



A G E N D A

Meeting of the
Scotts Valley City Council
REMOTE ACCESS ONLY

Date: February 3, 2021

Time: 6:00 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 01-29-21 at City Hall and on the Internet at www.scottsvally.org .

PUBLIC ADVISORY REGARDING COVID-19 AND PUBLIC PARTICIPATION

Consistent with Executive Order No. N-29-20 issued by Governor Newsom on March 17, 2020, and the County of Santa Cruz Health Services Agency Shelter In Place Public Health Order dated March 31, 2020, this regular meeting of the City Council will be conducted through videoconference. Elected Officials and City Staff Members will be participating remotely via videoconference.

Public Participation:

The meeting will be available on Zoom and broadcast through Community Television of Santa Cruz on Channel 25 and via their website at the following link: <https://communitytv.org/watch/> (be sure to click on Channel 25). For those wishing to participate via Zoom you can join the following ways:

- Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. <https://us02web.zoom.us/j/81770531005>
- Or join by phone:
Dial(for higher quality, dial a number based on your current location):
US: +1 669 900 9128 or +1 346 248 7799 or +1 253 215 8782 or +1 312 626 6799 or
+1 646 558 8656 or +1 301 715 8592
Webinar ID: 817 7053 1005

You will be given opportunities to provide public comment at the appropriate times throughout the meeting via Zoom. If you are participating via dial-up only, use *9 to raise your hand at the requested time.

How to comment via Zoom:

1. At the appropriate times during the meeting for public comment, on items not on the agenda, and on specific agenda items, the Mayor will announce that public comment will be accepted. Our usual time limits of 3 minutes per individual, or 5 minutes for an individual who is representing a group of three or more, will apply. Please note that per our standard practice, this is not a question and answer time, but simply a time for you to provide your comments to the Council.
2. There is an option on Zoom to raise your hand. Please click on this option when the Mayor announces that public comment will be taken. Zoom places people in line automatically. If you are participating via dial-up, you can raise your hand at the appropriate time by pressing *9. When it is your turn, the City Clerk will unmute you, and you will be able to make your comments based on the above time frames. Once your time is up, you will once again be muted and the next person in line will be given their opportunity to speak.

How to comment via email:

1. Members of the public may provide public comment by sending comments to the City Clerk via email at cityhall@scottsvalley.org.
2. Additional materials and emails must be received by 5:30 pm the day of the meeting and will be distributed to agenda recipients prior to the meeting.
3. Emails received after 5:30 pm the day of the meeting will not be included in the record.

ELECTED OFFICIALS	CITY STAFF MEMBERS
Derek Timm, Mayor Jim Reed, Vice Mayor Jack Dilles, Council Member Randy Johnson, Council Member Donna Lind, Council Member	Tina Friend, City Manager Kirsten Powell, City Attorney Steve Walpole, Chief of Police Taylor Bateman, Community Development Director Daryl Jordan, Public Works Director Tracy Ferrara, City Clerk

MEETING NOTICE AND AGENDA PACKET MATERIALS

Notice regarding City Council Meetings:

The City Council meets regularly on the 1st and 3rd Wednesday of each month at 6:00 pm.

Agenda and Agenda Packet Materials:

The City Council agenda and the complete agenda packet are available for review by 5:00 pm the Friday before the Wednesday meeting on the Internet at the City's website: <http://scottsvalley.org/AgendaCenter>. Due to COVID-19, City Hall is closed to the public therefore, the agenda is only available for viewing online.

Televised Meetings:

City Council meetings are cablecast "Live" on Community Television of Santa Cruz County on Comcast Channel 25 and are also available livestream on the Community TV website at the following link: <https://communitytv.org/watch/>

Zoom Meetings/Webinars:

For those wishing to participate via Zoom you can join from a PC, Mac, iPad, iPhone or Android device by entering or clicking on the following URL:

<https://us02web.zoom.us/j/81770531005>

CALL TO ORDER 6:00 PM

MOMENT OF SILENCE

ROLL CALL

COMMITTEE REPORTS

Council members are appointed to committees which are either City committees or committees dealing with other jurisdictions. This portion of the agenda allows the committee member to present oral or written reports to the Council regarding their committee assignments. It also allows the Council to make comments and give the committee member direction, as required.

CITY MANAGER REPORT

PUBLIC COMMENT TIME

This is the opportunity for individuals to make and/or submit written or oral comments to the Council on any items within the purview of the Council, which are NOT part of the Agenda. No action on the item may be taken, but the Council may request the matter be placed on a future agenda.

ALTERATIONS TO CONSENT AGENDA

Council can remove or add items to the Consent Agenda.

CONSENT AGENDA

The Consent Agenda is comprised of items which appear to be non-controversial. Persons wishing to speak on any items may do so raising their hand to be recognized by the Mayor.

- A. Approve City Council minutes of 1-20-21 Regular and Special meetings
- B. Approve check registers dated 1-22-21, 1-29-21

ALTERATIONS TO REGULAR AGENDA

Council can remove or add items to the Regular Agenda.

REGULAR AGENDA

Persons wishing to speak on any item may do so by raising their hand to be recognized by the Mayor.

- 1. Presentation of Draft Active Transportation Plan (ATP)
(Public Works Director Jordan / City Manager Friend)
- 2. Consider first reading and introduction of Ordinance No.197 amending Title 9 of the Scotts Valley Municipal Code to add Chapter 9.06 regarding Targeted Residential Picketing (City Attorney Powell)

3. Future Council agenda items
(This portion of the Regular Agenda allows the Council to determine items to be placed on a future agenda and to choose a date, if so desired.)

ADJOURNMENT

ADA NOTICE

The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a City Council meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the City Clerk's office at (831) 440-5602 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a City Council meeting be available in an alternative format consistent with a specific disability, please call the City Clerk's Office. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; or, Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.

PROCEDURAL INFORMATION FOR THE PUBLIC

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
APPROVAL OF A RESOLUTION:**

1. Move the Resolution number for approval.
2. Second the motion.
3. Vote by body, a roll call vote is not required.

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
INTRODUCTION/ADOPTION OF AN ORDINANCE:**

1. Move the Ordinance number for introduction (or adoption).
2. Move the Ordinance be introduced by title only and waive the reading of the text.
3. Read the Ordinance title.
4. Second the motion.
5. Vote by body, a roll call vote is not required.

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
PUBLIC COMMENT/PUBLIC HEARINGS:**

Unless otherwise determined by the presiding officer of the meeting:

1. Three minutes allowed per individual to speak.
2. Five minutes allowed per individual representing a group of three or more.



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MINUTES

Meeting of the Scotts Valley City Council

Date: January 20, 2021

Time: 6:00 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 1-15-21 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:09 pm.

MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT:

Derek Timm, Mayor
Jim Reed, Vice Mayor
Jack Dilles, Council Member
Donna Lind, Council Member
Randy Johnson, Council Member
(Arrived 6:20 pm)

CITY STAFF MEMBERS PRESENT:

Tina Friend, City Manager
Kirsten Powell, City Attorney
Steve Walpole, Chief of Police
Taylor Bateman, Community Development Director
Daryl Jordan, Public Works Director/City Engineer
Tracy Ferrara, City Clerk
Laurie Grundy, Finance Manager
Steve Toler, Financial Consultant

COMMITTEE REPORTS

CM Dilles reported that he attended Seniors Council meeting where they discussed ways to advertise and promote the goals of the State's new Master Plan for Aging. They also heard that the Governor's proposed budget was relatively good for senior programs statewide with no proposed takeaways.

CM Dilles reported that the Joint Scotts Valley City/Scotts Valley Water District Committee met and discussed City and Water District initiatives to plan for future wastewater projects, recycled water projects and rate studies. He reported that they are looking at a variety of options to meet the long term needs of the City and the Water District.

Date: January 20, 2021

CM Lind reported that the Santa Cruz Metropolitan Transit District (SCMTD) Finance Committee met and learned that the sales tax numbers are consistent with projections. She also reported that the SCMTD is continuing to work on COVID testing to keep employees and customers safe.

CM Lind reported that the Criminal Justice Council (CJC) Executive Board met and discussed a shift in direction of the CJC to focus on a review of the criminal justice policies and procedures.

CM Lind reported that the Santa Cruz County Regional Transportation Commission met and held a public hearing where 200 people spoke on the Transit Corridor Alternatives Analysis and Rail Network Integration Study Final Draft Report. She stated that the Commission will be taking a vote on this matter at their Commission meeting on February 4, 2021.

VM Reed reported that the Library Renovations Subcommittee met and continued their discussions on improvements being planned and scheduled for the Library with Measure S funds.

Mayor Timm reported that the Town Center Opportunity Subcommittee is working with community members to get their input on what is currently happening in Scotts Valley retail, what our community can support and a report will be presented to Council on what is viable for the Town Center vision.

Mayor Timm reported that the City is still working closely with Target to get the necessary improvements completed for the shopping center.

Mayor Timm reported that AMBAG met and received an update on the 2045 Metropolitan Transportation Plan.

Mayor Timm reported that the COVID-19 Local Business Recovery Committee is continuing to work with the Scotts Valley Chamber of Commerce and local businesses to provide support throughout these difficult economic times. He reported that the second round of PPP loans is available and encouraged local businesses to apply. They have also assisted several businesses with the State of California grant program.

CM Johnson reported that the Santa Cruz County Regional Transportation Commission met and held a public hearing on the Transit Corridor Alternatives Analysis and Rail Network Integration Study Final Draft Report. He reported that they will be voting on this at their February 4, 2021 Commission meeting.

CITY MANAGER REPORT

COVID-19 Update: Vaccines are being currently distributed throughout the County and administered to Tier 1a, which is a tier system established by the State of California Department of Public Health. Tier 1a includes healthcare workers who are working in a

Date: January 20, 2021

variety of capacities. The next phase will be Tier 1b which includes anyone 65 years of age and older. There are many questions surrounding the distribution of the vaccine regarding supply and predictability and the County and local cities are working together to obtain answers and transparency regarding the uneven distribution of the vaccine. For updated information regarding the Tiers and vaccine distribution, please go to the County's website at the following link:

<https://www.santacruzhealth.org/HSAHome/HSADivisions/PublicHealth/CommunicableDiseaseControl/CoronavirusHome/Vaccine.aspx>

Power Outages: PG&E is working to repair the power outages and damages caused by the severe winds. Updated information is available on the PG&E Alerts and the City will continue to put updates on the City's Facebook page as information becomes available. A community resource center has been established at the Enterprise Building from 5:30 pm to 9:30 pm tonight and will be reopening at 8:00 am tomorrow. This facility provides a location to charge electronic devices, obtain bottled water and snacks, get information and provide restroom facilities and handwashing. Restoration should be fully completed by Friday, January 22nd at 8:00 pm.

PUBLIC COMMENT TIME

None.

ALTERATIONS TO CONSENT AGENDA

M/S: Lind/Johnson

To approve the Consent Agenda.

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

CONSENT AGENDA

- A. Approve City Council minutes of 12-16-20 Regular and Special meetings
- B. Approve check registers dated 12-18-20, 1-8-21, 1-15-21
- C. Accept the Comprehensive Annual Financial Report (CAFR) for the fiscal year ending June 30, 2020
- D. Approve Resolution No. 1992 authorizing the acceptance of the California Department of Justice Tobacco Law Enforcement grant pursuant to the California Healthcare, Research and Prevention Tobacco Tax Act of 2016, and authorizing the City Manager to execute the contract and any agreements associated with the acceptance of this grant

- E. Approve Agreement for Professional Services between the City of Scotts Valley and Weber, Hayes & Associates for environmental consultation of undeveloped Skypark parcels in an amount not to exceed \$60,000

ALTERATIONS TO REGULAR AGENDA

M/S: Lind/Reed

To approve the Regular Agenda.

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

REGULAR AGENDA

1. **Consideration of 2021 Interjurisdictional Committee and Standing Local Committee appointments**

Mayor Timm announced that he is not recommending any changes from the 2020 Interjurisdictional Committee and Standing Local Committee appointments.

M/S: Reed Johnson

To approve the 2021 Interjurisdictional Committee and Standing Local Committee appointments with no changes from 2020.

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

2. **Consideration of resolutions establishing project specific subcommittees**

CM Friend presented the written staff report and responded to questions from Council.

M/S: Lind/Johnson

To approve Resolution No. 1959.6 Establishing a Temporary Project Specific Council FY 21/22 Budget Subcommittee with the Mayor and Vice Mayor serving as the representatives to the Subcommittee.

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

M/S: Lind/Johnson

To approve Resolution No. 1959.7 Establishing a Temporary Project Specific Council Measure S Renovations Subcommittee and appointing Mayor Timm and Vice Mayor Reed to serve as representatives on the Subcommittee.

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

3. **Future Agenda Items**

None.

CA Powell announced that pursuant to Government Code Section 54957.6 the City Council would be holding closed session with their labor negotiator regarding employee negotiations with the Scotts Valley Police Bargaining Unit and the Scotts Valley Police Supervisors Association.

ADJOURNMENT

The meeting adjourned at 6:58 pm.

Approved: _____
Derek Timm, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk



MINUTES

Special Closed Session Meeting of the Scotts Valley City Council

Date: January 20, 2021

Time: 6:45 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 1-15-21 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .

ROLL CALL

ELECTED OFFICIALS PRESENT:

Derek Timm, Mayor
Jim Reed, Vice Mayor
Jack Dilles, Council Member
Randy Johnson, Council Member
Donna Lind, Council Member

CITY STAFF MEMBERS PRESENT:

Tina Friend, City Manager
Kirsten Powell, City Attorney
Steve Walpole, Chief of Police
Daryl Jordan, Public Works Director/City Engineer
Tim Davis, Labor Negotiator

CALL TO ORDER 6:45 PM

The City Council meeting was called to order at 7:00 pm on 1-20-2021.

CONVENE TO CLOSED SESSION

CLOSED SESSION SUBJECT(S)

The City Council convened to closed session at 7:01 pm to discuss the following items:

- (1) Pursuant to Government Code Section 54957.6, the City Council met in closed session with their labor negotiator regarding employee negotiations with Scotts Valley Police Bargaining Unit and the Scotts Valley Police Supervisors Association.
- (2) Pursuant to Government Code Section 54956.9, the City Council met in closed session with their legal counsel regarding existing litigation: Bean vs. City of Scotts Valley, Santa Cruz Superior Court 18CV01127; and, Janet Gluch.

RECONVENE TO OPEN SESSION

The City Council reconvened to open session at 8:30 pm.

REPORT ON ACTION TAKE DURING CLOSED SESSION

Mayor Timm announced that there was nothing to report.

ADJOURNMENT

The meeting adjourned at 8:30 pm.

