keep our kids, community, and those enjoying the outdoors safe!
1323	Darci Morris	3/17/2019 3:56	
1324	Heidi Fraser	3/17/2019 14:32	Please make our streets safer.
1325	Michelle Varrin	3/17/2019 15:11	
1326	ANN MARIE BUCHOLTZ	3/17/2019 16:34	
1327	MALYN WELLS	3/17/2019 16:35	
1328	Cecilia Stipes	3/17/2019 17:23	
1329	Paula Bertinetti Kutty	3/17/2019 17:39	Students walk to school from south of the light in Felton and cannot avoid this dangerous route. We need sidewalks.
1330	Dave Signor	3/17/2019 18:49	How many injuries are necessary to provide motivation for this? The roads are not safe for peds/bikes because many people drive too fast, are angry and inconsiderate of anyone/anything in their way. They have no patience and are not paying attention.
1331	David	3/17/2019 20:18	Save
1332	Isabel Kelley	3/17/2019 20:25	
1333	Abhyudaya Shrivastava	3/18/2019 1:57	
1334	Catherine Simonidis	3/18/2019 2:37	So sad to hear of this event :( God Bless Josh and his Family ((( <3 )))
1335	Steven Beal	3/18/2019 2:46	It would be great if it were safer along that section of Highway 9.
1336	Katelyn Carson	3/18/2019 2:59	
1337	Myriam	3/18/2019 4:31	
1338	Elise Beal	3/18/2019 4:49	
1339	Nicole Sperling	3/18/2019 5:32	
1340	Tanya Markham	3/18/2019 6:14	This affects my family so I am now aware of the situation and am an advocate for change
1341	Bridgett OShea	3/18/2019 14:08	
1342	Laura	3/18/2019 15:36	
1343	Matt Fate	3/18/2019 16:00	
1344	Danny Brothers	3/18/2019 17:24	
1345	Cathy Brothers	3/18/2019 17:26	
1346	Emmanuel	3/18/2019 22:19	
1347	Lori	3/18/2019 22:54	
1348	Jon Bailiff	3/18/2019 23:13	Ride safe. Drive Safe.

1349	John Johnson	3/19/2019 3:58	I feel that the time has come for pedestrian walkways along the shoulder of Highway 9
1350	Hollie Terrell	3/19/2019 4:03	
1351	Pei Ting Wong	3/19/2019 10:44	
1352	Dawn Silver	3/19/2019 15:20	
1353	Therese Kilpatrick	3/19/2019 16:18	People shouldn't have to die in order for sensible safety infrastructure for ALL road users is implemented.
1354	Jack Brown	3/19/2019 18:07	Stop the idiocy of trying to put a train in Santa Cruz and do some real work providing safe alternative transportation infrastructure for our community.
1355	SeanPaul La Selle	3/19/2019 19:04	Please improved pedestrian and bicyclist safety along Hwy9
1356	terry tiedeman	3/19/2019 21:26	Highway 9 is dangerous and needs to be more pedestrian and bicycle safe. Anyone who bikes on that road is taking their life in their hands. This is unacceptable and needs to be addressed immediately.
1357	Donna Riggs	3/19/2019 22:55	
1358	Jenny Coleman	3/19/2019 23:29	I have a freshman at SLV High and constantly worry about him walking or biking on Hwy 9 - please make it safe for all!
1359	Puc Kingery	3/19/2019 23:44	Happened to get past this scene before the sirens we're even started. I'm still effected by the sight
1360	William English III	3/20/2019 0:49	A beautiful soul that should not have left us so soon.
1361	prefer not to say	3/20/2019 2:10	
1362	bob brown	3/20/2019 2:27	make the %0Ûsafe pedestrian/cyclist route%0Ûproject a top priority and let the community know when work will start on the solution.
1363	Elisia	3/20/2019 3:08	
1364	Cameron Bishop	3/20/2019 4:14	
1365	Constance Gabriel	3/20/2019 14:12	
1366	Danielle Tannourji	3/20/2019 14:27	
1367	Erica Murphy	3/20/2019 14:31	All of Highway is a danger zone for cyclists. Please start with this section and continue. We need safe passage through the valley for cyclist and pedestrians.
1368	Nicholas Moless	3/20/2019 15:28	
1369	Jackie signor	3/20/2019 16:37	
1370	Kathleen Kiyabu	3/20/2019 19:21	
1371	Karla Lewis	3/20/2019 19:32	
1372	Morgan Koch	3/21/2019 2:42	
1373	jennifer harris anderson	3/21/2019 5:09	
1374	Gabriela Salazar	3/21/2019 14:29	Hi all, I live in Felton and it was devastating to hear that a young man had been killed while walking. I often walk along highway 9 for short distances since there are not other options in certain areas. I am interested to help in advocacy, fundraising, or other efforts to make sure that pedestrian and cyclist lanes are installed. Thank you for creating this petition! Gabi Salazar

