



MINUTES

Meeting of the
Scotts Valley City Council
Date: September 18, 2024
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference https://us02web.zoom.us/j/83295730901	The agenda was posted on 9-13-2024 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvalley.gov .

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:00 PM.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT: Randy Johnson, Mayor Derek Timm, Vice Mayor Jack Dilles, Council Member Donna Lind, Council Member Allan Timms, Council Member	CITY STAFF MEMBERS PRESENT: Mali LaGoe, City Manager Kirsten Powell, City Attorney Steve Walpole, Police Chief Stephanie Hill, Administrative Services Director Rodolfo Onchi, Public Works Director Taylor Bateman, Community Development Director Cathie Simonovich, City Clerk
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SPECIAL SET MATTER

1. Bike study visit to the Netherlands

Matt Miller, Program Manager for Ecology Action, gave background information about Ecology Action and the bike study delegate trip to the Netherlands in June 2024.

Council Member Dilles, Senior Planner Wikle, and Recreation Division Manager Pfefferkorn were part of this trip and each presented highlights and key takeaways from the lens of their respective positions with the City of Scotts Valley.

Public comment:

- John Lewis, a resident of Scotts Valley, spoke in favor of pedestrian and cycling safety for all, and especially for children.
- Oxo Slayer, a resident of Boulder Creek and one of the delegates on the trip, spoke about his experience on the trip.
- Travis Evans expressed that he is not in support of implementing the ideas learned from the Netherlands trip participants.

COMMITTEE REPORTS

VM Timm attended a meeting of the Association of Monterey Bay Area Governments (AMBAG) where they reviewed the Metropolitan Transportation Budget Improvement Program to ensure that it complies with Title VI. They also voted to move forward with a new Rural Energy Network (REN) within Monterey County and Santa Cruz County, which will enable communities to access government funds for grants towards home improvements (electrical, solar, appliances, etc.)

VM Timm attended the Scotts Valley Chamber of Commerce business meeting where they discussed ways to boost local shopping in Scotts Valley ("shop local"). The Chamber will be doing the Halloween Treasure Hunt event for kids again this year on 10/26 and 10/31. The Chamber is also working on a survey.

CM Timms attended a meeting of the Tobacco Waste Subcommittee. At the Board of Supervisors meeting on 10/8 there will be a discussion and vote on banning single use tobacco products.

CM Lind thanked the volunteers for the Multicultural Fair, including CM Timms who handled the parking areas all day in the heat.

CM Lind attended a Santa Cruz Metropolitan Transit District (METRO) Finance and Budget Committee meeting where they discussed the significant drop in sales tax over the last quarter. METRO will not be extending the free ride program except for students. There has been a 10% decrease in ridership on the Highway 17 route.

CM Lind attended the Housing Matters Harvey West Studios groundbreaking ceremony. This development will provide 120 units to people experiencing chronic homelessness, and the estimated completion is in 2026.

Mayor Johnson attended a meeting of the Regional Transportation Commission (RTC). He noted that Scotts Valley resident Sarah Christensen is the new Executive Director of the RTC.

CITY MANAGER REPORT

Town Center Outreach: The outreach for the Town Center is wrapping up and the survey will close on Saturday. Please access the survey on the City's website if you would like to provide feedback on the Town Center options.

Central Coast Community Energy (3CE): City Manager LaGoe attended the 3CE meeting today. The City of Scotts Valley rotates a seat with the City of Capitola on the operations board and the policy board, and Scotts Valley is scheduled to resume a seat on both boards in 2025.

MidPen Housing: City Manager LaGoe, along with Community Development Director Bateman, met with representatives from MidPen Housing to discuss their current affordable housing projects (none currently in Scotts Valley), changes in state law and other issues.

Meeting with Assemblymember Pellerin: City Manager LaGoe, along with Vice Mayor Timm, met with Assemblymember Pellerin to discuss state housing laws, the implementation of Scotts Valley's Housing Element, how state laws are impacting our community, and they provided input on ways to amend legislation to be more balanced compared to what we have seen from the state over the last couple of years.