Approved: _____
Derek Timm, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk

AGENDA ITEM B

DATE: 2-3-2021

SCOTTS VALLEY ACCOUNTS PAYABLE
01/22/2021 12:07:52 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.15 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 012221 COMMENT... 01/22/2021 A/P

DATA-JE-ID DATA COMMENT

W-01222021-954 01/22/2021 A/P

Run Instructions:

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BANK	VENDOR	CHECK#	DATE	AMOUNT
BA	GENERAL CHECKING ACCOUNT			
003978	AMS HEATING, INC.	120737	01/22/21	9,800.00
001670	AT & T	120738	01/22/21	301.86
000097	AT&T	120739	01/22/21	33.34
003746	AVENU HOLDINGS, LLC	120740	01/22/21	1,951.05
001822	BC LABORATORIES INC.	120741	01/22/21	444.00
000437	BRASS KEY LOCKSMITH	120742	01/22/21	13.13
001017	C.W.E.A.	120743	01/22/21	192.00
003521	CARD SERVICE CENTER	120744	01/22/21	1,659.98
003521	CARD SERVICE CENTER	120745	01/22/21	2,382.53
002091	COMCAST	120746	01/22/21	320.70
000037	CRYSTAL SPRINGS WATER CO	120747	01/22/21	38.60
001896	D & G SANITATION	120748	01/22/21	212.91
001362	DUNCAN AUTO TECH	120749	01/22/21	208.47
001537	DYNAMIC PRESS	120750	01/22/21	35.12
003966	ENVIRONMENTAL WATER	120751	01/22/21	2,665.20
000202	FEDERAL EXPRESS	120752	01/22/21	172.40
003253	FIRST ALARM	120753	01/22/21	117.42
003944	HEBARD/TYLER	120754	01/22/21	316.05
001424	HEDRICK DDS MS APC/JOHN	120755	01/22/21	1,100.00
000801	HINDERLITER, DE LLAMAS &	120756	01/22/21	1,612.03
003969	HULME PROFESSIONAL	120757	01/22/21	1,100.00
.15770	JONATHAN WYANT	120758	01/22/21	344.80
001660	KING/KATI	120759	01/22/21	151.80
003331	KOFFLER ELECTRICAL MECHA	120760	01/22/21	6,551.93
000409	LC ACTION POLICE SUPPLY	120761	01/22/21	1,364.32
001815	MC GRATH/TRISH	120762	01/22/21	194.93
000905	MCCAIN	120763	01/22/21	7,467.00
003171	MICHALAK/GENE	120764	01/22/21	125.00
000218	MID VALLEY SUPPLY	120765	01/22/21	88.21
000328	MONTEREY REGIONAL COMPLI	120766	01/22/21	702.00
000939	NATIONAL COMTEL NETWORK	120767	01/22/21	9.04
000101	PACIFIC GAS & ELECTRIC C	120768	01/22/21	96.82
000101	PACIFIC GAS & ELECTRIC C	120769	01/22/21	294.08
000101	PACIFIC GAS & ELECTRIC C	120770	01/22/21	34,168.68
001857	PHOENIX GROUP	120771	01/22/21	400.00
003503	PURETEC INDUSTRIAL WATER	120772	01/22/21	124.38
001894	S.V. WATER DISTRICT - BU	120773	01/22/21	5.92
003309	SAFE RESTRAINTS, INC	120774	01/22/21	4,402.37
001825	SANTA CRUZ CO HEALTH SER	120775	01/22/21	3,600.00
003957	SANTA CRUZ/CITY OF	120776	01/22/21	2,826.37
003957	SANTA CRUZ/CITY OF	120777	01/22/21	2,192.87
000133	SCOTTS VALLEY SPRINKLER	120778	01/22/21	18.65
002053	STEPFORD	120779	01/22/21	6,619.00
001844	STERLING WATER TECHNOLOG	120780	01/22/21	1,488.00
000882	SUPERIOR ALARM COMPANY	120781	01/22/21	79.50
003548	TORO PETROLEUM CORP	120782	01/22/21	3,781.79
001560	TRITON CONSTRUCTION	120783	01/22/21	300.00
001106	VERIZON WIRELESS	120784	01/22/21	359.07

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT	
BA	GENERAL CHECKING ACCOUNT				
003971	WIZIX TECHNOLOGY GROUP,	120785	01/22/21	202.61	
003991	WOWAK/PASCALE	120786	01/22/21	425.06	
001625	YOSHIDA DDS/NOREEN	120787	01/22/21	286.28	
003947	4X4 AND MORE	120788	01/22/21	89.12	
	GENERAL CHECKING ACCOUNT			103,436.39	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
01/22/2021 12:07:52
GL540R-V08.15 PAGE 3

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
REPORT TOTALS:				103,436.39

RECORDS PRINTED - 000093

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
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001	GENERAL	36,353.37
004	RECREATION	272.48
010	WASTEWATER OPERATIONS	58,849.06
011	TERTIARY TREATMENT PLANT	4,075.79
028	SENIOR CENTER	624.41
050	PINEWOOD EST LNDSCP MAINT DT	10.62
077	SKYPARK MAINT ASSESS DIST	35.03
112	DENTAL INS INTERNAL SERV	2,486.28
123	COMMUNITY FACILITY CENTER	729.35
TOTAL ALL FUNDS		103,436.39

BANK RECAP:

BANK	NAME	DISBURSEMENTS
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BA	GENERAL CHECKING ACCOUNT	103,436.39
TOTAL ALL BANKS		103,436.39

SCOTTS VALLEY ACCOUNTS PAYABLE
01/29/2021 13:48:18 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.15 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 012921 COMMENT... 01/29/2021 A/P

DATA-JE-ID DATA COMMENT

W-01292021-985 01/29/2021 A/P

Run Instructions:

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L		01			Y	S	6	066	10			

BANK	VENDOR	CHECK#	DATE	AMOUNT
BA	GENERAL CHECKING ACCOUNT			
	000041 ACC BUSINESS	120789	01/29/21	1,812.96
	003342 ACCENT CLEAN & SWEEP INC	120790	01/29/21	2,123.00
	003919 ACCO ENGINEERED SYSTEMS	120791	01/29/21	80.00
	001405 AFLAC-FLEX ONE	120792	01/29/21	2,016.38
	001219 ALHAMBRA	120793	01/29/21	65.82
	001219 ALHAMBRA	120794	01/29/21	89.72
	001670 AT &T	120795	01/29/21	178.12
	000614 BATTERIES + BULBS #314	120796	01/29/21	226.63
	001822 BC LABORATORIES INC.	120797	01/29/21	582.00
	001066 BEHAVIORAL HEALTH CARE I	120798	01/29/21	100.00
	001593 BENEDICT DDS/NANETTE	120799	01/29/21	306.40
	000437 BRASS KEY LOCKSMITH	120800	01/29/21	141.25
	000018 BRINK'S AWARDS & SIGNS	120801	01/29/21	109.25
	003982 BROWN/FORREST	120802	01/29/21	1,776.00
	001659 CALIFORNIA BUILDING	120803	01/29/21	303.30
	000773 CENTRAL COAST LANDSCAPE	120804	01/29/21	383.00
	003351 CHEVROLET OF WATSONVILLE	120805	01/29/21	9,729.22
	001051 COASTAL EVERGREEN CORP	120806	01/29/21	1,285.00
	002091 COMCAST	120807	01/29/21	167.60
	001546 CRAIG/ROBERT J	120808	01/29/21	250.00
	000037 CRYSTAL SPRINGS WATER CO	120809	01/29/21	6.95
	000037 CRYSTAL SPRINGS WATER CO	120810	01/29/21	73.60
	000274 DEPT OF CONSERVATION	120811	01/29/21	887.81
	003253 FIRST ALARM	120812	01/29/21	405.00
	003502 FREITAS & FREITAS	120813	01/29/21	8,562.50
	004000 FRIEND/TINA	120814	01/29/21	284.94
	001881 GRAINGER	120815	01/29/21	224.67
	000057 HACH COMPANY	120816	01/29/21	309.35
	003980 HUTCHISON/TREVOR	120817	01/29/21	154.00
	003266 INTERGRITY AUTOMOTIVE	120818	01/29/21	2,103.68
	003983 INTERNATIONAL BUSINESS I	120819	01/29/21	1,500.00
	000835 INTERSTATE SALES	120820	01/29/21	2,692.85
	001372 KURATOMI DDS/REED K	120821	01/29/21	125.00
	001673 LINCOLN FINANCIAL GROUP	120822	01/29/21	1,133.66
	003403 MAR-KEN INTERNATIONAL PO	120823	01/29/21	260.00
	000218 MID VALLEY SUPPLY	120824	01/29/21	1,656.32
	003981 MILLER/RYAN	120825	01/29/21	154.00
	001615 OLIN CORP-CHLOR ALKALI	120826	01/29/21	2,356.79
	000723 PIED PIPER INC./THE	120827	01/29/21	340.00
	002068 ROTO-ROOTER	120828	01/29/21	889.75
	000126 SANTA CRUZ FIRE EQUIPMEN	120829	01/29/21	277.08
	000626 SANTA CRUZ/COUNTY OF	120830	01/29/21	255,078.00
	000820 SANTA CRUZ/COUNTY OF	120831	01/29/21	35.00
	000128 SCARBOROUGH LUMBER	120832	01/29/21	2,929.28
	003745 SCOTTS VALLEY HOTEL LP	120833	01/29/21	17,241.95
	000133 SCOTTS VALLEY SPRINKLER	120834	01/29/21	14.26
	003973 THOMAS/TYLER	120835	01/29/21	39.22
	002064 TRUCK SERVICES	120836	01/29/21	400.00

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT	
BA	GENERAL CHECKING ACCOUNT				
000151	VISION SERVICE PLAN	120837	01/29/21	997.50	
003145	WAGE WORKS	120838	01/29/21	125.00	
000154	WINCHESTER AUTO STORES	120839	01/29/21	18.35	
003947	4X4 AND MORE	120840	01/29/21	128.25	
	GENERAL CHECKING ACCOUNT			323,130.41	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
01/29/2021 13:48:18
GL540R-V08.15 PAGE 3

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
REPORT TOTALS:				323,130.41

RECORDS PRINTED - 000120

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
----	-----	
001	GENERAL	40,440.94
002	RECYCLING/ENVIRONMENTAL	2,123.00
004	RECREATION	470.02
005	SMIP	887.81
010	WASTEWATER OPERATIONS	11,470.79
011	TERTIARY TREATMENT PLANT	1,919.74
019	AFFORDABLE HOUSING	8,562.50
023	SVRDA SUCCESSOR AGENCY	255,078.00
028	SENIOR CENTER	178.18
035	GREEN BUILDING FUNDING	303.30
050	PINEWOOD EST LNDSCP MAINT DT	383.00
077	SKYPARK MAINT ASSESS DIST	10.26
112	DENTAL INS INTERNAL SERV	716.34
123	COMMUNITY FACILITY CENTER	586.53
TOTAL ALL FUNDS		323,130.41

BANK RECAP:

BANK	NAME	DISBURSEMENTS
----	-----	
BA	GENERAL CHECKING ACCOUNT	323,130.41
TOTAL ALL BANKS		323,130.41

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: February 3, 2021

TO: Honorable Mayor and City Council

FROM: Daryl Jordan, Public Works Director

APPROVED: Tina Friend, City Manager

**SUBJECT: CITY OF SCOTTS VALLEY ACTIVE TRANSPORTATION PLAN
DRAFT FOR INITIAL PRESENTATION AND DISCUSSION**

SUMMARY OF ISSUE

The City of Scotts Valley Public Works Department received grant funding to prepare an Active Transportation Plan (ATP) for the City. The ATP provides recommendations for future improvements for walking and bicycling with the goal of making it safer, easier, and more comfortable for Scotts Valley residents to walk and bike.

The ATP is funded through a \$175,000 Caltrans Sustainable Communities Transportation Planning Grant and \$22,750 in local matching funds. The project is a partnership between the City of Scotts Valley, Ecology Action, and Bike Santa Cruz County.

The ATP will update the 2012 Scotts Valley Bicycle Transportation Plan and provide the first citywide plan for pedestrian facilities. It will be used to help the City prioritize bicycle and pedestrian projects and as a tool to secure grant funding for project construction.

The planning effort launched with a public outreach campaign in summer 2019. Staff attended community events, food distributions, and local gathering places to collect input on barriers to walking and biking and locations where residents would like to see improvements. A community workshop was held in October at the Scotts Valley Senior Center and drew 54 attendees. Public input was also collected through social media, an online survey, and online interactive map. The planning team received 279 community comments and 588 survey responses.

A 19-member Stakeholder Committee, which included residents, elected officials, business owners, students, and Scotts Valley Police Department staff, also provided input throughout the planning process. Committee members and the planning team met monthly between June 2019 and January 2021 to develop the vision for the plan, review project recommendations, and provide guidance on plan development.

The planning team worked with traffic engineering consultants TJKM to develop infrastructure recommendations that address issues identified through community input. The team used the following data sources to identify needed pedestrian and bicycle improvements and develop recommendations:

- **Safety:** Pedestrian and bicycle collisions over the past 10 years were analyzed and locations with higher numbers of collisions were a focus for recommendations. Most pedestrian and bicycle collisions took place on Scotts Valley Drive and Mount Hermon Road, making those arterials a priority for improvements.
- **Community input:** Comments received through community outreach, the public meeting, and the project website were reviewed to identify high-priority locations and key gaps in the pedestrian and bicycle network.
- **Access to key destinations:** Routes to community destinations such as schools, parks, shopping centers, and large employers were a priority for the planning team. Future developments were also considered, with the goal of planning for pedestrian and bike access to new housing and commercial projects.

Recommendations for City rights-of-way from the recently completed County of Santa Cruz/City of Scotts Valley Safe Routes to Schools Plan were included in the Active Transportation Plan to simplify implementation for City staff. The recommendations included in the ATP are prioritized using five criteria that align with the vision and goals of the Plan as well as common grant application criteria. The prioritized project list is meant to serve as a tool to help decision-makers set priorities for project implementation, as well as for City staff to identify the most competitive projects for various grant funding opportunities.

The projects included in the Active Transportation Plan may be implemented over time as funding becomes available. Some projects that are low cost and have community support could be installed using existing City funding sources. For larger projects, leveraging local funds with additional grant funding will be critical for implementation. There are also several projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that would take many years to fund, design, and construct, they are included in the Active Transportation Plan as a long-term vision for the future of transportation in Scotts Valley.

FISCAL IMPACT

There is no fiscal impact.

STAFF RECOMMENDATION

Receive a presentation on the draft Active Transportation Plan and provide input.

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City of Scotts Valley Active Transportation Plan

Funding provided by:



In partnership with:



004

Acknowledgements

Elected Officials

Derek Timm, Mayor
Jim Reed, Vice Mayor
Donna Lind, Councilmember
Jack Dilles, Councilmember
Randy Johnson, Councilmember

City of Scotts Valley

Daryl Jordan, Director of Public Works
Athena Cheung, Engineering Associate

Project Funding Partner

California Department of Transportation

Gustavo Alfaro Jr., Caltrans District 5 Division of Planning

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Bike Santa Cruz County

Gina Cole, Executive Director

TJKM Consultant Team

Colin Burgett, Senior Project Manager
Dhawal Kataria, Assistant Transportation Planner

Community Stakeholders

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Betty Johansen, Resident
Brad Cramer, Resident
Brianna Goodman, Santa Cruz County Regional Transportation Commission (SCCRTC)
Brittany Cavaletto, Scotts Valley Cycle Sport
David Stihler, Resident
Deborah Benham, SCCRTC Elderly and Disabled Transportation Advisory Committee
Henrik Ingesson, Resident
Ilo Nilson, Resident
Jack Dilles, Scotts Valley City Councilmember
John Chard, Resident
Mark Davidson, Resident
Martin Spierings, Resident
Matt De Young, Mountain Bikers of Santa Cruz
Molly Abrams, Scotts Valley High School
Richard Masoner, SCCTRC Bicycle Advisory Committee
Sergeant John Wilson, Scotts Valley Police Department
Skylar Kuo, Scotts Valley High School
Steve Simonovich, Resident

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Chapter 1: Introduction and Background

The vision of the Scotts Valley Active Transportation Plan is to create community connections via active transportation routes that are safe, enjoyable, accessible, and well-maintained. The Plan provides recommendations for infrastructure projects and programs that support walking and bicycling and identifies possible funding sources and implementation priorities. Implementation of the recommendations included in this Plan can help support a healthy community, improve transportation options for low-income and vulnerable residents, and help achieve statewide goals to address climate change by reducing vehicle miles traveled.

Interest in walking and biking for daily trips is growing among Scotts Valley residents and employees. Some students walk, bike, or skateboard to get to school. Scotts Valley is a destination for recreational bike trips, both for road biking and on the Glenwood Preserve mountain bike trails. Some residents walk or bike to work, and some use active transportation for daily errands or trips to the park or the library.

Public input was the foundation of the planning process to identify transportation needs and opportunities in Scotts Valley. The recommendations within this Active Transportation Plan were developed through engagement with Scotts Valley residents and stakeholders as well as an analysis of walking and biking needs throughout the city.

This Plan was funded through a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) as well as local matching funds, and it aligns with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan. Some of the recommended improvement opportunities are within Caltrans' right of way, and as the owner and operator of the State Highway System, Caltrans will require further analysis of these planning-level concepts and final approval if local agencies seek implementation.

Plan Contents

Chapter 1: Introduction and Background. The first chapter describes the vision and purpose of the Plan as well as the Plan's relationship to other Scotts Valley planning efforts.

Chapter 2: Existing Conditions. This chapter outlines current conditions in the City of Scotts Valley, including land use, commute trends, existing bicycle and pedestrian facilities, current programs, and collision data.

Chapter 3: Outreach. The third chapter describes the outreach process and outlines key themes that emerged during public outreach.

Chapter 4: Pedestrian and Bicycle Plan. This chapter includes goals and policies related to walking and bicycling in Scotts Valley as well as recommendations for infrastructure improvements and programs to improve safety and comfort for people who are walking and biking.

Chapter 5: Implementation and Maintenance. The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a prioritized project list. It also includes a list of funding sources that the City of Scotts Valley can use to finance the recommended projects and programs and the methods the City will use to report on the Plan's progress to the community and to maintain existing and future pedestrian and bicycle infrastructure.



007

What's New in this Plan?

This Plan updates the 2012 Scotts Valley Bicycle Transportation Plan and is the first plan for future pedestrian facilities in Scotts Valley. Over the past eight years, bicycle and pedestrian planning has evolved based on new strategies, research, and designs. In Santa Cruz County and globally, cities and counties are adopting Vision Zero policies that seek to eliminate traffic injuries and fatalities and promote the use of active and shared modes of transportation. There has also been a growing focus on Complete Streets, which are designed to be comfortable and safe for people of all ages and abilities, whether they are walking, bicycling, or driving. Innovations in bicycle infrastructure design have been approved by Caltrans and the National Association of City Transportation Officials (NACTO) and implemented throughout the state, and the Federal Highway Administration (FHWA) conducts ongoing research on treatments to improve pedestrian and bicyclist safety.

The recommendations in this Plan were designed with Complete Streets principles in mind to support community members as they use active transportation for their daily trips.

