



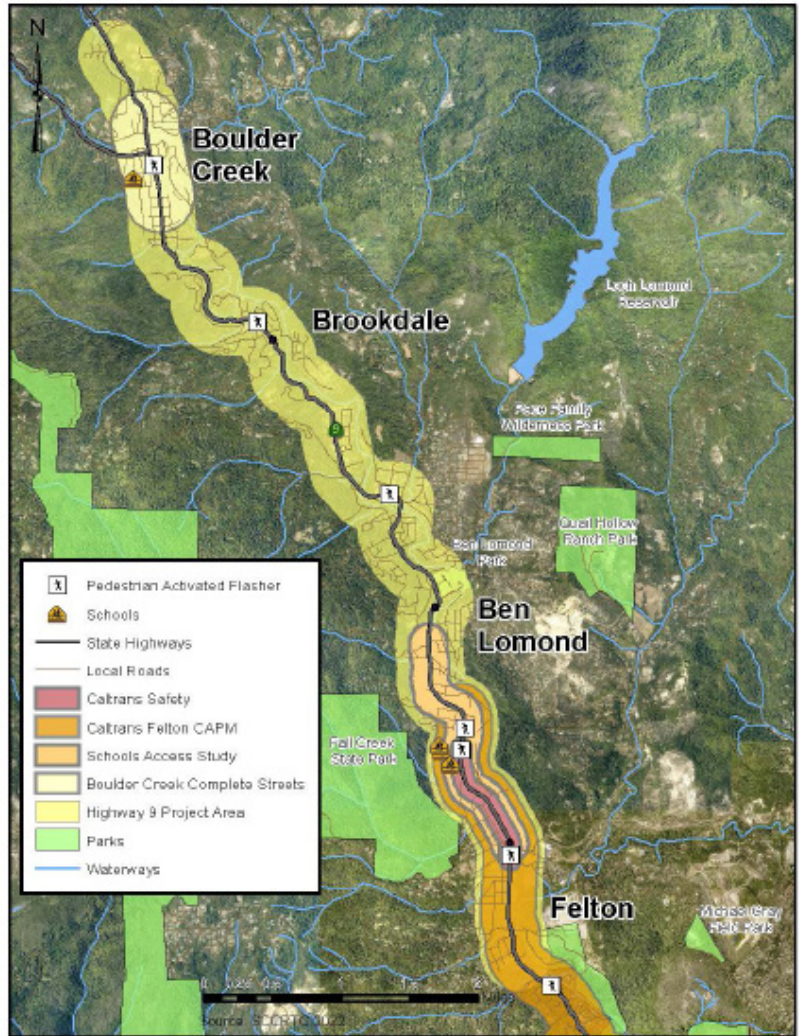
Highway 9 San Lorenzo Valley Complete Streets Program

Project Description

Highway 9 serves as the “Main Street” for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional connection to Silicon Valley. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high crash rates, narrow, steep, and curving roadways, significant gaps in bicycle and pedestrian facilities, a lack of accessible transit stop access, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D allocates \$10 million for projects in the Highway 9 corridor that will enhance safety for residents of the SLV. In 2019, the comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) was approved after two years of collaboration with the community. The SLV Plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The SLV plan focuses on safety for all road users, particularly pedestrians, bicyclists, and those accessing transit; multi-modal access to schools, businesses, parks, and other key destinations.



Total Programming

Total Funding Secured	\$	12.85M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	25M

*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.



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Priority Projects

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Pedestrian safety and visibility improvements; and shoulder widening for bicycles

The SLV plan is being used to secure grants, leverage state funds including SHOPP, and facilitate subsequent design, environmental review, and construction of these and other priority projects.

Project Delivery Strategy

The RTC, Caltrans, County of Santa Cruz, SLVUSD, and METRO are working together to deliver the complete streets projects defined by the community in the SLV Plan. Caltrans constructed the crosswalk improvements that were funded by the Measure D-leveraged Highway Safety Improvement Program (HSIP) funds in 2020.

The State Route 9 Complete Streets Project Initiation Document (PID) was funded by Measure D and covers Caltrans required scoping, estimating, and phasing assessments for the remaining projects in the SLV Plan. Completed in 2022, the RTC is now using Measure D funds to leverage state and federal grants to fund construction of additional improvements.

The RTC secured \$1.5 million in federal funding for Boulder Creek Complete Streets Improvements, in 2023 and is beginning preliminary design and environmental review. The RTC also worked with Caltrans and the SLV School District to complete the SLV Schools Access Study in 2023, a preliminary engineering study to improve circulation to and past the elementary, middle, and high schools for all modes of transportation on Highway 9 north of Felton. This study was funded by a combination of Measure D-leveraged grants and funding from the SLV Unified School District.

The RTC is collaborating on Caltrans funded Safety and CAPM repaving projects. Both of these projects are currently in the Project Approval & Environmental Documentation (PA&ED) phase, with construction expected to be complete in 2025 and 2027, respectively. With funding from competitive grants and Measure D, these projects incorporate many more complete streets and other safety improvements for Felton and the SLV Schools area to the north as defined in both the SLV Plan and the SLV Schools Access Study. These improvements include sidewalks, bike lanes, crosswalk safety improvements, center turn lanes, extended turn pockets, and pedestrian refuge islands, as well as other safety elements running from El Solyo Heights Drive in the north (SLV Middle School) to Redwood Drive in the south (Henry Cowell State Park).