Letters to Governor Newsom: In accordance with the City's Legislative Platform, the City has sent three letters, signed by Mayor Johnson, to Governor Newsom: 1) A request for signature on AB 2330 which is a permitting streamlining bill which would help to speed up the permitting process for wildfire vegetation management projects; 2) A request to veto SB 1037 which covers enforcement around cities' housing elements, thus further eroding the local control of cities. This bill gives the Attorney General the authority to take legal action against a city and seek fines up to \$50K per month for failure to adopt a compliant housing element, or if cities do not follow state laws that require ministerial approval of certain housing projects. There are also no provisions for honest mistakes or genuine differences of opinion; and 3) A request to veto AB 98, which is a planning and zoning bill that gives the state authority to dictate our planning and zoning regarding truck routes. An additional letter that staff sent this week was to the Finance and Administration Committee regarding an upcoming CalPERS Board action. The letter makes the case for not further reducing the discount rate which affects our pension liability. The current rate is 6.8%

Senior Center Board Meeting: At the Senior Center Board meeting, Administrative Services Director Hill presented the history of the finances of the Senior Center which looked at levels of activity/revenue pre- and post-pandemic and how they have been rebuilding.

Upcoming Events:

- September 19th at 4:00 PM - The State of the City at the Performing Arts Center, and it will also be live streamed and archived on the City's YouTube channel.
- October 3rd at 8:00 AM - Police Department Annual Inspection at 8:00 AM.
- September 21-22 - Family Campout at Siltanen Park this weekend (full, with waiting list).

Reminders:

- Biweekly newsletter sent out every other week (typically at the beginning of the week of a Council meeting) - sign up on the City's website
- Follow the City on social media!

PUBLIC COMMENT TIME

David Alreck, a resident of Scotts Valley, thanked the audience for attending the meeting and thanked the City Manager and the staff for the newsletter. He is unsure how many people the newsletter is reaching, and he recommends a button on the homepage of the website that links directly to the newsletter. He also feels that the City should request that it be published by our local media outlets.

ALTERATIONS TO CONSENT AGENDA

M/S: Lind/Timms

To approve the Consent Agenda with no alterations.

Carried 5/0 (AYES: Johnson, Timm, Dilles, Lind, Timms)

CONSENT AGENDA

1. Approve City Council minutes of 09-04-2024
2. Approve check register dated 08-31-2024 through 9-13-2024
3. Approve Resolution No. 1228.8 to amend Senior Center Bylaws to reflect change in meeting day

ALTERATIONS TO REGULAR AGENDA

M/S: Lind/Timm

To approve the Regular Agenda with no alterations.

Carried 5/0 (AYES: Johnson, Timm, Dilles, Lind, Timms)

REGULAR AGENDA

1. Scotts Valley Drive Complete Street Improvements Presentation

City Manager LaGoe introduced Derek Wu and Frederik Venter from Kimley-Horn who presented this item under the direction of Public Works Director Onchi. The Council Members asked questions and gave input.

Public comment:

- Travis Evans expressed concern that the options do not provide additional safety measures for middle school students because the project area ends at Civic Center Drive, and he also expressed concern that reducing the lane width will affect the response time for emergency vehicles.
- Andrew Cassidy, a resident of Scotts Valley, is concerned about option 3 as it affects cyclists' access to the businesses and residences on the east side of the road. He is pleased to see this project moving forward, and he would be happy with any of the options.
- Jason Holbrook, a resident of Scotts Valley and an avid cyclist, indicated that he does not feel unsafe on Scotts Valley Drive, but definitely feels unsafe on Mount Hermon Road, on any of the side streets, and on any streets not maintained by the City. He is in favor of improving biking safety but does not feel that will increase usage. He would like to see similar cities explored and he would like to see the cost implications, increase in housing, and options for improving Mount Hermon Road included.
- Tim Bennett, a resident of Scotts Valley and business owner in Scotts Valley, does not feel unsafe on Scotts Valley Drive, however Mount Hermon Road feels unsafe for cyclists. Reducing the number of lanes will create a problem for delivery trucks. He is in favor of improvements but feels that Mount Hermon Road should be the focus.
- Kate Kelsey, a resident of Scotts Valley, indicated that she cycled on Scotts Valley Drive before it became a major thoroughfare, and her children currently cycle to the middle school. Ms. Kelsey coordinates the rolling school bus, but also lets the children ride on the sidewalk for safety reasons, if necessary. She expressed that if you want people to choose the healthy choice you also have to make it the easy choice.
- Danny Reber, a resident of Scotts Valley, indicated that he has two children and has experienced first-hand the increase in traffic during school drop-off and pickup. The major difference between Scotts Valley and the Netherlands is that in Scotts Valley many people do not have the luxury of commuting by bike to

work. He does not feel unsafe on Scotts Valley Drive and lets his children ride on Scotts Valley Drive, but not on Glenwood Drive up to the high school. The new housing developments will increase traffic as well. He is in favor of Option 1 but does not feel that Option 4 is practical or logical.