Vision Zero

Vision Zero is a strategy to eliminate traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and it has been implemented in cities around the world. Vision Zero starts with the belief that traffic deaths are preventable and brings together traffic engineers, policymakers, and public health professionals to work toward solutions. In Santa Cruz County, Vision Zero is led by County Public Health, which has assisted the cities of Watsonville and Santa Cruz in passing Vision Zero resolutions.

Relationship to Other Plans

The Scotts Valley General Plan guides the physical development of the city, including changes to the transportation system and built environment. The General Plan envisions a transportation system that “enhances residents’ quality of life, supports a vibrant local economy, and promotes environmental sustainability goals”. To support that vision, the General Plan outlines goals, policies, and actions, including the following goals related to active transportation:

- » **Goal M-1:** Provide a balanced, multi-modal transportation system that is well integrated, efficiently designed, and enhances mobility in a sustainable manner.
- » **Goal M-2:** Provide “complete streets” that serve all modes of transportation, including vehicles, public transit, bicyclists, and pedestrians.
- » **Goal M-3:** Provide a roadway system that enhances mobility and protects residential neighborhoods.
- » **Goal M-4:** Provide a roadway system that enhances community aesthetics and promotes a high quality of life.
- » **Goal M-5:** Improve and expand public transportation services for residents, workers, and visitors.
- » **Goal M-6:** Provide a complete network of bikeways and bicycle facilities in Scotts Valley.
- » **Goal M-7:** Provide high-quality pedestrian facilities that support walking and the enjoyment of the outdoors in Scotts Valley.

The Active Transportation Plan helps the City to realize these goals by outlining projects and programs to improve safety, expand the network of bicycle and pedestrian facilities, and encourage walking and bicycling in Scotts Valley. Additional goals, policies, and actions related to active transportation are included in Chapter 4.

The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan was completed in February 2020 and includes infrastructure and program recommendations for the three public schools in Scotts Valley. This Active Transportation Plan includes the infrastructure recommendations from the Complete Streets to Schools Plan that are located on city streets in order to create a comprehensive list of city-wide bicycle and pedestrian projects and simplify future project implementation.

In addition, the 2008 Town Center Specific Plan and 1996 Parks Master Plan were reviewed, and any applicable bicycle and pedestrian projects are included in this Active Transportation Plan.

Chapter 2: Existing Conditions

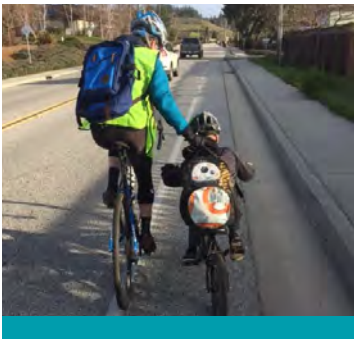
Demographics

The City of Scotts Valley is home to an estimated 11,900 residents¹ and 4,364 households² per 2018 Census data. The median age of the residents is 40.3, which is slightly higher than the median age for Santa Cruz County as a whole. 22% of Scotts Valley residents are under 18, and 16% are over the age of 65.¹

Among Scotts Valley residents, 77.6% identify as white, 11% identify as Hispanic or Latino, and 7% identify as Asian.³ The majority of residents have at least some higher education experience, and 55% have either a bachelor's or graduate degree.³

Commute Trends

An estimated 5,793 Scotts Valley residents are employed, and more than three-quarters of them drive alone to work.⁴ This is likely in part because of the proximity of high-paying jobs in Silicon Valley and the Monterey Bay region, which are located at least six miles from Scotts Valley and are more difficult to reach through active transportation. Scotts



Most City residents can travel less than two miles to visit a grocery store or other common destinations. If infrastructure is provided, these short trips can be easy to do via active transportation and provide the opportunity to increase walking and biking trips.

Valley has higher rates of driving alone to work than Santa Cruz County as a whole and lower rates of walking, biking, carpooling, and public transportation use. Scotts Valley does have a higher rate of employees working from home than the County, which reduces the overall number of commute trips.⁴

The average commute time to and from places of employment for Scotts Valley residents is 29 minutes. More than half of Scotts Valley commuters have travel times that are longer than 20 minutes, and 29% of commuters travel for 45 minutes or more.⁴ Several Bay Area companies offer private bus transportation from Scotts Valley to their Silicon Valley offices, and the Highway 17 METRO bus route also connects Scotts Valley with Silicon Valley and Santa Cruz. These services provide an alternative to driving alone for longer commute trips.

While commute trips offer the best data available on travel modes, they represent only a percentage of total trips. Data on the percentage of Scotts Valley residents walking or bicycling for other daily trips is not available. Scotts Valley's small size means that most City residents can travel less than two miles to visit a grocery store or other common destinations. If infrastructure is provided, these short trips can be easy to do via active transportation and provide the opportunity to increase walking and biking trips.

School trips in Scotts Valley are also significant, with nearly 2,000 students attending public schools within the city. Parent survey data from 2018 indicated that more than 60% of students at Scotts Valley Middle School and Vine Hill Elementary traveled less than two miles to school. Among Scotts Valley High students, 43% traveled less than two miles. These short commute distances also provide opportunities for more walking and biking trips. Parent survey data indicated that,

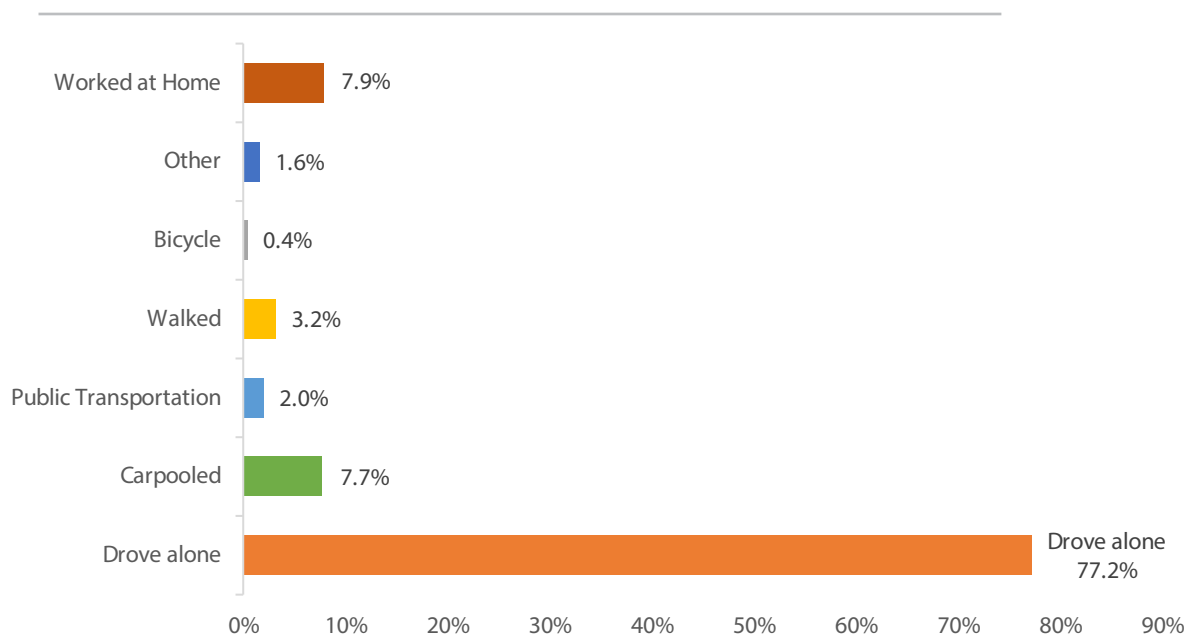
in 2018, 32% of Scotts Valley Middle School students and 19% of Vine Hill Elementary students walked or biked to school, with that number dropping to 11% of high school students using active transportation.

1. Census American Community Survey 2014–2018 Age & Sex, Table S0101.

2. Census American Community Survey 2014–2018 Households and Families, Table S1101.

3. Census American Community Survey 2014–2018 Selected Characteristics of US Populations, Table S0601.

4. Census American Community Survey 2014–2018 Commuting Characteristics by Sex, Table S0801.

Figure 1. Work Commute Travel Modes in Scotts Valley

Land Use and Major Destinations

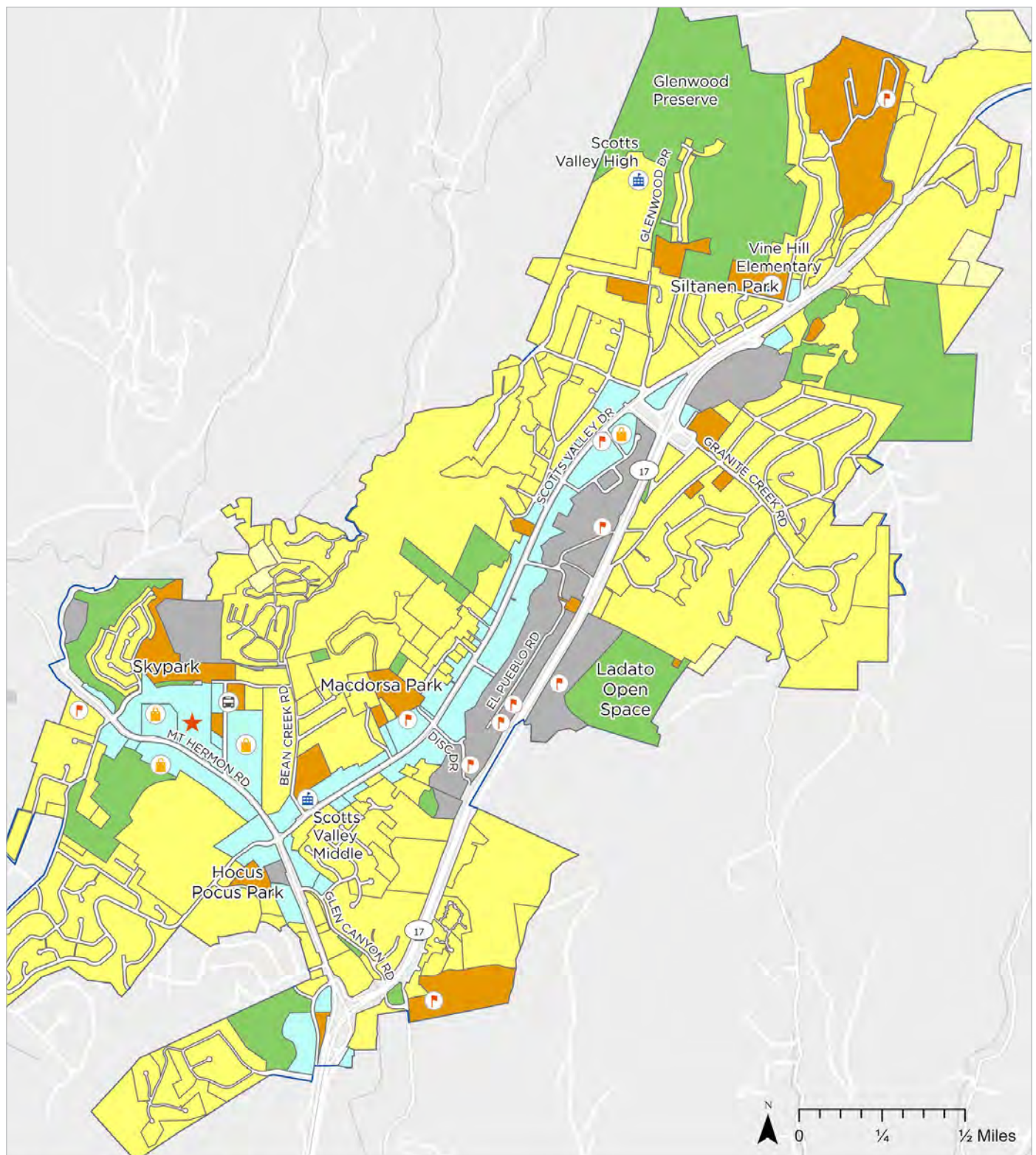
Scotts Valley is located in the Santa Cruz Mountains and covers approximately 4.6 square miles. The majority of land in Scotts Valley is designated for residential uses. The City enjoys a wealth of parks and open space, with 14% of land designated as green space. 7% of the City is designated for industrial uses and 4% is designated for commercial uses, including parking lots.

Major destinations in Scotts Valley include the three public schools, the parks, and the restaurants, markets, and shopping centers along Mount Hermon Road and Scotts Valley Drive. The area around Kings Village Road is a major destination and is home to Skypark, the Scotts Valley Library, the Cavallaro Transit Center, the post office, the senior center, and the community center. The area between Mount Hermon Road, Kings Village Road, the Scotts Valley Square Shopping Center, and Skypark is also the site of the future Town Center project, which is envisioned as a mixed-use development that will serve as the city center. If constructed, the Town Center project would become a major destination within Scott Valley.

Scotts Valley is home to nearly 5,000 jobs,⁵ and large employers in Scotts Valley also serve as destinations. Five of the top ten employers in Scotts Valley are located on or near Disc Drive, El Pueblo Road, and Green Hills Road.

As future development occurs in Scotts Valley, this Active Transportation Plan provides a list of projects that can be used to mitigate development impacts by reducing vehicle miles traveled. In 2013, the state of California approved Senate Bill 743, which mandates that jurisdictions can no longer use traffic congestion as a metric in transportation analysis under the California Environmental Quality Act (CEQA). The state released guidelines in 2018 that recommend the use of vehicle miles traveled as the key metric for analyzing traffic impacts. The Active Transportation Plan is a resource that the city and developers can use as a source for project ideas to improve biking and walking facilities and reduce vehicle miles traveled.

5. Scotts Valley Finance Department, 2019.



Map 1. Project Area

Land Use

- | | |
|------------|-----------------|
| Commercial | Public Facility |
| Industrial | Residential |
| Open Space | |

Major Destinations

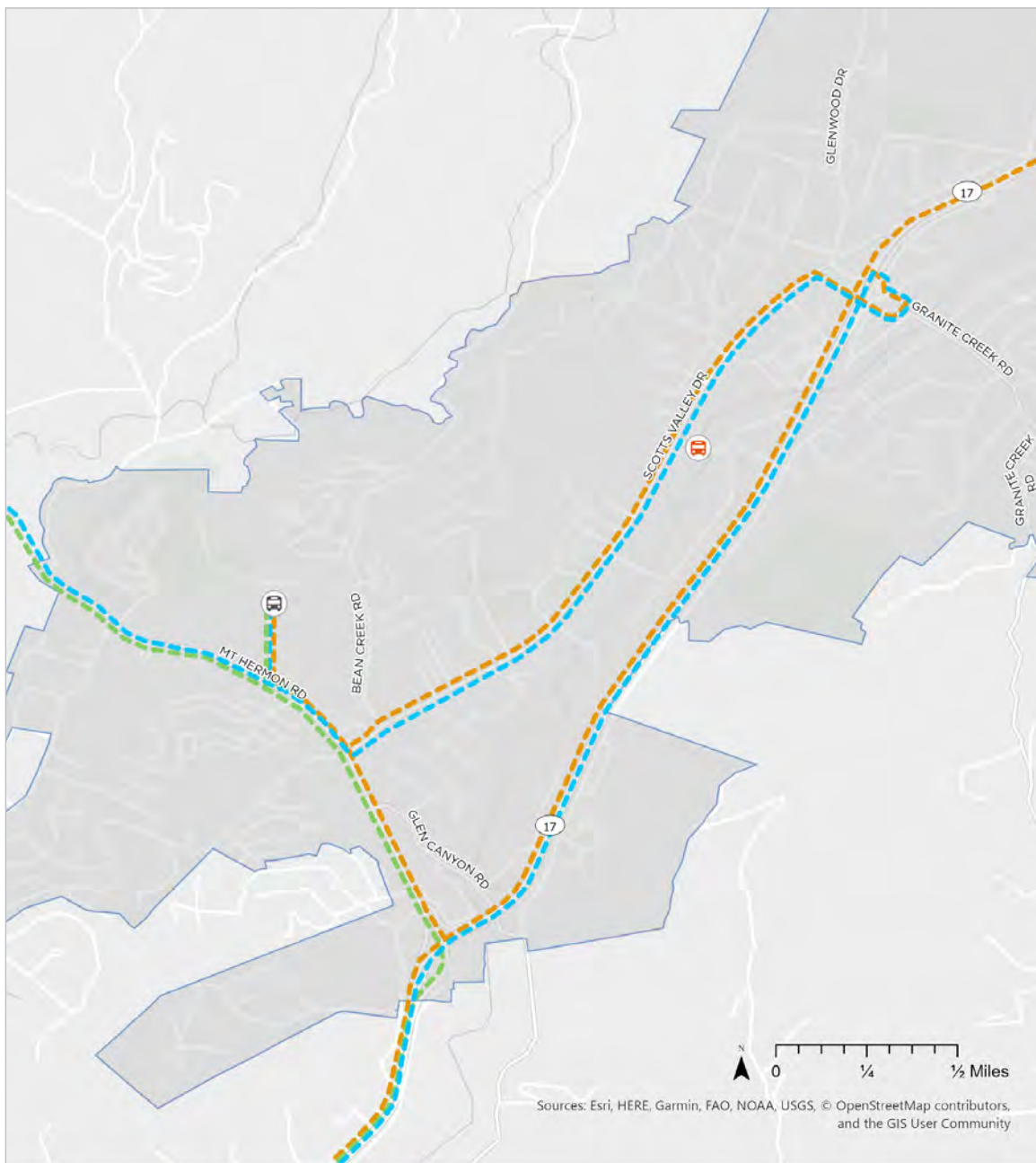
- | | |
|--------------------|----------------|
| Major Employer | Transit Center |
| Shopping Center | Public School |
| Future Town Center | City Limit |

011

Transit

Scotts Valley is served by three Santa Cruz METRO bus routes. Two of the routes connect Scotts Valley with the City of Santa Cruz and the San Lorenzo Valley. The third route, the Highway 17 Express, connects downtown Santa Cruz and Scotts Valley with the Diridon Caltrain station and downtown San Jose. The Cavallaro Transit Center serves as the main bus transfer point in Scotts Valley and provides all-day parking for those using transit for their daily commutes.