1375	Linda Marsh	3/22/2019 15:01	
1376	Matt Pasternak	3/22/2019 17:19	RIP Josh, thanks for always showing everyone your happiness and joy everyday. My prayers, love and thoughts go out to your family
1377	Kristin Surber	3/22/2019 19:14	
1378	Leah Tremblay	3/23/2019 14:24	We desperately need this! I am interested in volunteering in any capacity to make this happen.
1379	Hannah Kreger	3/23/2019 17:56	
1380	Kathy Phillips	3/23/2019 21:06	
1381	Sawyer Smith	3/24/2019 4:08	
1382	Alex Marquez	3/24/2019 5:01	in memory of all people who have been injured and/or killed by these types of events.
1383	April Zilber	3/24/2019 16:13	
1384	Kaleena	3/24/2019 16:39	J
1385	Faith Jones	3/24/2019 17:51	
1386	Kelley Davis	3/24/2019 17:53	In memory of Josh, please make this highway safe.
1387	Joann reeves	3/24/2019 17:58	
1388	Astou Mara	3/24/2019 18:01	
1389	Holley Waldrip	3/24/2019 18:03	
1390	Amy Heiple	3/24/2019 18:08	Please make the highway safe.
1391	Amanda Tafoya	3/24/2019 18:16	
1392	Rose McLaughlin	3/24/2019 18:26	
1393	Deborah saracco	3/24/2019 18:26	Make all highways safer
1394	Kennedy anderson	3/24/2019 19:24	
1395	Angie Conradi	3/24/2019 19:27	I agree to this petition .
1396	Robbin Norwood	3/24/2019 20:35	
1397	Annabel Rorden	3/24/2019 21:22	
1398	Brittnay Marron	3/24/2019 22:37	
1399	Candice Silk	3/25/2019 0:10	
1400	Blair Lazarus	3/25/2019 0:58	
1401	Sects	3/25/2019 1:47	Why on earth are people walking on a highway home from school? Why can we not make it safe for them? Would you want your child to have that commute?
1402	Raul Rodarte	3/25/2019 2:59	
1403	Frank Flynn	3/25/2019 4:04	
1404	Dawn Petrus	3/25/2019 9:39	
1405	Rhonda Rucker-Nastase	3/25/2019 12:01	I agree to this petition
1406	Robin Pearce	3/25/2019 15:54	
1407	Nick Zsidisin	3/25/2019 19:53	
1408	Karen Groppi	3/26/2019 0:57	
1409	Joey Hunt	3/26/2019 1:31	
1410	Janet Peckham	3/26/2019 5:03	
1411	Susanne Guth	3/26/2019 8:29	We need safe spaces for happy and healthy pedestrians and bicyclists.
1412	Shane Scarborough	3/26/2019 15:06	

1413	Teri Crawford	3/26/2019 15:47	Support positive changes for pedestrians and bicyclist commuters in the San Lorenzo Valley Hwy 9 in memory of Josh Howard. Thank you for the support to make our community safer.
1414	Sasha Renee	3/26/2019 20:18	
1415	Liza Culick	3/26/2019 22:53	
1416	John Senkier	3/26/2019 23:18	Please improve Graham Hill Road too, from Santa Cruz to Felton
1417	Kaylynn	3/26/2019 23:21	We all miss you josh
1418	Sandy Kosek	3/27/2019 1:03	
1419	Sofia	3/27/2019 1:31	
1420	Dolly Venzon	3/27/2019 1:52	
1421	desirel©	3/27/2019 2:03	
1422	Jazmyn Carungay	3/27/2019 2:16	
1423	Ami	3/27/2019 2:32	
1424	bailey	3/27/2019 3:08	
1425	Elizabeth Garrity	3/27/2019 4:04	
1426	bryn	3/27/2019 5:19	
1427	Gabriel da silva	3/27/2019 7:34	I got hit by a car last year and luckily I folded over the car and landed on my feet unscathed. It was still scary I hope nobody else will have to go through these types of experiences
1428	Sione jones	3/27/2019 8:41	
1429	ali jackson	3/27/2019 11:36	
1430	Rebekah Sousae	3/27/2019 12:49	
1431	Nathaniel Wood	3/27/2019 16:36	
1432	Danielle Hornbuckle	3/27/2019 19:35	
1433	Dimitri Jaumoville	3/27/2019 22:12	Josh Howard is my son. I sadly know nothing will bring him back but I do not want another family to loose someone, the loss is truly unimaginable. Please, we need to put pressure on Reginal Transportation Commission and Cal Trans to make HWY 9 safe for pedestrians, bicyclists and our community children. In honor of Josh Howard.
1434	Saoirse McNulty	3/27/2019 22:19	
1435	Janene Forsyth	3/28/2019 1:25	Janene
1436	Gregory Rauch	3/28/2019 1:30	A safe, appropriately wide bike and pedestrian lane is absolutely needed for both north- and southbound Highway 9, particularly near busy intersections. I have often cycled between Felton-Ben Lomond-Boulder Creek, during non-peak traffic times.... still very challenging!
1437	Mashruba Sayer	3/29/2019 1:55	
1438	zane laster	3/29/2019 14:29	
1439	li	3/31/2019 12:03	
1440	Nanu Miah	3/31/2019 14:00	Bismillah573
1441	asd kihch	3/31/2019 15:49	
1442	Jack Mooney	3/31/2019 22:27	
1443	sam kubishta	4/1/2019 1:40	

1444	Donna Ziel	4/2/2019 20:29	<p>I was in the line of cars slowly passing the scene of the accident as the Paramedic frantically tried to resuscitate the young man. I will never forget the look of anguish on his face as he looked up at one of his co-workers, as if asking for help. I will never forget the face of the man who was being comforted by a young woman as he sat, leaning against the retaining wall. Presumably, he was the driver of the vehicle that struck Josh. Grief and confusion filled his eyes. We must take action to do what we can to prevent an event like this from happening again - for all concerned.</p>
1445	Jim hughes	4/3/2019 3:53	
1446	Sam Hughes	4/3/2019 3:54	
1447	Nick Schimpf	4/3/2019 18:20	
1448	Nancy Aylsworth	4/3/2019 21:08	
1449	Janet Graul	4/3/2019 21:52	