- Lee Kauftheil, who is visiting from Scottsdale, Arizona and also serves on the Scottsdale Transportation Commission, is in favor of Option 4 because it provides trees for shade. He also agrees with the concerns that have been expressed, and he is not in favor of Option 2 because it does not have a center lane. He does not feel that the additional housing will increase congestion because, in his opinion, the traffic issues are a result of tourist traffic.
- Stephen Svete, a member of the Board of Directors of Bike Santa Cruz, applauds the City for adopting the Active Transportation Plan in 2021. In Santa Cruz County there are currently four active Complete Streets projects - Green Valley Road in Watsonville, Bay Avenue in Capitola, Bay Street in Santa Cruz, and Soquel Drive in Santa Cruz County. Bike Santa Cruz County endorses Option 4. Mr. Svete requested that his document, *Fourteen Reasons Why Planning for Cycling Benefits Cities, Commerce, Public Health, and the Planet*, be distributed to the Council Members.
- Dustin Lopez, a resident of Scotts Valley, spoke about the equity in alternative transportation, indicating that protected bike lanes and easier pedestrian and public transport are especially important for the most disadvantaged and vulnerable groups in our community who are more likely to rely on alternative modes of transportation. He feels that we need to flesh out these plans more, while keeping in mind that a lot of the new housing will be affordable housing which makes this issue especially important.
- David Alreck, a resident of Scotts Valley, implored the Council to consider all the development that will happen and then use that as a baseline for traffic flows and other planning. He agrees with Council Member Timm regarding using a holistic approach, and he is in favor of traffic-calming and coming up with a plan.
- Susan O'Connor Fraser, a resident of Scotts Valley, is concerned about the Glenwood Drive-Scotts Valley Drive intersection since it is very congested. She also would like to see better communication with the non-cycling public in the future.
- Josh Salgato, a resident of Scotts Valley, noted that he does not feel that Scotts Valley Drive is the problem, rather Mount Hermon is unsafe. He is in favor of making Scotts Valley Drive beautiful, but concerned about removing lanes, and he is concerned about improving only the section from Civic Center Drive to Victor Square and not including the north and south ends of Scotts Valley Drive. He also expressed concern about the time and expense that will be needed for Option 4.
- Brittany Cavaletto, a resident of Scotts Valley, local business owner, cyclist, and a parent, supports Option 1, not just because of the financial implications, but also because she does not feel that Option 4 is desirable. She is worried because the bike lanes are currently not maintained. She feels that any beautification should consider holding the businesses accountable for their landscaping and the condition of their buildings, and holding the City

accountable for maintaining the bike lanes.

Written public comments were received from Mark Davidson, Lauren Freeman, Francis Gramkowski, Vicki Miller, Charlotte, Carolyn DeLucia, Abe, Evan, Gabe Jones, Martin Spierings, Laurel Siroky, The Larsen family, Matt Werner, Abby Campbell Wong, Brian Harrison, Kevin Karplus, Kate, Karla A. Lopez, Christine Ingesson, Henrik Ingesson, Curt Simmons, Sean Abbey, Nels "Pete" Pearson, Zach Brown, Harry Bidleman, Stepanie Pena, Joanne Syben and Katie Bagley. These comments are attached.

The Council Members unanimously directed staff to pursue Option 1. Secondly, Council Members Dilles and Timms requested further consideration of Option 4 in the future. The Council also requested that the project area include both the north end and the south end of Scotts Valley Drive, if possible.

2. Future Council Agenda Items

CM Lind indicated that she would like to see a discussion regarding short-term rental regulations on a future agenda.

CONVENE TO CLOSED SESSION

The City Council convened to closed session at 9:03 PM to discuss the following item:

CLOSED SESSION SUBJECT(S)

1. Conference with legal counsel regarding liability claim
Legal Authority: Government Code Section 54956.95
Claimant: Nationwide Mutual Insurance Company a/s/o L. Dinos
Staff Present: City Manager, City Attorney, Police Chief, Administrative Services Director

RECONVENE TO OPEN SESSION

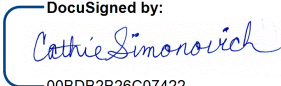
The City Council reconvened to open session at 9:21 PM.

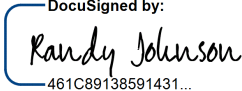
REPORT ON ACTION TAKEN DURING CLOSED SESSION

City Attorney Powell reported that the Council voted unanimously to approve the claim filed by Nationwide Insurance Company.