Private bus transportation also connects Scotts Valley with the Silicon Valley locations of several large companies. These buses stop near the Boys and Girls Club on El Pueblo Road.



Map 2. Transit Routes

Transit Routes

- 17
- 35
- 35A
-  Transit Center
-  Private Bus Pickup
-  City Limit

Existing Street Network

As of 2019, the City of Scotts Valley maintained approximately 32 centerline miles of paved roads. This included 4.57 miles of arterials, 12.18 miles of collectors, and 15.27 miles of local residential streets. In addition to City-maintained roadways, there are a significant number of streets that are privately owned and maintained.

The speed limit is 35 mph on the city's two arterials, Mount Hermon Road and Scotts Valley Drive. Speed limits vary from 35 to 25 mph on collector streets and are set at 25 mph for most residential streets.

Table 1. Scotts Valley Roadway Classifications

Street Classification	Description	Existing Average Daily Traffic Range
Arterial	Serves trips of moderate length. Some emphasis on land access. Often carries local bus routes and provides intra-community continuity, but does not typically access residential neighborhoods.	6,500 to 45,000
Collector	Provides both land access and traffic circulation. Accesses neighborhoods and communities, collecting and attributing traffic between residential neighborhoods and the arterial streets.	800 to 4,500
Local	Primarily permits direct land access and connections to the higher-order streets. Lowest level of mobility. Through traffic is deliberately discouraged.	Less than 2,000

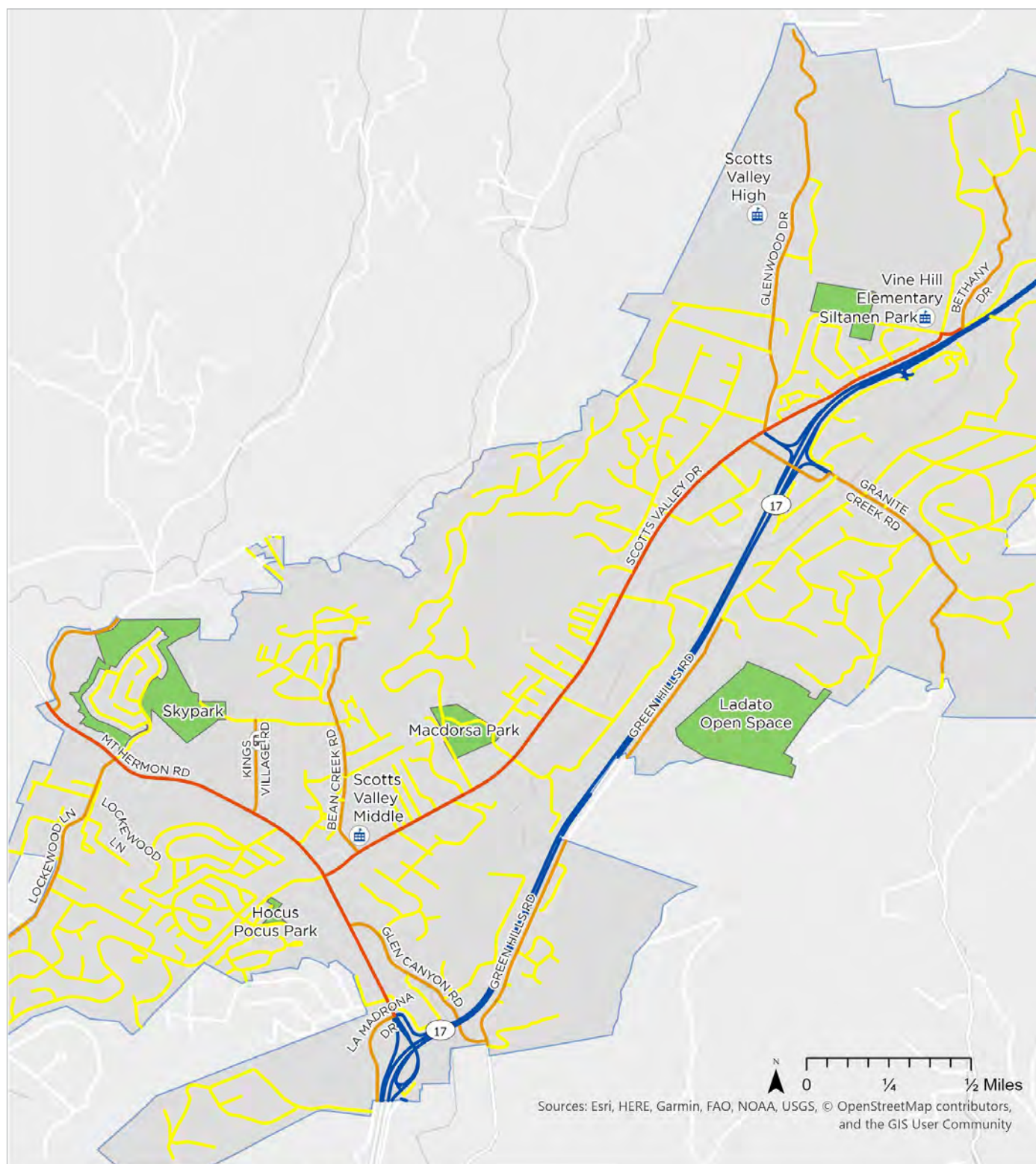


COMMUNITY FEEDBACK:

"It's crazy to try to come through here (intersection of Scotts Valley Drive/Glenwood Drive/ Highway 17) on a bike. I'm a senior at SVH and I stopped riding my bike to school because I've almost been hit about five times. The last time, they didn't see me and clipped my bike tire when turning into the freeway. Please fix if you're serious about making SV bikeable."



013



Map 3. Existing Street Network

Roadway Classifications

- | | | | |
|------------|-------------|------------------|--------------|
| — Freeway | — Collector | Ⓜ Transit Center | ■ Park |
| — Arterial | — Local | Ⓢ Public School | ■ City Limit |

Existing Bicycle Network

There are currently three types of bicycle facilities in Scotts Valley: Class I shared-use paths, Class II bicycle lanes, and Class III bicycle routes. See the chart on page 14 for a guide to the types of bicycle facilities that will be discussed in this Plan, and page 15 for a map of existing bicycle facilities.

The two main arterial streets in Scotts Valley, Mount Hermon Road and Scotts Valley Drive, both include Class II bicycle lanes and provide access to most of the major destinations in Scotts Valley. Bike lanes are best suited for confident cyclists and can be challenging for less experienced riders, especially on higher-speed, high-volume roadways.

There are also bike lanes on several collector streets, including Glenwood Drive, Bean Creek Road, Kings Village Road, and a portion of Green Hills Road. Most local streets in Scotts Valley do not have bike facilities, with a few exceptions. Blue-bonnet Lane, Hacienda Drive, and a portion of Whispering Pines Drive all have bike lanes.

Bicycle routes in Scotts Valley include Lockewood Lane, El Pueblo Road, Granite Creek Road, and the portions of Glen Canyon Road and Green Hills Road that do not have bicycle lanes. In some cases, these routes are marked with signage and/or “sharrows,” or shared lane markings, which indicate that drivers will be sharing the lane with cyclists and remind drivers to check for people on bikes.

The shared use paths within the city are located in Skypark and Siltanen Park as well as around the perimeter of the Skypark neighborhood. In 2014, the City constructed a shared-use path and bridge to connect Glenwood Drive with Vine Hill School Road through Siltanen Park. This project created an off-street connection to both Vine Hill Elementary and Scotts Valley High School. In 2020, work was completed on the Glenwood Preserve trails, which included eight miles of unpaved trails that are open to hikers, bicyclists, and equestrians.

The City of Scotts Valley has also installed several innovative bike treatments, including green-backed sharrows on Glen Canyon Road and green bicycle boxes at the intersection of Scotts Valley Drive and Mount Hermon Road. Green-backed sharrows are more visible than the standard white markings. The bicycle boxes provide space for cyclists to make a left turn when the traffic light is red by moving safely across the green area to reach the left turn lane. This provides an alternative to crossing several lanes of traffic to reach the left turn lane, which may be intimidating for some cyclists.



“COMMUNITY FEEDBACK:
“Need protected bike
lanes on Mount Hermon
Road and SV Drive.”

015

The 2015 Implementation Plan for the Santa Cruz County Bicycle Route Signage Program, developed by the Santa Cruz County Regional Transportation Commission, identifies local and regional bicycle routes throughout the county. The plan includes a regional route that connects Scotts Valley to Felton via Mount Hermon Road and to Santa Cruz via Glen Canyon Road.⁶ There are continuous Class II bicycle lanes on Mount Hermon Road between Scotts Valley and Felton. There are no bicycle facilities on Glen Canyon Road between Scotts Valley and Santa Cruz, and a safe connection between these two cities has been of long-standing interest in the community.

Bicycle parking is an important complement to the bicycle network, as it allows people to safely lock their bikes when they reach their destinations. There is currently no bicycle parking at many of the key destinations in Scotts Valley, including Nob Hill Foods, the senior center, the community center, and several City parks. When bicycle parking is present, it is often of an older style that is more difficult to use or is hidden from view from the main entrances to businesses. The Transit Center has bike lockers for all-day bike storage, but they are currently in disrepair and are not functional.

The Transit Center has bike lockers for all-day bike storage, but they are currently in disrepair and are not functional.

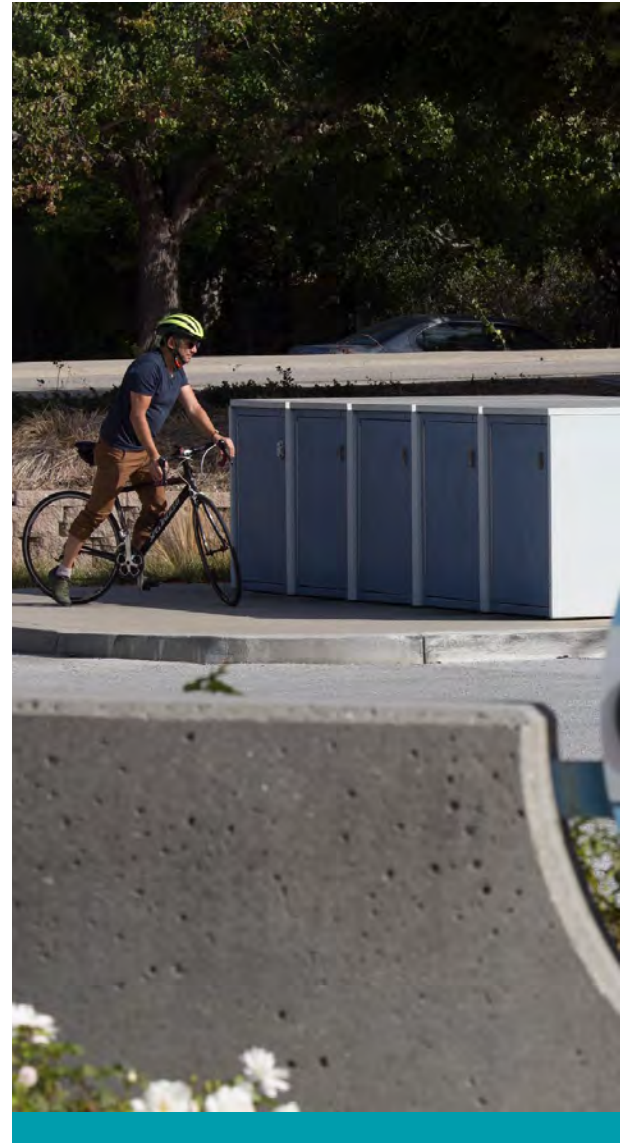


Table 2. Existing Bikeway Network 2019

Facility Type	Mileage	Percentage of City Streets with Bike Lanes
Class I Shared-Use Path*	1.27	
Class II Bicycle Lane**	16.37	26%
Total	17.64	

*Bike paths are counted as centerline miles.

**Bike lanes are counted as directional lanes.



COMMUNITY FEEDBACK:

"There are no bike racks or lockers at our shopping centers, so no place to lock up a bike while shopping."



6. Santa Cruz County Regional Transportation Commission Bicycle Projects. <https://sccrtc.org/projects/bike/>

Bicycle Facility Types⁷



Class I - Shared Use Path

- » Paved rights-of-way completely separated from streets.
- » Supports multi-use recreation and transportation opportunities for walkers, bikers, skaters and wheelchair users.



Class II - Bicycle Lane

- » On-street facilities that use striping and stencils to designate space for bicycle travel.



Class IIB - Buffered Bicycle Lane

- » On-street facilities in which a bicycle lane is separated from the vehicle lane by a striped buffer.
- » The buffer provides greater separation and comfort for bicyclists using the bike lane.



Class III - Bicycle Route

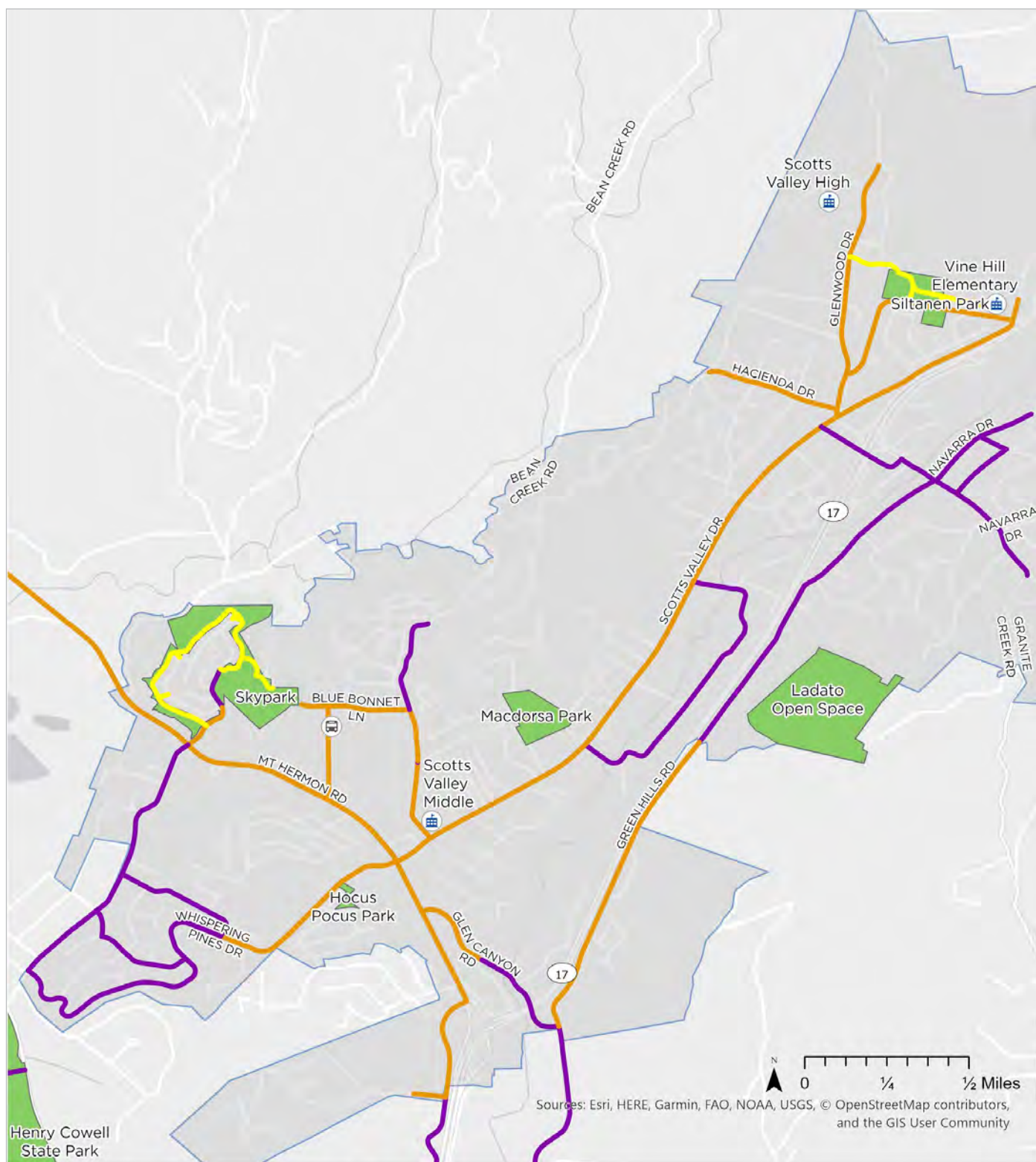
- » A route designated for bicycle travel that is shared with motor vehicles. This treatment is used on streets where other bicycle facilities are not feasible.
- » Bike routes are identified through signage and can also include shared lane bicycle markings, or “sharrows.”