ADJOURNMENT

The meeting adjourned 9:22 PM.

Attest: 
00BDB2B26C07422...
Cathie Simonovich, City Clerk

Approved: 
461C89138591431...
Randy Johnson, Mayor

Greetings council members,

It has been brought to my attention that you are seeking public input on improvements to Scotts Valley Drive to make it better for biking and walking.

I've been a Scotts Valley resident since 2008 and have driven my daughter to both the middle school and the high school in that time. Despite that "rush hour" I feel that Scotts Valley drive is underutilized **most of the time** and doesn't really justify the width and the number of lanes for cars.

I believe that we should make the streets safer for those who choose to ride a bike to school. The [increasing use of e-Bikes in this county](#) means that kids and teens can transport themselves to school - which reduces the reliance on parents to transport them. I think we should prepare for this future by providing safer streets for bikes and eBikes.

I've been hit by a car in Scotts Valley while in a green lane while commuting and I can assure you that green paint doesn't offer much protection to cyclists. We need full separated bike lanes and [I support Layout 4 in the proposal](#). I believe that this configuration will slow down traffic on SV drive and provide a more aesthetically interesting street that could make it more pleasant to walk and bike down that street.

Thank you very much for your consideration of this important topic.

--Mark Davidson
Baja Sol Drive

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

I am a resident of Scotts Valley - I walk and bike often. It is unreasonable to think that Scotts Valley won't continue to grow over time. I urge you to not make the same mistakes that Santa Cruz did and not plan for growth while lacking infrastructure. I see children on ebikes with earbuds in that are trying to navigate Scotts Valley streets acting as though they are a motorized vehicle. I constantly cross at Kings Village Road and Mt. Hermon, wondering if cars are going to take a quick right turn and hit me when the light turns green- or even worse, when trying to walk through Kings Village Shopping Center or the shipping center across the way. These shopping centers have incredibly dangerous stop signs or traffic flow that prevent safe walking in the plazas. They are even more dangerous because the majority of residents in Scotts Valley are SENIOR CITIZENS. Or young parents with baby brains. PLEASE FIX THIS in addition to adding more safe bike lanes that are separate from cars. As a 40 year old cyclist, professional, athlete, and soon to be parent, I do not want to raise my children in a town that doesn't prioritize pedestrian safety. Car drivers are not paying attention and if they are, they speed up while they are trying to pass, thinking this is safe. Most motorists have never biked on the road or they don't walk so they don't know how it is that they drive. With the increased amount of distracted driving, increased driving while intoxicated or high, increased MPHs in 'residential areas,' and the increased sizes of vehicles that are becoming the norm (not to mention quiet vehicles)- kids, walkers, and bikers are vulnerable. A protected path isn't much- it may not even save a life- but it's better than nothing.

Please include Layout #4 as one the options for continued study and community outreach.

Thank you for supporting positive change for our community.

Sincerely,

Lauren Freeman
Bean Creek Road Resident

Dear Mayor and Council members

Please include option 4 in future studies for improving Scott's Valley Drive. I worry about the safety of my 8th grade twins ride to the MS every school day down Scotts Valley drive from Granite Creek and this option offers the greatest increase in safety for cyclist, pedestrians and drivers.

We used to live in Sky Park and participated in the rolling school bus to Vine Hill . Safety concerns limited participation in this event and the changes in option 4 will allow more kids to feel safe riding the bikes up down SV drive to the HS, MS and Vine Hill.

Regards

Francis Gramkowski

Good Morning,

I used to walk my dogs frequently along Scotts Valley Drive. I noticed that there were few improvements and it felt barren and unfriendly.

The Drive is extremely wide and the traffic is relatively sparse considering the amount of people that live in and around Scotts Valley. Reviewing the idea of condensing the traffic to 3 total lanes (1 middle turning) seems to me to be a fantastic idea that would allow the beautification of Scotts Valley Drive and allow safe travel for those wishing to traverse via bicycle into the downtown area.

I hope that the City Council votes in favor of making positive change for the safety of pedestrians and bicycle travelers by selecting option 4 which would also allow beautification along the way.

Regards,

Vicki Miller

Are You seriously thinking of removing a Car Lane to add Bicycle Lanes? What kind of Traffic Nightmare are exactly trying to create?

Looking at the proposed plans which were posted on line I have to comment on the logic. SCOTTS VALLEY Dr. "At times" have light traffic. But think about those other times when the middle school has drop off and pick up times. Then there is the traffic on the other end from the high school. We have businesses up and down the corridor getting deliveries through out the day, (some times partially blocking the slow lane.). The bike lanes are hardly used during the week and to turn the drive emphasis into bike and walking therofare is poor planning from the city leaders. Take a look at the condo building taking place on the drive. More cars doing the commute and running erronds. Think about it.