Class IV - Separated Bikeway

- » On-street facilities in which the bicycle path of travel is separated from the vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers.

7. Sunnyvale Active Transportation Plan. <https://sunnyvale.ca.gov/news/topics/atp/default.htm>



Existing Pedestrian Network

Sidewalks in Scotts Valley are focused in the commercial areas, with limited sidewalks in residential neighborhoods. Scotts Valley Drive has continuous sidewalks on both sides of the street from Mount Hermon Road to just past Glenwood Drive and a sidewalk on one side between Glenwood Drive and Vine Hill School Road. Mount Hermon Road has sidewalks on both sides between La Madrona Drive and Lockwood Lane/Skypark Drive with a significant gap on the north side between Kings Village Road and Starbucks. There are several long gaps between marked crosswalks on both Mount Hermon Road and Scotts Valley Drive, which makes pedestrian access more challenging along the corridors.

Kings Village Road, Bluebonnet Lane, and Bean Creek Road have continuous sidewalk on one or both sides of the street, although there are sidewalk gaps on Kings Village Road and Bluebonnet Lane. Lockwood Lane, Green Hills Road, Civic Center Drive, Granite Creek Road, Glenwood Drive, Vine Hill School Road, and Bethany Drive all have sidewalks on at least one side of the street. Most of the smaller residential streets in Scotts Valley do not have sidewalks, although the Skypark neighborhood is an exception.

Sidewalk width varies from 4 to 10 feet along Mount Hermon Road and Scotts Valley Drive, but obstructions such as utility poles and signs make sidewalks functionally narrower in many locations. This can affect the accessibility of sidewalks, especially for people using mobility devices or strollers. Many corners do not have curb ramps that meet current ADA standards, which impacts the ability of people who use mobility devices or are vision-impaired to navigate the pedestrian network. Pedestrian accessibility is particularly important in the area around Kings Village Road, which is the location of the senior center, community center, post office, and the large senior housing community of Monteville.

Pedestrian accessibility on private property is also an issue. Most of the shopping centers in Scotts Valley are designed with large parking lots between stores and the street and lack sidewalks or paths to connect pedestrians to their destination. This can make the overall experience of walking for daily trips more challenging.

In addition to sidewalks, Scotts Valley has 1.27 miles of shared-use paths located in Skypark, Siltanen Park, and around the perimeter of the Skypark neighborhood, which can be used by people walking or biking.

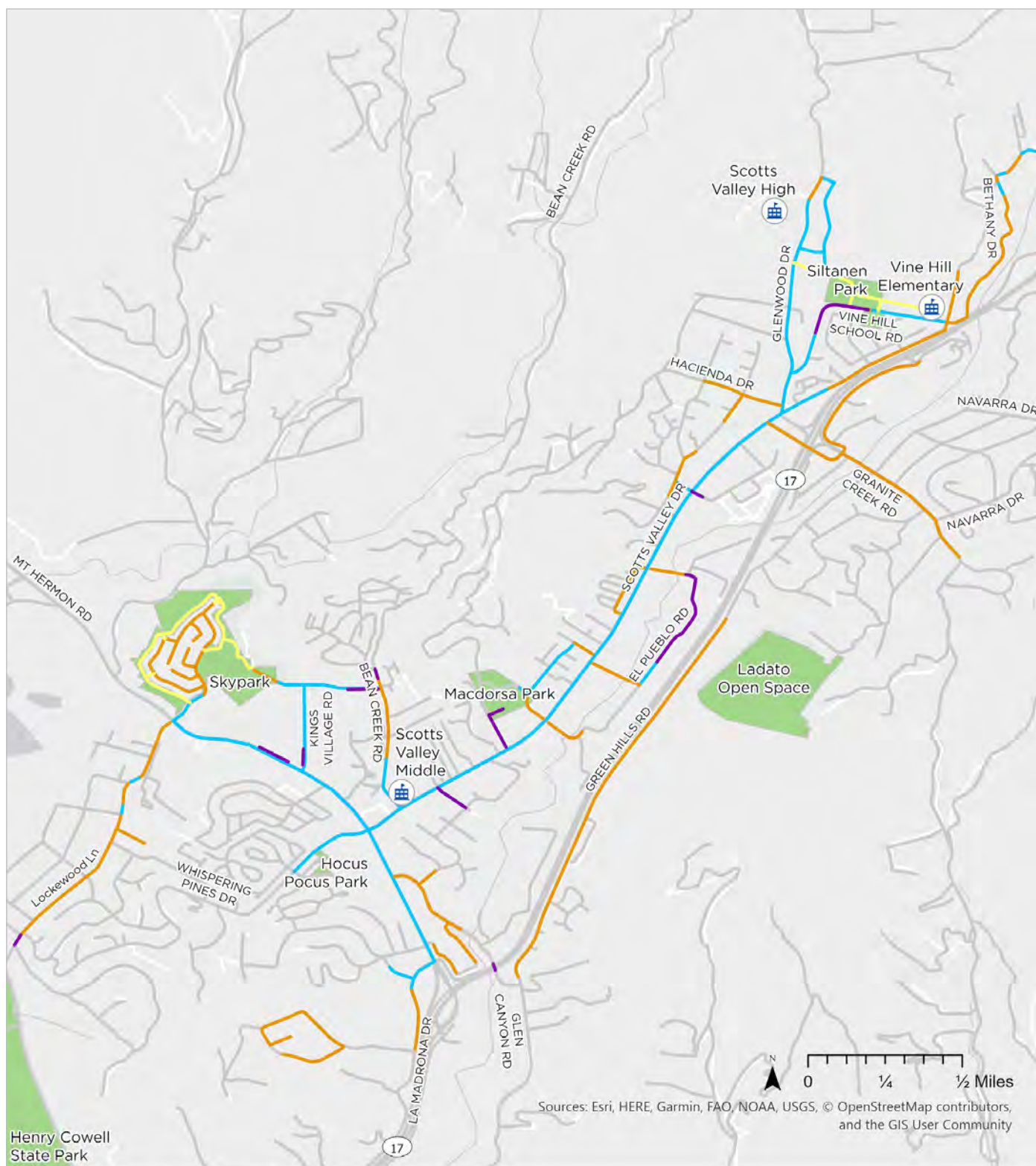


COMMUNITY FEEDBACK:

Not enough crosswalks on long streets. I no longer drive but feel house-bound. There is too much traffic on Bluebonnet Lane when I try to cross. Cars speed on my street (Bluebonnet) and don't stop even when they see that I'm trying to cross the street.



019



Existing Programs

A variety of program offerings provide active transportation education and encouragement to Scotts Valley residents. Many of these programs are focused on school-aged youth, but there are also programs offering safety information, encouragement, and events for the general public.

Safe Routes to Schools Programs

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students with the goal of empowering students and parents to walk and bike and to reduce collisions.

Bike to Work/School Day

Ecology Action hosts a biannual Bike and Walk to School Day at Scotts Valley schools as well as a Bike To Work Day breakfast site at Scotts Valley Cycle Sport. This event is an opportunity to get students, parents, and the general public excited about walking and biking and to encourage residents to try active transportation for the first time.

Rolling School Bus

This volunteer-led group organizes bike-to-school events for Vine Hill Elementary students on the first Friday of every month. The group encourages going car-free once a month and aims for everyone in Scotts Valley to feel safe when traveling by bike.

All-Ages and Adult Programs

Bicycle Traffic School

The Bicycle Traffic School Program is a coordinated effort involving law enforcement, the traffic court, and the education services of Santa Cruz County's cycling community to identify and educate cyclists at risk. Bicyclists who are given tickets for traffic violations have the option of attending a class on how to safely use a bicycle in traffic in lieu of paying the moving violation fine. The class is also available to members of the public who want to feel safer and more confident when riding on local streets.

Bicycle Wayfinding

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct cyclists to preferred bike routes. Signs have been installed at more than 300 locations, including in the City of Scotts Valley.

Bike Helmet Distribution

The Community Traffic Safety Coalition, a project of County Public Health, distributes fitted bike helmets at schools, community centers, and events. Helmets are free to anyone who needs one with a focus on low-income youths.



Employer Programs

Ecology Action offers several programs for local businesses. Starting in 2020, UC Santa Cruz employees, including the Scotts Valley campus, will receive bike commute workshops and e-bike demo events. Several Scotts Valley businesses also participate in the biannual bike challenges, in which employees log their bike rides for a month and compete against other local businesses. Ecology Action also provides a business membership program that offers employees zero-interest bike loans and free emergency rides home.

Santa Cruz County Cycling Club

The Cycling Club is a non-profit group that offers recreational group rides for a range of skill levels throughout the county. They also provide a 6-week training course for adults interested in building their cycling skills.

Street Smarts

Street Smarts is a county-wide public safety education campaign targeting traffic-related problems such as unsafe speeds and distracted driving. The bilingual ad campaign includes advertising within Santa Cruz METRO buses as well as messages in print media and through radio broadcast and social media. The City of Scotts Valley has signed on as a partner in the Street Smarts campaign, which is led locally by the City of Santa Cruz.



Active Transportation Safety

Bicycle and pedestrian-related collision data can help to identify high-level collision trends and locations with higher rates of bicycle and pedestrian collisions. This analysis uses data from UC Berkeley's Transportation Injury Mapping System (TIMS) from the ten-year period between 1/1/2008 and 12/31/2017. It is important to note that TIMS data includes reported injury collisions only and that many bicycle and pedestrian collisions are not reported and therefore are not represented in this analysis.

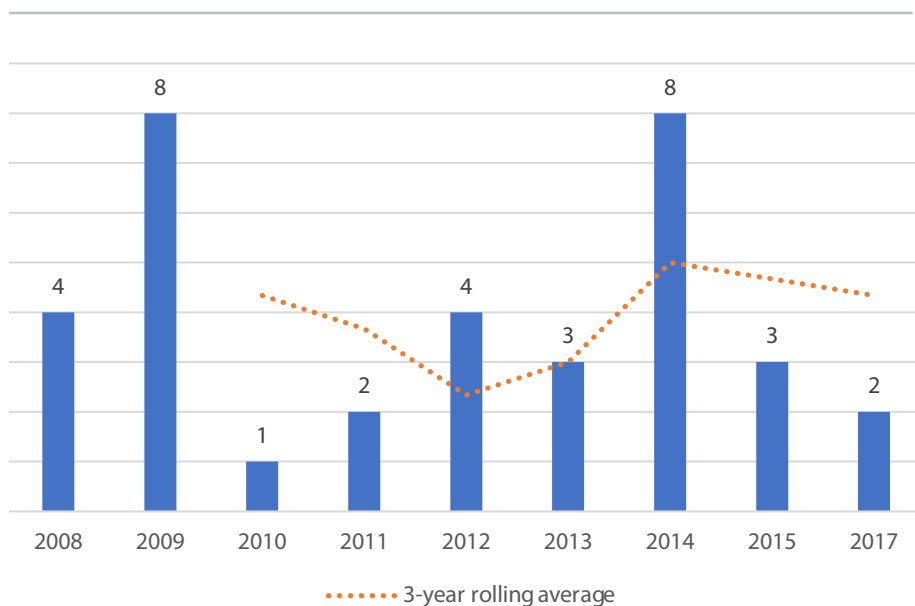
People biking and walking are disproportionately involved in collisions. Over the 10-year period, there were 327 total injury collisions in Scotts Valley involving drivers, cyclists, and pedestrians. While only a small percentage of trips are taken on foot or by bike, people walking or biking were involved in 18% of collisions.

Bicycle Safety

Over the 10-year study period, there were 35 bicycle-related injury collisions in Scotts Valley, with an average of four collisions per year. The number of collisions increased to eight in 2009 and 2014, but the trend did not continue in subsequent years. There were no fatal bicycle collisions within the 10-year period. Four collisions caused severe injury, 26 resulted in "Other visible injury," and five resulted in "Complaint of Pain."



Figure 2. Annual Bicycle Collisions

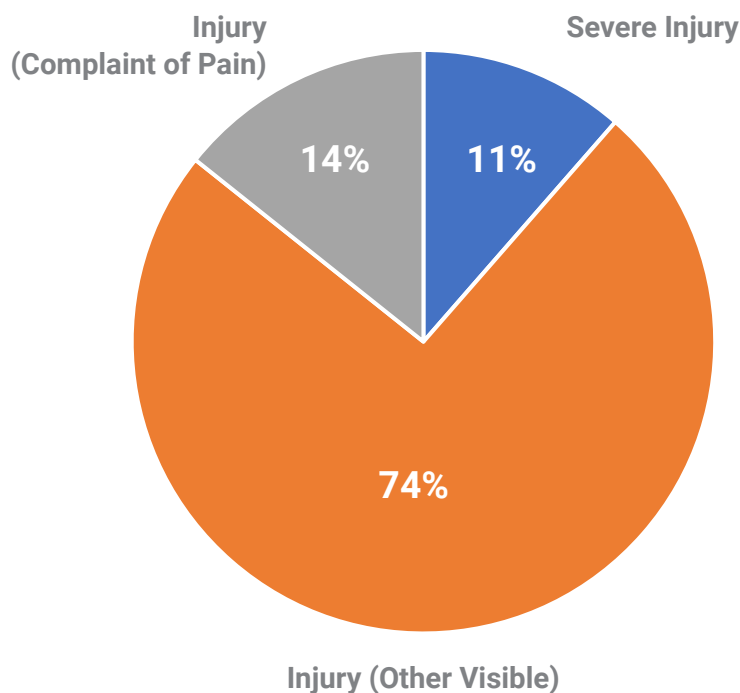


Collision Trends

Bicycle-related collision locations are shown in Map 6. Key takeaways from the analysis include:

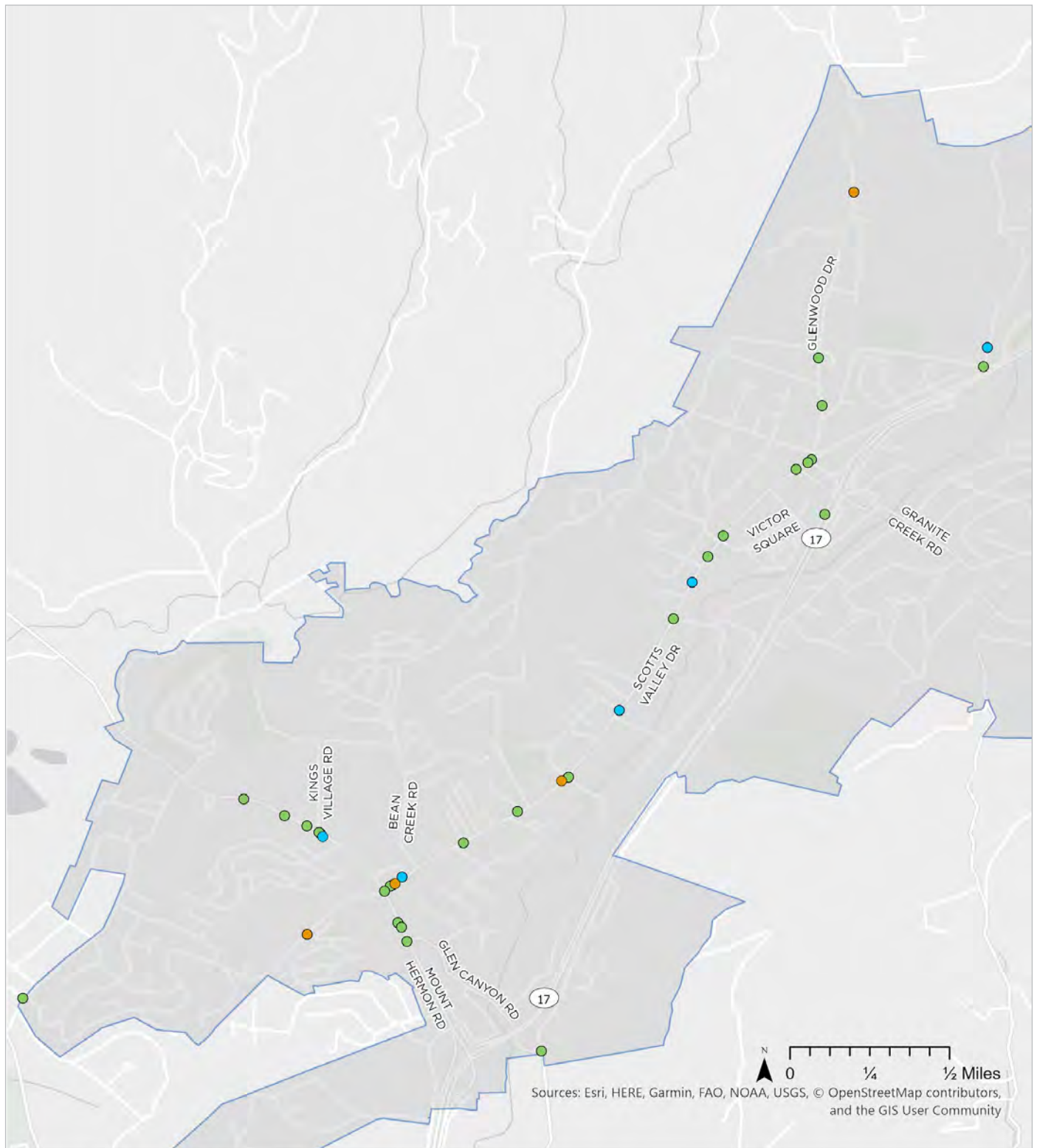
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people on bikes.** While bicycle trips are a small percentage of the total trips in Scotts Valley, cyclists are disproportionately involved in severe injury collisions.
- » **38% of bicycle-related collisions involve youths age 14 or younger, though they represent only 19% of the population.** Youths aged 19 or younger are involved in 51% of collisions.
- » **66% of bicycle-related collisions occurred on the city's two arterials,** Scotts Valley Drive and Mount Hermon Road. **Scotts Valley Drive alone accounted for 40% of collisions.**
- » **75% of bicycle-related collisions occurred on streets with bike lanes,** including Mount Hermon Road, Scotts Valley Drive, and Whispering Pines Drive.
- » **The three most common bicycle collision factors were automobile right-of-way violations (10 total), wrong side of road (7 total), and improper turning (5 total).** In collisions where bicyclists were at fault, riding on the wrong side of the road was the top primary collision factor, whereas in collisions where motorists were at fault, right-of-way violations (failure to yield) were the top collision factor.
- » **Fault was evenly split between bicyclists and motorists,** and both were found to be at fault in 46% of collisions. Fault was unknown in the remaining 8% of collisions.

Figure 3. Severity of Bicycle Collisions



DATA TREND

38% of bicycle-related collisions involve youths age 14 or younger, though they represent only 19% of the population.



Map 6. Bicycle Collisions

Bicycle Collisions 2008-2017 (35 Total Collisions)

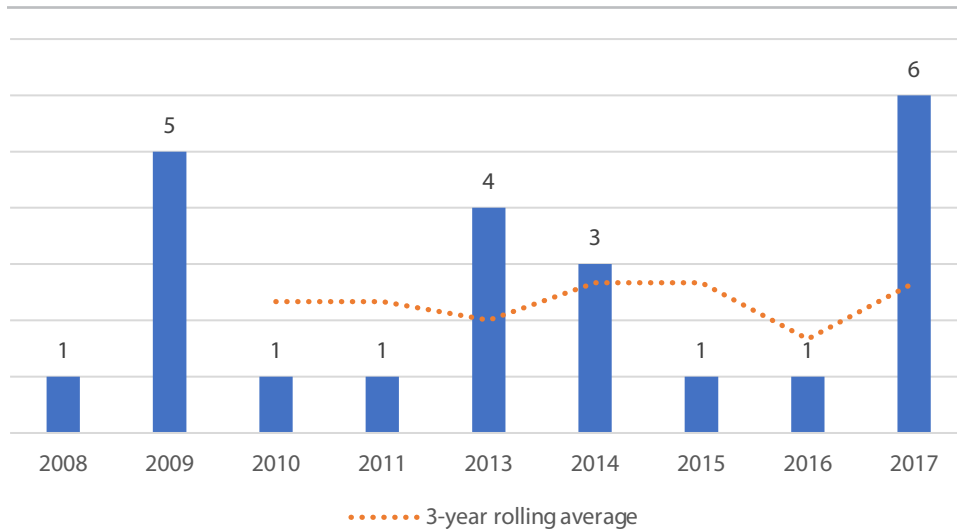
- Severe Injury (4)
- Minor Injury (26)
- Complaint of Pain (5)

City Limit

Pedestrian Safety

Over the 10-year study period, there were 23 pedestrian collisions in Scotts Valley, with an average of 2.5 collisions per year. The number of collisions increased to 6 in 2017, and future analysis will be needed to see if this represents an upward trend. There were no fatal pedestrian collisions within the 10-year period. Four collisions caused severe injury, 10 resulted in “Other visible injury,” and nine resulted in “Complaint of Pain.”

Figure 4. Annual Pedestrian Collisions



COMMUNITY FEEDBACK:

“My family was going for a walk with our stroller and young children, and were almost hit by a motorist. There is a pedestrian crossing at this location but the paint has worn out and is no longer visible for motorists. The crossing is also located on a horizontal curve, which makes it difficult for motorists to see pedestrians crossing or attempting to cross. A push-button flashing beacon at this location would greatly improve safety of walkers. I know many friends and other moms who live in the Lockwood neighborhood who would more often walk to Skypark if there was a safe route. The existing infrastructure is inadequate, and people aren’t willing to risk their lives to go to the park.”

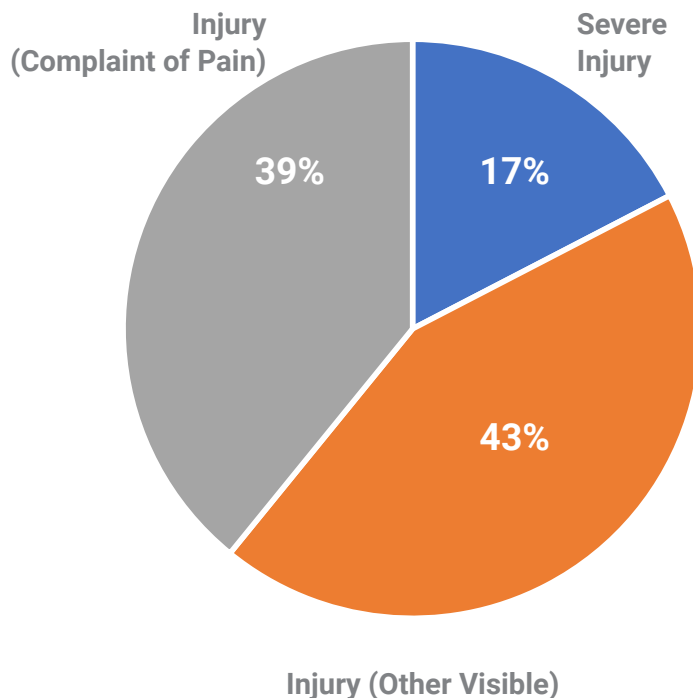


Collision Trends

Pedestrian collision locations are shown in Map 7. Key takeaways from the analysis include:

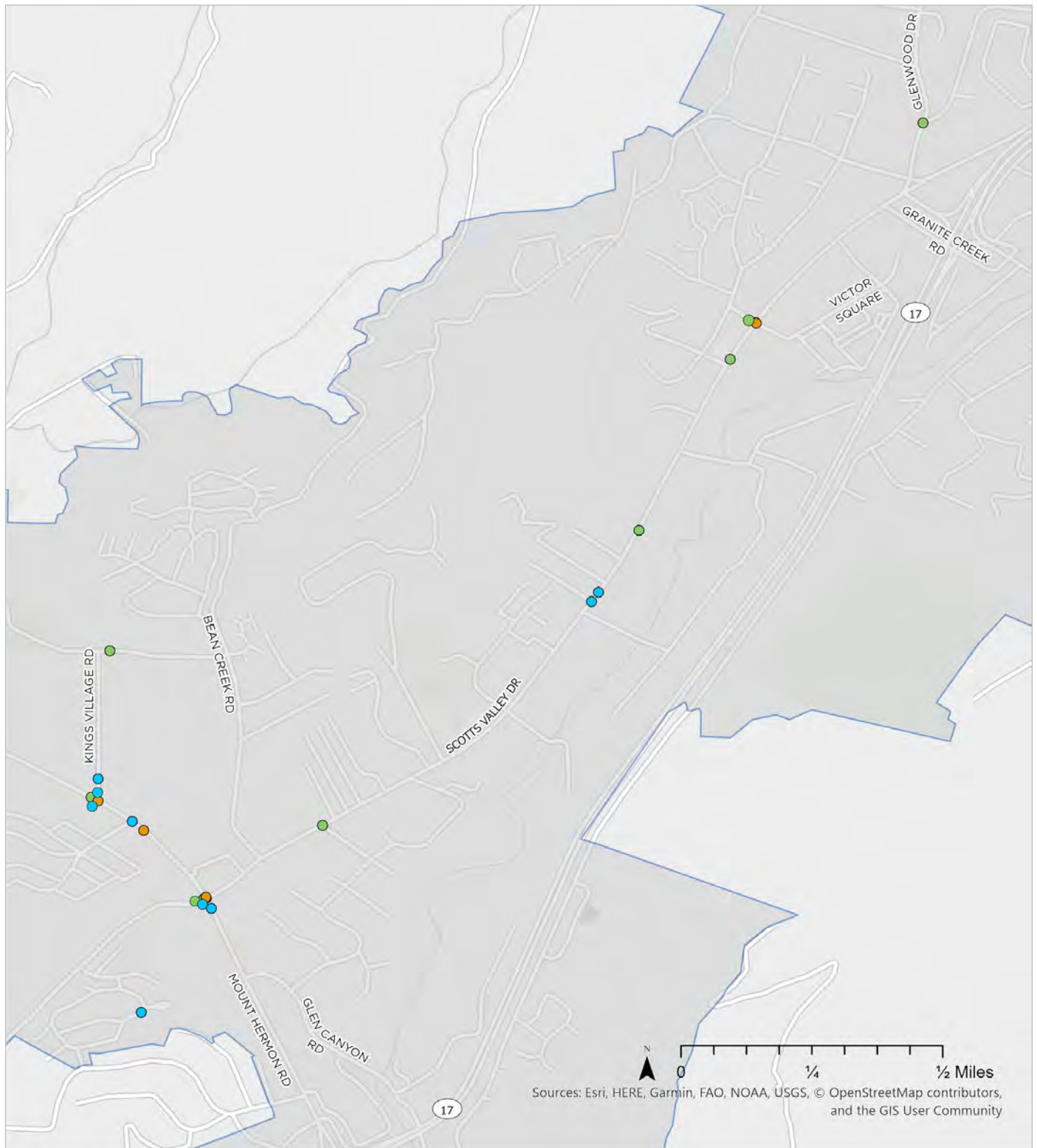
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people walking.** While walking trips are a small percentage of the total trips in Scotts Valley, pedestrians are disproportionately involved in severe injury collisions.
- » **34% of pedestrian collisions involve youths age 14 or younger,** though they represent only 19% of the population. **21% of collisions involved adults age 55 or over.**
- » 74% of pedestrian collisions took place on Scotts Valley's two arterials, Mount Hermon Road and Scotts Valley Drive. **52% of collisions took place on Mount Hermon Road alone.**
- » **Most pedestrian collisions took place at intersections.** The intersections of Mount Hermon Road with Kings Village Road and Scotts Valley Drive had the highest number of collisions.
- » The four most common primary collision factors were pedestrian right-of-way violations (13 total), automobile right-of-way violations (3 total), unsafe speed, and pedestrian violation (2 each). **In collisions where motorists were at fault, pedestrian right-of-way violations (failure to yield) were the top collision factor.** In both collisions where pedestrians were at fault, pedestrian violation was the top primary collision factor.
- » **Drivers were at fault in 74% of pedestrian collisions.** Pedestrians were at fault in 9% of collisions, and fault was unknown in the remaining 17% of collisions.

Figure 5. Severity of Pedestrian Collisions



DATA TREND

74% of pedestrian collisions took place on Mount Hermon Road and Scotts Valley Drive.





Chapter 3: Outreach

Public input was the foundation of the process to create the Active Transportation Plan. The City developed an outreach plan and worked with community members to accomplish the following outreach goals:

- » **Understand walking and biking needs:** Outreach at local events, an online interactive map, a community survey, and a citizen stakeholder committee all contributed input on the barriers to walking and biking in Scotts Valley and the types of improvements that community members would like to see. This helped the planning team to understand the community's priorities and the gaps in the biking and walking networks.
- » **Develop a vision for active transportation** in Scotts Valley: Visioning exercises at the community meeting as well as work with the stakeholder committee helped develop the vision for the future of walking and biking in Scotts Valley.
- » **Refine draft recommendations:** The stakeholder committee was instrumental in refining draft recommendations and filling in gaps. The public also had the opportunity to provide feedback on the draft recommendations at a presentation to the City Council.

Outreach Summary

Public Outreach

- » 1 public meeting
- » Tabling at 9 community events
- » 4 mobile workshops

Stakeholder Meetings

- » 15 Stakeholder Committee meetings
- » 1 Traffic Safety Advisory Committee meeting
- » 2 City Council meetings
- » Online Input

Interactive Mapping Tool

- » Online survey
- » Social media



Public Outreach

The City hosted a community workshop, attended local events, and reached out to local schools and businesses to solicit input on the barriers to walking and biking and ideas for new projects. In addition, a citizen stakeholder committee provided input and guidance on every phase of plan development.

Stakeholder Committee

The 19-member committee included residents, local business owners, elected officials, and City staff. Committee members and the planning team met monthly between June 2019 and November 2020 to develop the vision for the plan, review project recommendations, and offer guidance on plan development.

Public Meeting

A public meeting was held on October 24th, 2019 to introduce the planning process and collect resident input on barriers to walking and biking, ideas for new projects, and the vision for the future of active transportation in Scotts Valley. Fifty-four residents of all ages attended, indicating a strong interest in active transportation improvements.

Outreach Events

The planning team attended nine community events, including National Night Out, Bike to Work Day, the Art and Wine Festival, the Farmer's Market, and the Scotts Valley High School Community Service Fair. In addition, the team hosted mobile workshops at community gathering places, including churches, gyms, and food distribution events, to reach a greater diversity of community members.

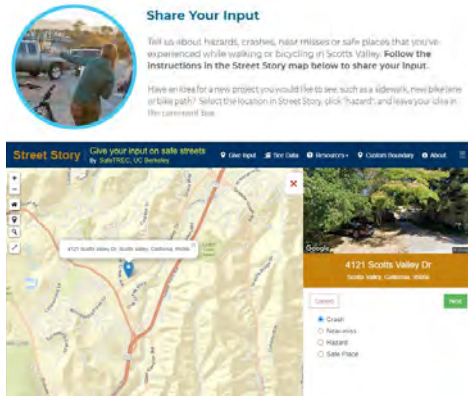
Outreach at these events included the community survey as well as a mapping exercise to solicit input on barriers to biking and walking and ideas for new projects. Members of the stakeholder committee assisted with outreach and were instrumental in collecting community input.

Employer Outreach

The planning team reached out to large employers in Scotts Valley, including Threshold, UC Santa Cruz, and Bell/Giro, with requests to share the public meeting invitation, survey link, and interactive map with their employees.



Online Outreach



Interactive Map

The project website included the interactive Street Story map that was developed by UC Berkeley SafeTREC. The map enabled residents to record the locations of crashes, near misses, or hazards that they experienced while walking or biking as well as places where they felt safe. Ninety-three comments were received, with the majority focused on hazards for walking and biking.