Charlotte

Hello,

I'm very happy to hear of potential bicycle and pedestrian upgrades on Scotts Valley Drive and wanted to write to express my support of this plan, including the removal of two car lanes and wider bike lanes and sidewalks. As a volunteer crossing guard at Scotts Valley Middle School I see frequent traffic violations, including speeding and cars running red lights. These changes could make it safer for students, pedestrians and cyclists. Please note that we also need better signage and flashing lights near the crosswalks at the Middle School, at Scotts Valley Drive and Bean Creek.

Thank you for all you do!

Respectfully,

Carolyn DeLucia

We are all very excited to see what comes of the meeting on Sep 18th.

It is very sad but I won't be able to attend. I will be traveling but will watch the replay later.

As a cyclist who often rides with my kids we really need this in more places. Thank you for working with everyone to make this happen!

Regards,

Abe

To the City Council,

As a bike rider, I support layout 4.

Evan

Hello Scotts Valley City Council,

I'm writing in support of improving the bike lanes on Scotts Valley Drive. I rode from Bean Creek Rd to Vine Hill School with my 7 year old for her first Bike-To-School day and honestly the experience was terrifying.

I'm a proponent of option 2. *Protected bike lanes that are separated from cars with landscaping + two car lanes in each direction with no center turn lane*, but I'd be happy with any of the proposals.

Thank you.

Gabe Jones
Bluebonnet Ln

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

My son rides an e-bike to the High School which I believe more kids could do, reducing the grid lock at Granite Creek Road.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,

Martin Spierings

Dear Mayor Johnson and Council members,

After reading through the various options, I came to my own decision that I liked #4 the best, it made the most sense in keeping everyone safe. I then continued reading the letter from Bike SC County to read that that is the one they are supporting. It makes the most sense to me and I hope to others that view the importance of bike and pedestrian safety. We are a family of bikers with two young children. Right now, my husband bikes them on his e-cargo bike to Vine Hill school every morning, but in a few years I am certain they will want to bike on their own. Scotts Valley Drive is not safe for children (or really anyone) biking as it is currently. I truly hope there will be a protected bike lane. So many other communities have a fully protected bike lane and I believe they thrive and benefit from this option, bringing great value to their town. Keeping everyone safe, encouraging more kids and families out on the roads and lessening traffic. Please consider option #4.

Here is the rest of the letter: :)

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*Sincerely,
Laurel Siroky*

Dear council members,

We support option 4 for separated bike lanes and wider sidewalks for a safer ride to school and for cyclists commuting through Scotts Valley. Traffic goes fast and separated lanes would make us feel ok with kids riding to school by themselves.

Thanks for bringing forward thinking about this issue.

The Larsen family

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I live on Glen Canyon and regularly ride my bike for exercise and local transportation. Just this summer I was almost struck by a driver on Scotts Valley Drive who was speeding and ran a red light. I think Layout #4 has the best chance of making Scotts Valley Drive safer and more pleasant for pedestrians and cyclists.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,

Matt Werner

Dear Mayor Johnson and Council members,

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My spouse works at the Kaiser Permanente Scotts Valley location, and this is where our family does our regular medical visits. We are here often, and enjoy the restaurants and shops along Scotts Valley Drive. However, the traffic moves fast and it doesn't feel pleasant for us or safe for our children to walk on this road. It would make a huge difference to have a street that we could enjoy instead of getting into our car to drive a short distance.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Abby Campbell Wong

Dear city councilors

I'm pleased to see the city is finally taking steps to make life safer for pedestrians and cyclists in Scotts Valley. I've lived here for over 30 years and never understood the acres of paved car lanes on Scotts Valley Drive. I've frequently walked or cycled along this road and found it most unpleasant and, in parts, unsafe.

Now is a great time to develop a safer and more attractive road with well separated pedestrian, bike and car lanes plus landscaping. Option 4 of your list clearly offers the best option.

Regards
Brian Harrison.

Dear Scotts Valley City Council,

I am writing with comments on the Scotts Valley Drive Complete Streets Analysis. Although I am not a traffic engineer, I have been a bicycle commuter for over 50 years and a bicycle activist for over 35 years. Some of the analysis presented in the report is badly flawed.