Scotts Valley Active Transportation Plan - Community Survey

1. Please indicate which concerns you have regarding walking and bicycling to get around in Scotts Valley:

- ☐ Missing sidewalks
- ☐ Narrow, broken or obstructed sidewalks
- ☐ Intersections do not feel safe
- ☐ No way to safely cross the street to reach my destination
- ☐ Aggressive drivers
- ☐ Speed of motor vehicle traffic
- ☐ Having my bicycle stolen or vandalized
- ☐ Getting in a crash
- ☐ Having secure bike parking at the places I go regularly

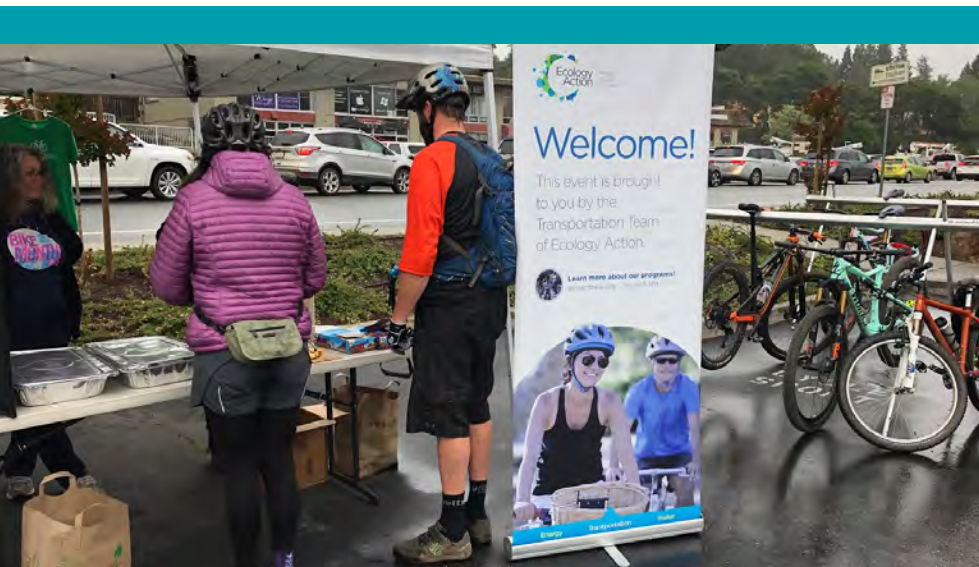
Community Survey

Five hundred and eighty-eight people responded to the survey, which was shared through the project website, on social media, and during community events. The survey asked about the current barriers to active transportation in Scotts Valley and whether respondents would like to walk or bike more for their daily trips. The vast majority of respondents lived in Scotts Valley (75%) and/or worked in Scotts Valley (30%).



Social Media

An invitation to the community meeting and links to the Street Story map and community survey were shared through Next-Door, Facebook, and Instagram. The stakeholder committee and other community members assisted in spreading the word through social media.



Public input was the foundation of the process to create the Active Transportation Plan.

Key Themes from Active Transportation Plan Outreach

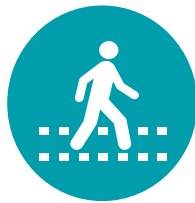
Across all of our outreach efforts, we heard:

Missing or substandard side-walks, high traffic speeds, and aggressive drivers were reported by survey respondents as the top barriers to walking and biking in Scotts Valley.



A desire for more biking and walking: 82% of survey respondents indicated that they would like to walk and bike for their daily commute, errands, and other activities more than they do now.

A desire for more beautiful and comfortable pedestrian routes: Community members identified a complete sidewalk network, shade trees, lighting, and more frequent marked crosswalks as things that would encourage more walking in Scotts Valley.



Separated bikeways and side-walks: Nine out of ten working groups at the public meeting included separated biking and walking routes as a component of their vision for the future of Scotts Valley. Separated biking and walking routes include a physical barrier between people walking and biking and motor vehicle traffic.

Bicycle parking, bike detection, and bike lane maintenance: In addition to bike lane improvements, Scotts Valley residents expressed the need for bicycle parking throughout the city, bicycle detection at intersections, and bike lane maintenance to make daily bike trips safer and easier.



Bikeable and walkable Town Center: Community members expressed a vision that the area around Kings Village Road as well as the future Town Center project should be accessible and comfortable for people who are biking and walking.

Highway 17 crossings are a barrier: Both locations where Hwy 17 crosses local streets (Glen Canyon Road and the Granite Creek Road overpass) were cited as barriers to safe biking and walking. A new crossing of Hwy 17 that prioritizes bike and pedestrian safety was frequently mentioned as a desired future project.



A focus on the arterials: Scotts Valley Drive and Mount Hermon Road were the subjects of more than one third of all comments received. Frequent comments included issues with speeding traffic, a desire for separated biking and walking paths, and the need for more and safer crossings. The intersection of Scotts Valley Drive, Glenwood Drive, and Highway 17 was also frequently mentioned as a challenging place to walk and bike.

Chapter 4. Pedestrian and Bicycle Plan

The recommended planning-level concepts included in this chapter were designed to make walking and biking in Scotts Valley safer and more comfortable for people of all ages and abilities. These concepts represent opportunities to improve community public health while creating a more equitable transportation system. Throughout Santa Cruz County, 30% of residents do not drive a personal vehicle.⁸ This includes youth, seniors, people without access to a vehicle, and people with disabilities. Expanding the network of bicycle and pedestrian facilities in Scotts Valley provides transportation-disadvantaged populations with more opportunities to travel safely and easily around the city. Access to transit is also important, and improved routes to transit facilities make it easier to travel to destinations outside of Scotts Valley.

The planning team used the following data sources to identify needed pedestrian and bicycle improvements and develop recommendations.



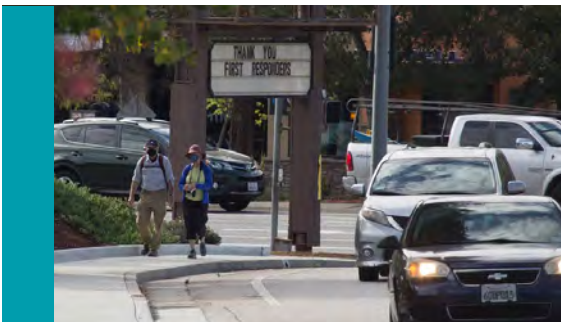
Safety

Pedestrian and bicycle collisions over the past 10 years were analyzed, and locations with higher numbers of collisions were a focus for the planning team. Most pedestrian and bicycle collisions took place on Scotts Valley Drive and Mount Hermon Road, making those arterials a priority for improvements.



Community Input

The planning team received 279 comments through community outreach, the public meeting, and the project website. These comments were reviewed to identify high-priority locations and key gaps in the pedestrian and bicycle network.



Access to Key Destinations

Routes to community destinations such as schools, parks, shopping centers, and large employers were a priority for the planning team. Future developments were also considered, with the goal of planning for pedestrian and bike access to new housing and commercial projects.

8. 2040 Santa Cruz County Regional Transportation Plan <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>

Vision and Goals

The vision for the Scotts Valley Active Transportation Plan was developed by the stakeholder committee. The goals and policies listed below are from the Draft Scotts Valley General Plan Mobility Element and set the City's policy direction regarding Complete Streets and bicycle and pedestrian facilities.

Vision

The vision of the Scotts Valley Active Transportation Plan is to create community connections via active transportation routes that are safe, enjoyable, accessible and well-maintained.

Goals and Policies

The City of Scotts Valley has set a goal to increase walking and bicycling by 20% after implementation of key projects and to eliminate severe injury and fatality collisions among people who are walking and biking through implementation of this Active Transportation Plan. Rates of walking and bicycling can be measured by installing automated bike counters before projects are constructed or through in-person surveys during peak hours.

Goal M-2

Provide “complete streets” that serve their expected modes of transportation, which may include vehicles, public transit, cycles, scooters, and pedestrians.

Policy M-2.1 Complete Streets Initiatives

Support projects, programs, policies, and regulations to maintain a balanced multi-modal transportation network that meets the needs of all local roadway users in a manner that is suitable to the scale and character of Scotts Valley.

Policy M-2.2 Design Standards

Follow accepted and adopted design standards when implementing improvements intended to fulfill “complete streets” characteristics. Consider innovative or nontraditional design options, particularly where it can be demonstrated to improve the level of safety for users.

Policy M-2.3 Dedications

Require a dedication or irrevocable offer of dedication of real property for streets, alleys, and additional land as may be necessary to provide complete streets facilities such as bicycle paths and local transit facilities, consistent with the provisions of the Subdivision Map Act or as otherwise allowed under state law.

Policy M-2.4 Community Context

Support opportunities to repurpose existing rights-of-way or create new rights-of-way to enhance connectivity for pedestrians and bicyclists.

Policy M-2.5 Non-Motorized Connectivity

Focus complete streets improvements on primary connections from residential areas to schools, parks and recreation uses, civic uses, and community-serving commercial areas.

Policy M-2.6 Maintenance

Accommodate bicycling, walking, and public transit as a routine part of the City's maintenance of roadways in Scotts Valley, within the city's ability to finance it.

Policy M-2.7 Exceptions

Balance the construction of new alternative mobility improvements with the derived benefits. Exceptions that should be considered include:

- » The costs of providing such facilities are excessively disproportionate to the need or probable use; or
- » The existing and planned population, employment densities, traffic volumes, or level of transit service on a particular roadway, as confirmed by the Public Works director, is so low that future expected users of the roadway will not include those seeking mobility options (i.e., pedestrians, bicyclists, or public transit riders).

Actions

Action M-2.1 Complete Streets Standards

Update the city's existing street standards to include minimum and preferred complete streets standards that can be referenced when retrofitting existing roadways.

Action M-2.2 Capital Improvement Program

Incorporate complete streets projects as part of the City's annual Capital Improvements Program update.

Action M-2.3 Dedications Ordinance

Prepare an ordinance or other appropriate mechanism that requires a dedication or irrevocable offer of dedication related to the provision of complete streets facilities such as bicycle paths and local transit facilities.

Action M-2.4 Safe Routes to School

Continue to pursue funding sources for the Safe Routes to School Program and work with local schools to make improvements that promote safe walking and bicycling to schools that serve Scotts Valley residents.

Goal M-6

Provide a complete network of bikeways and bicycle facilities in Scotts Valley.

Regional

Policy M-6.1 Regional Bike Network

Ensure that the bikeways in Scotts Valley are well integrated with existing and proposed regional bikeways in Santa Cruz County, particularly to and from downtown Santa Cruz.

Policy M-6.2 Bike Improvement Funding

Pursue opportunities for bicycle grant funding from federal, state, and local agencies to implement bicycle system improvements.

City

Policy M-6.3 Accessibility for All Bicyclists

Provide bikeways in Scotts Valley that are safe and convenient for bicyclists of all ages and abilities.

Policy M-6.4 Safety

Improve public safety by minimizing conflicts between bicyclists and motor vehicles on Scotts Valley's roadways.

Policy M-6.5 Bikeways Maintenance

As funds are available, perform the necessary maintenance on all established bikeways to keep them free of obstacles that would pose safety hazards for bicycles.

Policy M-6.6 Bicycle Lane Construction (1)

Include bicycle lane construction enhancements in all road improvement and expansion projects on designated bikeways and construct them in conformance with established safety standards. Encourage the construction of bikeways on private property, particularly where they provide an important link to the city's bikeway network.

Project

Policy M-6.7 Bikeways Construction (2)

Where available, require new developments located along designated bikeways to provide an appropriate bikeway (path or lane) including rights-of-way and construction.

Policy M-6.8 Bicycle Facilities

Encourage new development to provide bicycle amenities, such as bicycle racks, lockers, and showers for employees, that support commuting by bicycle.

Actions

Action M-6.1 Active Transportation Plan

Maintain and update the Scotts Valley Active Transportation Plan as necessary.

Action M-6.2 Capital Improvement Program

Incorporate projects identified in Scotts Valley's Active Transportation Plan into the city's Capital Improvement Program.

Action M-6.3 Intersection Standards

Update the City's road standards and Active Transportation Plan to ensure accommodation of safe biking on City streets. Design features include separated bikeways, front queuing zones, painted sharrows lanes, and bike detection signal systems that are appropriate to detect and accommodate bicycles and their safe movement.

Action M-6.4 Bicycle Parking Ordinance

Develop bicycle parking ordinance to require provision of secure bicycle parking in new construction.

Action M-6.5 Highway 17 Interchanges

Work with Caltrans to ensure that any future modifications to Highway 17 interchanges in Scotts Valley improve safety and convenience for bicyclists and pedestrians, including bicycle detection sensors at controlled intersections.

Action M-6.6 Bike Safety

Work with the Scotts Valley Police Department and other appropriate organizations to promote bike safety education programs, particularly with youth.

Goal M-7

Provide high-quality pedestrian facilities that support walking and the enjoyment of the outdoors in Scotts Valley

City**Policy M-7.1 Pathways**

Maintain and improve pedestrian pathways, particularly pathways providing pedestrian access to natural areas and commercial areas.

Policy M-7.2 Priority Investment

Prioritize pedestrian facility improvements that address public safety concerns, complete gaps in the existing pedestrian circulation system, and enhance pedestrian mobility in high-use areas.

Policy M-7.3 Accessibility for All

As part of new development and City capital improvement projects, ensure that sidewalks and other pathways are accessible, including accommodation for disabled persons and designation for use by people of all abilities. Construct crosswalks and sidewalks that are universally accessible.

Policy M-7.4 Driveway Ramps

Design driveway access ramps to not interfere with the safe use of sidewalks.

Projects**Policy M-7.5 Development Projects**

Require all new development to provide pedestrian pathways and associated pedestrian amenities (e.g., benches, signage, etc.), particularly along arterial roadways and within a quarter mile of the Cavallaro Transit Center.

Policy M-7.6 Sidewalks

As part of capital improvement programs and new public or private roadway improvement projects, require the installation of sidewalks and pedestrian crossings in appropriate areas.

Actions**Action M-7.1 Funding**

Seek funding from state and local agencies to expand and improve sidewalks, pathways, and other pedestrian facilities.

Action M-7.2 Active Transportation Plan

Maintain and update the Scotts Valley Active Transportation Plan as necessary.

Action M-7.3 Obstacles and Obstructions

Identify and inventory significant obstacles and obstructions, such as utility poles, traffic signal control boxes, overgrown vegetation, and root damage, on sidewalks. Eliminate or mitigate these obstacles and obstructions as funding becomes available.

Action M-7.4 Pedestrian Access Survey

Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and identify how these barriers could be removed. Include top-priority pedestrian projects in the Capital Improvements Program update.

Action M-7.5 Pedestrian Access Near Transit

Include sidewalk improvements in the Capital Improvements Program update with a focus on constructing new sidewalks and maintaining existing sidewalks within a quarter mile of the transit center and bus stops.

Action M-7.6 Sidewalk Construction

Work to complete the construction of sidewalks along Mount Hermon Road and all collector streets with pedestrian access, connecting complementary land uses wherever feasible or when development occurs.

Action M-7.7 Commercial Parking Lots

Work with commercial property owners to improve the safety of pedestrians throughout parking areas. Require new development to include appropriately protected pedestrian paths.

Pedestrian and Bicycle Recommendations

Infrastructure Recommendations

Proposed pedestrian and bicycle improvements for Scotts Valley include filling key sidewalk gaps, improving intersections and crossings, bicycle facility upgrades, and developing new shared use paths. Scotts Valley Drive and Mount Hermon Road received special consideration, as these arterials are the site of most bicycling and walking trips and most bicycle and pedestrian collisions in Scotts Valley. Recommendations are divided between multi-modal recommendations, which improve conditions for both pedestrians and bicyclists, pedestrian recommendations, and bicycle recommendations.

Multi-Modal Recommendations

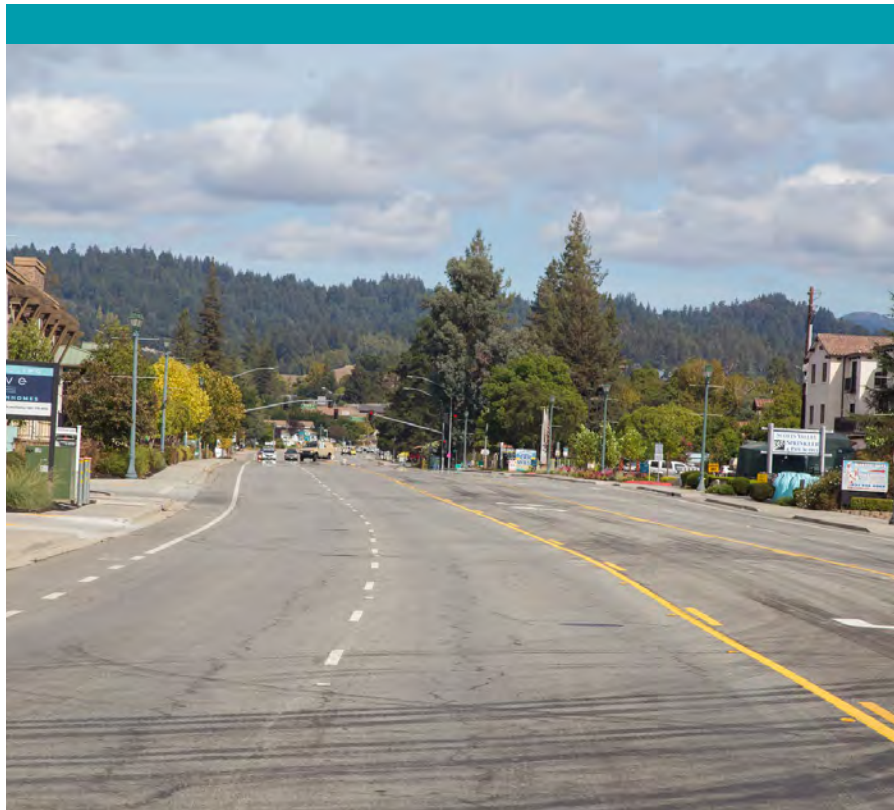
Multi-Modal Recommendation #1:

Install active transportation improvements on Scotts Valley Drive and Mount Hermon Road.