First and most important, Layout 3 with a two-way bike path on one side of the street is not "high bike safety improvement." Indeed it is probably the most dangerous to bicyclists of the 5 options (including the do-nothing option). The problem comes at the intersections with cross streets, where turning cars will not be in a position for their drivers to see bicyclists coming in both directions. The problem will be particularly acute at any commercial driveways, of which I believe there are many in the proposed project area. Your use of Beach Street as an exemplar of this design is particularly striking, as that is one of the most dangerous and unpleasant places in the County to bicycle. About the only time 2-way bike lanes make sense on a street is on the left side of a one-way street, and even then it is better to put the bike lane that is moving with traffic on the right-hand side of the traffic, rather than the left. (See, for example, the one-way block of High Street in Santa Cruz.)

All the new layouts make it extremely difficult for bicyclists to make left turns, effectively cutting them off from half the businesses on the street. The barricades also make it difficult to dodge debris in the bike lane or idiots walking or cycling in the wrong direction.

Probably the best design is one that is not presented—eliminating either the center-turn lane or one lane in each direction and widening the bike lanes to 8' without putting barricades that trap the bicyclist into the lane. Making a 3'-wide striping pattern that indicates a separation without trapping the bikes is a much safer solution.

If you are not willing to consider any layouts but the 4 presented, then Layouts 1 and 4 are probably best: Layout 1 for doing the least harm to bicyclists and Layout 4 for doing the most good for pedestrians.

Kevin Karplus

Dear Mayor Johnson and Council members,

I'm writing to ask your support for Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

*Respectfully,
Carolyn DeLucia*

Hello,

I am writing in support of improving biking conditions on Scotts Valley drive. As a family with two young children, we ride our cargo bike from our home in Manana Woods up Scotts Valley Drive to Bethany Drive for their daytime care. As our 5 year old gets bigger, he is very interested and capable of riding his own bike *if it was safe enough*. We need better (safer) bike access on thoroughfares through Scotts Valley.

I'm in support of Layout #2 with protected bike lanes on SV Drive.

However, my family is in support of any and all biking safety and access improvements on Scotts Valley drive, in any of the proposed layouts.

Thank you,
Kate

Dear Mayor Johnson and Council Members,

My family recently moved to Scotts Valley in search of a nature-filled, family-friendly environment for our children, ages 5 and 2. We've been thrilled with the schools, local businesses, and community events—it's everything we hoped for.

However, one thing is missing: safe walkability and protected bike lanes. While distances are short, walking and biking around town often feels unsafe. We dream of giving our kids more independence, like biking to Penny's for ice cream before heading to the park with friends, or grabbing some pastries at the brand new Adorable French Bakery without worrying about traffic or dangerous roads. Just this weekend we biked to the new bakery and had a lovely time, but the bike ride up Scotts Valley drive was definitely not enjoyable or safe.

This is why I urge you to include Layout #4, Street Beautification, in your study for Scotts Valley Drive. It would make our streets safer for pedestrians and cyclists, while also creating an inviting space that benefits local businesses and fosters community.

Right now, Scotts Valley Drive feels unsafe, with traffic exceeding speed limits and a history of bike and pedestrian accidents—many involving students. It lacks shade and walkable destinations, making it less appealing for families to enjoy.

But with Layout #4, Scotts Valley Drive could become a vibrant, walkable street—where kids bike to school safely, families stroll to restaurants, and visitors come to enjoy our town, much like Pacific Avenue in Santa Cruz.

Please include Layout #4 in the options for further study and outreach. Thank you for considering this step toward positive change for our community.

Sincerely,
Karla A Lopez

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

My children have been biking to the local schools (Vine Hill, SVMS, and now SVHS) for many years. We felt the need to spend numerous hours coaching them how to share the streets with cars absent a protected bike lane. Unfortunately, cars don't always yield and parents don't spend the time coaching and there have been close calls. Many children feel the need to ride on the sidewalk absent a safer, designated space for them to ride. My son's friend was hit on his bike (he was riding on the sidewalk) last year on Scotts Valley Drive. Ebikes have become ever more popular. It is great that kids are getting out and exercising and socializing and these bikes offer the ability to do just that. Just a few short years ago, they were all indoors playing video games. Let's take this momentum and create a safe place for them to ebike! The community has been worried about a serious ebike accident happening in our town for months. A fully protected, designated bike lane would create the infrastructure needed for this healthy activity to remain popular with the public.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely, Christine Ingesson

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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I have personally encouraged elementary school children to bike to school by helping to start the roiling school bus to Vine Hill School. I did this in hopes of getting more students out of their parents' cars and on to bikes to create a critical mass. This was and still is an uphill battle due to the dangerous conditions for young bikers on SV Drive. Many parents don't feel safe letting their kids bike along SV Drive.

SV Drive is a major artery for our community, and it would be great to see more residents enjoying it and use it for active transportation. Get people out of their cars and on to bikes and sidewalks. If residents need a fast way to get from one side of town to the other, we do have 17 as a better alternative.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Henrik Ingesson

Dear Santa Cruz City Council Members,

>

> I am not a Scotts Valley resident, but I live close by in Rolling Woods and bike regularly through town for errands and recreation. Biking is my primary form of transportation. I am very encouraged by your "Active Transportation Plan", which was adopted in 2021. I look forward to improvements along Scotts Valley Drive.

>

> Scotts Valley is a perfect community to promote active transportation. It is a relatively small geographic area. It is relatively flat. It has great weather. There are lots of essential businesses. However, Scotts Valley is dominated by cars, wide streets, poor cycling paths and scant bike parking. So many trips could be accomplished by simply walking or biking. Yet is rare that I see any bike traveling along the road or parked in front of a store or business. It does not feel safe or pleasant to walk or cycle.

>

> My thoughts regarding improvements along Scotts Valley Drive:

>

> 1. Yes, reduce traffic lane widths (all concepts)

> 2. Yes, reduce number of traffic lanes (concept-3)

> 3. Lower the speed limit.

>

> According to the City's Active Transportation Plan, there are three design options. Each one recommends a traffic lane width reduction from 12 to 11 feet, allowing for more space for cyclists, pedestrians and landscaping. This is great news and I am a proponent of narrowing traffic lanes when possible. A study by the John's Hopkins Bloomberg School of Public Health published November 1, 2023, states among other conclusions that "decision-makers should set the standard lane width at 10' in low speed urban settings and provide justification for wider lanes". Any lane narrowing will be a design change for the better. It will help motivate drivers to drive more slowly.

>

> Concept-3 reduces the number of traffic lanes to one in each direction. Fewer lanes encourage slower driving speeds and I am in favor of that. Fewer lanes also means more room for active transportation infrastructure and landscaping.

>

> Currently, the speed limit is 35mph. If drivers were limiting themselves to the 35mph posted (which many do not), it is still way too fast when cyclists are in the mix. Each of the large number of driveways along the road presents a conflict point and potential for collision. There are also areas of conflict at each roadway intersection. Lowering speed limits by road design and signage will greatly lessen the crash potential. Cyclists and pedestrians have a

far better chance of surviving a crash when impact is at lower speeds.

>

> According to a study published in 2011 by the Foundation of Traffic Study "results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph." I would think that collisions between cyclists and cars might be worse.

>

> I look forward to cycling in a more welcoming environment while traveling through Scotts Valley. I hope that following work on Scotts Valley Drive you will begin to make improvements on Mount Hermon.

>

> I regret that I cannot attend this Wednesday's council meeting to voice my opinion in person.

>

> Respectfully,

>

> Curt Simmons

I would like to voice support for complete street design being implemented on Scotts Valley drive. I have reviewed the presentation for Agenda item 1 for your meeting on September 18th, and it confirms what has been my experience of driving and riding a bike on Scotts Valley Drive for the last 20+ years. Scotts Valley Drive is dramatically oversized for the amount of car traffic that is on it and the design is hostile to those who are outside of a vehicle.

I would strongly encourage the Council to begin considering Layout 4, which reduces the number of lanes to 1 for this segment while making the space much safer and more appealing to cyclists and walkers. As noted in the presentation, this would not dramatically affect the flow of cars in this segment. I would also argue that doing this could improve flow near the highway on ramps because it would create a safe way for student to ride to the high school, which causes the vast majority of the traffic in that area. Even if this option does reduce the flow speed on SVD, folks that would like to drive more quickly across town already have an alternative in Highway 17.

I am most supportive of Layout 4 because it brings something to this part of town that feels lacking. A sense of community. This would make the corridor, and all the businesses along it, seem more inviting and increase the FOOT traffic that passes by. It would create a place where current residents and newer arrivals can see each other outside of a car.

Thank you for taking my comment. I look forward to watching this project progress.

Sean Abbey

Dear Mayor Johnson & Council Members;

As safety and education director of the largest cycle club in Santa Cruz County, and as a retired law enforcement supervisor, I urge you to move forward with traffic calming measures on Scotts Valley drive. The current width and straight line of the roadway is conducive to speeding vehicles.

Three schools are serviced by the roadway, as well as a number of businesses and two medical centers. Traffic calming measures will not only help our children, but will also make the street safer for left and right turn movements.

The Glenwood drive intersection is particularly complicated for drivers, cyclists and pedestrians to maneuver.

I have long admired Scotts Valley for its beauty and well run management. I have a connection with Scotts Valley through law enforcement, my family and grandchildren. This will be another opportunity to beautify the Scotts Valley drive corridor and provide a safety net for all children.

Sincerely;

Nels "Pete" Pearson
Santa Cruz County Cycle Club
Retired: Santa Clara Police Department

Dear Scotts Valley City Council,

Thank you so much for considering this project!

I ride my bike to work and back along Scotts Valley Drive daily and I have loved seeing more and more kids and parents riding bikes to work and to school. I want to keep riding my bike without fearing for my safety and the safety of others. This plans would help us!

For the safety of our cyclists and pedestrians and for the beautification of our town, I implore you to move forward with the proposed plan for improving/adding pedestrian sidewalks, landscaping and wider bike lanes.

Sincerely,

Zach Brown

Honorable Scotts Valley City Council members,

I would like to add my thoughts about the four different proposed layouts for revising Scotts Valley Drive. After reviewing them I would advocate for proposal 1 or to leave it as is. I don't believe there is enough of a safety issue with the existing road design that would warrant the major revisions proposed in layouts 2-4. I have ridden in these bike lanes hundreds of times since they were first installed and can find nothing in need of major changes. The one exception would be to possibly add the painted barrier on the asphalt indicating the separation of the bike lane from the roadway traffic discussed in layout 1.

Raised barriers or curbs of any kind, commonly referred to as "road furniture" in Europe are despised by cyclists in general as they can often lead to crashes if unseen or by being forced into them. I've spent many hours cycling in Europe and can attest to the dangerousness of these unseen road hazards. Speed limits are determined by an official speed survey and are not simply set at a speed that people would like it to be. Suggesting that reducing roadway widths as a means to reduce the speed of traffic is a dangerous assumption.

Removing the center turn lane would restrict access to businesses along Scotts Valley Drive. I can recall when the original proposed improvements for Scotts Valley Drive were discussed over 20 years ago, the businesses felt very strongly about the need for the center turn lane and not just several turn pockets along the length of the street. I doubt that sentiment has changed. The old saying of, if it ain't broke, don't fix it might be of some use for these proposed revisions.

Harry Bidleman,
Scotts Valley resident, retired police captain and avid cyclist for 40 years

Dear Mayor Johnson and Council members,

I'm a resident of Scotts Valley off Granite Creek rd. and my name is Stephanie Peña.

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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Almost every Saturday morning, I walk to the farmers' market, and I think about how lifeless Scotts Valley Drive is —and how much better it could be with a road diet. The sidewalks are too narrow and the traffic drives by too fast. Cycling is dangerous. There's no one there except motor vehicles whizzing by. It seems like a place that is designed for cars, not people. I would guess that many residents currently travel to Santa Cruz for an urban environment that's more walkable and inviting.

Please include Layout #4 as one of the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Stephanie Peña

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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Given that we do not have a school bus, I think Layout 4 is the most beautifying and the safest option. If we do ranked voting, my second vote would be for Layout 2, followed by Layout 3. I would definitely walk more often to businesses and restaurants on SV Drive if we had trees (shade) and it were more attractive and safe.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Joanne Syben

After studying the four proposals I would like to add to the discussion these points; the renovation of Scotts Valley Dr. was much anticipated and debated with "new" sidewalks, lighting, etc. back in ????. I feel that our SV drive is working as well as it stands. I'm in favor of buffered bike lanes. I am in favor of Layout #1. But not layout #4.

I would like to point out that the state mandated housing units is 1220 units by 2031. As Scotts Valley Drive is just one of two major roadways in our community, I would think that reducing a lane would greatly impact traffic flow to this road. With more residents , more cars on the roadways, the number of bike and pedestrian collisions is very low to take such a radical action. Imagine reducing Mt. Hermon Dr. to one lane in each direction! What is different, besides schools, here? Citizens ride bikes along Mt. Hermon Rd. too. Should we reduce Mt. Hermon Rd. to one lane each direction?

I agree with Ms. Lind about the housing impacts and students from the middle school who are riding their bikes on the wrong side of the road, which is dangerous.

Katie Bagley

Mr. Timms says Proposal #4 has a lot of support based on emails. Please research who is sending these emails, do they live in our community?