Scotts Valley Drive and Mount Hermon Road received special consideration during the planning process. These streets are the city's two arterials and carry the highest number of motor vehicles, bicyclists, and pedestrians within Scotts Valley. Three quarters of pedestrian-involved collisions and two thirds of bicycle-involved collisions took place on Scotts Valley Drive or Mount Hermon Road. These two streets also came up frequently during public outreach, accounting for more than one third of all comments received. Frequent comments included issues with speeding traffic, a desire for separated biking and walking paths, and the need for more frequent and safer crossings. Finally, Scotts Valley Drive and Mount Hermon Road serve as the main routes through town, with few parallel streets that can be used by people walking and biking. These two arterials are the main route to Scotts Valley schools, shopping centers, and most of the city's top employers. In particular, Scotts Valley Drive is the location of Scotts Valley Middle School, where, according to recent parent surveys, nearly one-third of the students bike or walk to school.

Scotts Valley Drive

The need for physically separated routes for walking and biking on Scotts Valley Drive and Mount Hermon Road came up frequently during public outreach. Scotts Valley Drive offers opportunities to improve safety and increase space for bicyclists and pedestrians by reducing vehicle lane widths or by reducing the number of travel lanes. Narrowing lane widths or reducing the number of travel lanes reduces pedestrian crossing distances, which improves safety by reducing the time that pedestrians spend in the crosswalk. Narrowing the roadway also reduces vehicle speeds, which gives drivers more time to react to prevent a collision and reduces the severity of collisions when they occur.

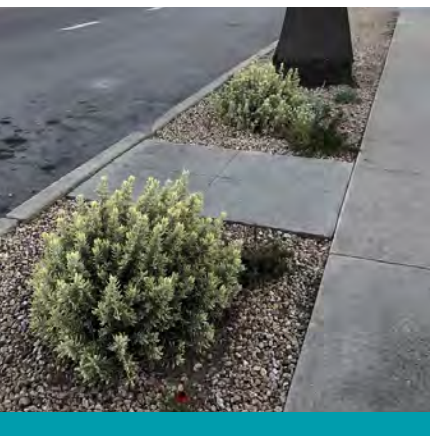


Narrowing lane widths or reducing the number of travel lanes also creates additional space that could be repurposed for buffered bike lanes or separated bikeways, both of which provide increased separation between people walking and biking and motor vehicle traffic, and/or an expanded pedestrian realm, which could include street trees, sidewalk café seating, or wider sidewalks. Each of these options is discussed in detail below.

Option 1: Reduced Vehicle Lane Width (See Figure 6, Concepts 1a, 1b, & 2)

Guidelines from the National Association of City Transportation Officials (NACTO) recommend motor vehicle lane widths of 10' in urban areas and 11' for designated truck or transit routes. Existing motor vehicle lanes on Scotts Valley Drive and Mount Hermon Road are 12' or more in width. Reducing the width of the vehicle lanes on Scotts Valley Drive to 11', including the center turn lane, would provide an additional 11' of space that could be redirected to bicycle and pedestrian facilities. This space could be used for a variety of treatments to improve walking and biking:

- » **Separated bikeway or buffered bike lane:** Additional space could be allocated to provide a striped buffer between the motor vehicle lanes and bicycle lanes, which would also provide increased separation for pedestrians. Class IV separated bikeways, which provide the most separation for people walking and biking, are not recommended for most segments of Scotts Valley Drive due to the number of driveways. However, these treatments could be considered for areas with fewer driveways, such as the north side of Scotts Valley Drive between the two entrances of Frapwell Circle. In areas where separated bikeways are not feasible, a striped buffer provides additional space for people walking and biking.
- » **Expanded pedestrian realm:** Repurposed roadway space could also be used to widen the sidewalk or to create a planting strip between the sidewalk and the street on either side of Scotts Valley Drive. Street trees or other landscaping provide shade, create an additional buffer to make walking more enjoyable, and can help improve the aesthetics of the street.



Option 2: Road Diet (See Figure 6, Concept 3)

A road diet is a reduction in the number of lanes on a roadway and a reallocation of that space to other uses, such as sidewalks, pedestrian refuge islands, bicycle lanes, parking, or transit. Road diets have been installed throughout the country and have been shown to improve safety, provide operational benefits, and improve the experience for all road users. The option for a road diet is proposed for the central portion of Scotts Valley Drive between Quien Sabe Road and the northern leg of Victor Square. If a road diet were installed, this Plan recommends that the roadway return to five lanes at the intersections of Scotts Valley Drive/Mount Hermon Road and Scotts Valley Drive/Glenwood Drive/Granite Creek Road, where vehicle volumes are the highest.

Road diets have been successfully installed on roadways with more than 2,000 vehicle trips during the peak hour. According to 2018 traffic counts, various segments of Scotts Valley Drive carry between 1,600 to 2,000 vehicles during the peak hour and have lower volumes during the rest of the day. Analysis by transportation planning consultant TJKM found that, due to low volumes of left turns off of Scotts Valley Drive, low volumes on side streets, and low numbers of pedestrian crossings, the capacity of each lane on Scotts

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Valley Drive is over 1,300 vehicles/hour, or 2,600 vehicles/hour for two lanes. This estimated capacity is well above the current peak-hour traffic volumes of 1,600-2,000 vehicles, which means that reducing the roadway to two lanes would provide more than enough capacity for existing traffic volumes and allow for increased traffic volumes in the future.

The road diet option provides benefits that narrowing vehicle lanes does not. Road diets have been shown to reduce the number of collisions and vehicle speeds, and they can be used to improve pedestrian and bicycle facilities and spur economic development. The Federal Highway Administration Road Diet Informational Guide, which studied road diet projects throughout the country, found a 19-47% reduction in the number of collisions after road diets were installed. Road diets also frequently reduce traffic speeds. In some cases, when paired with traffic signal improvements, they can actually increase the capacity of roadways. Road diets can be used to beautify streets, especially if street trees or other plantings are included in the design. These improvements can lead to increased activity and investment on the street. For example, Broadway Avenue in Seaside, California, saw new business activity and a decrease in empty store-fronts after implementing a road diet and pedestrian and bike improvements in 2017.

On Scotts Valley Drive, a road diet would provide 26' of roadway space that could be used for pedestrian and bicycle facilities. This could include wider bike lanes with a three-foot striped buffer as well as a substantially wider pedestrian realm, which could be used for wider sidewalks, street trees or other landscaping, sidewalk café seating, and street furniture such as benches.

Process to Select a Preferred Configuration

This Plan presents options to narrow lane widths or install a road diet on Scotts Valley Drive, with the goal of laying the groundwork for a community decision-making process. If the City pursues improvements on Scotts Valley Drive, a possible path forward would be to prepare the necessary traffic studies and design concepts and present them at a community meeting for discussion. The City could also use an online survey and other methods to gauge public opinion on a preferred course of action. The final decision would be made by the city council, taking the data from the studies and public outreach results into account.

Road Diet Benefits

- » Collision reduction
- » Traffic speed reduction
- » Street beautification
- » Economic development



Broadway Avenue road diet in Seaside, CA

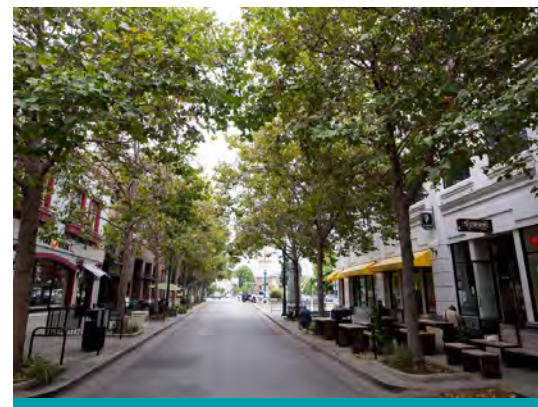
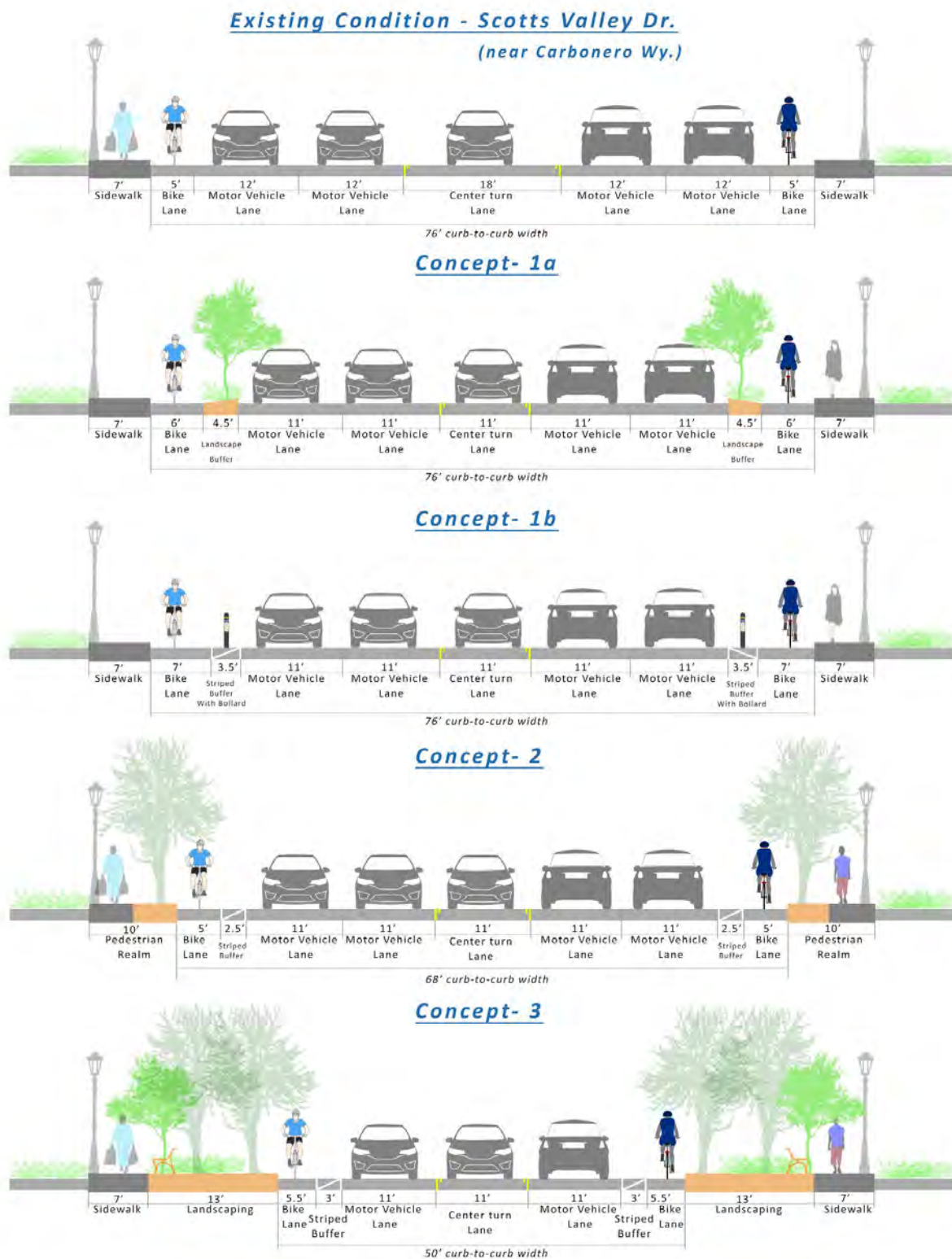


Figure 6: Recommendations for pedestrian and bicycle facilities on Scotts Valley Drive



Mount Hermon Road

Mount Hermon Road also offers the opportunity to improve pedestrian and bicycle facilities by narrowing travel lanes to 11', as recommended by NACTO and the Town Center Specific Plan. Narrowing vehicle lane widths reduces pedestrian crossing distances, which improves safety by reducing the time that pedestrians spend in the crosswalk. This change also provides five feet of additional space that could be used for a variety of treatments to improve walking and biking:

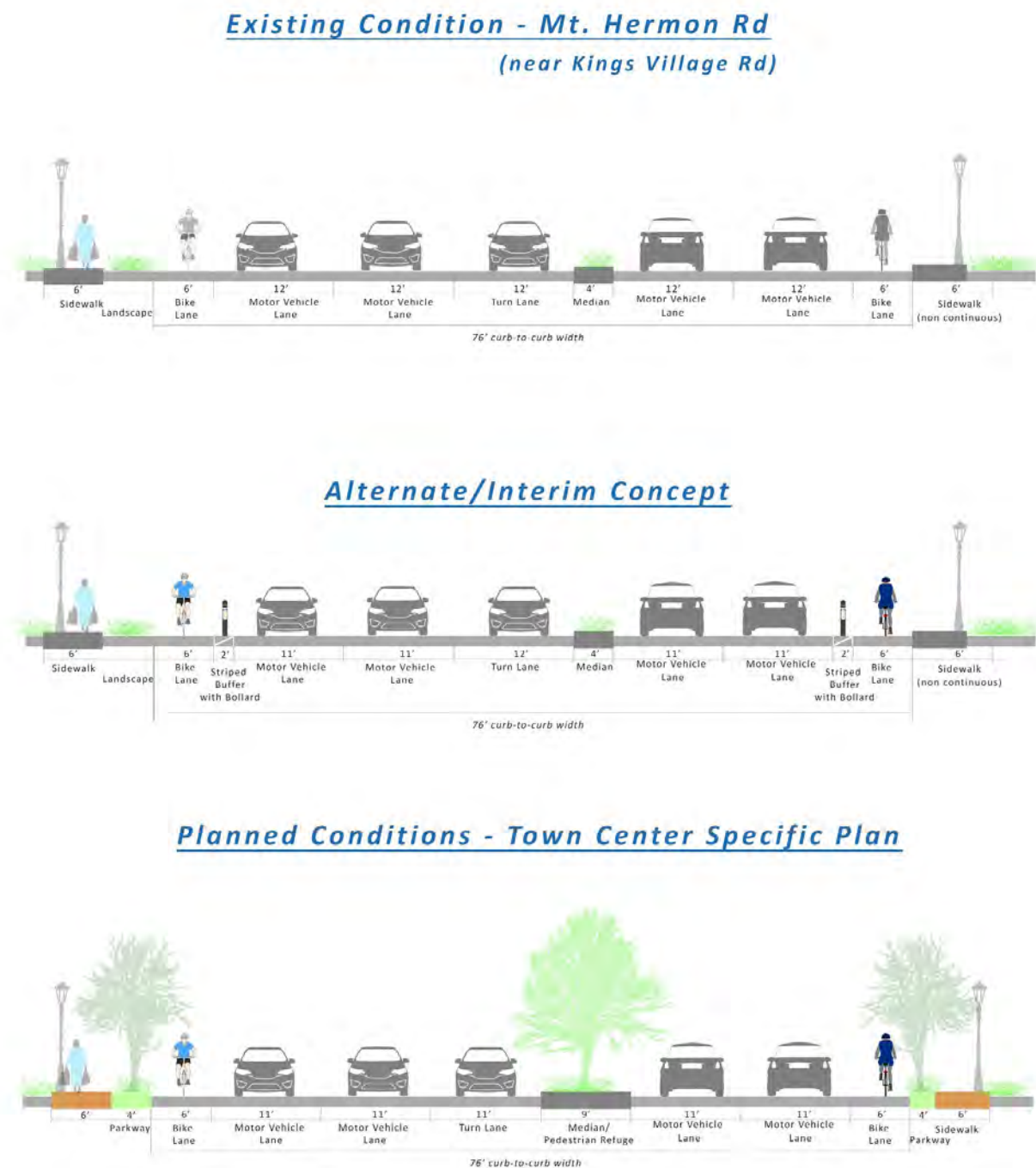
- » **Separated bikeway or buffered bike lane:** Additional space could be allocated to provide a striped buffer or physical barrier between the bike lane and the motor vehicle lane. Mount Hermon Road is an ideal candidate for Class IV separated bikeways due to the low number of driveways and high traffic volumes and speeds. Separated bikeways have been shown to dramatically increase bike ridership and reduce the number of collisions for all road users. Striping changes could be implemented during any planned road resurfacing, which would allow the project to be completed at relatively low cost.
- » **Expanded center median:** As proposed in the Town Center Specific Plan, repurposed roadway space could be used to widen the center median to nine feet and install additional landscaping. The Town Center Specific Plan also recommends using existing sidewalk space to install a planting strip between the sidewalk and the bike lane. Street trees or other landscaping provide shade, create an additional buffer to make walking more enjoyable, and can help improve the aesthetics of the street.



As a long-term option, a Plan Lines study could dedicate additional right-of-way to pedestrian and bicycle facilities as properties redevelop along Mount Hermon Road. If it is not feasible to install separated bikeways by narrowing motor vehicle lanes, this Plan recommends conducting a Plan Lines study in the future to designate future roadway space for separated bikeways.



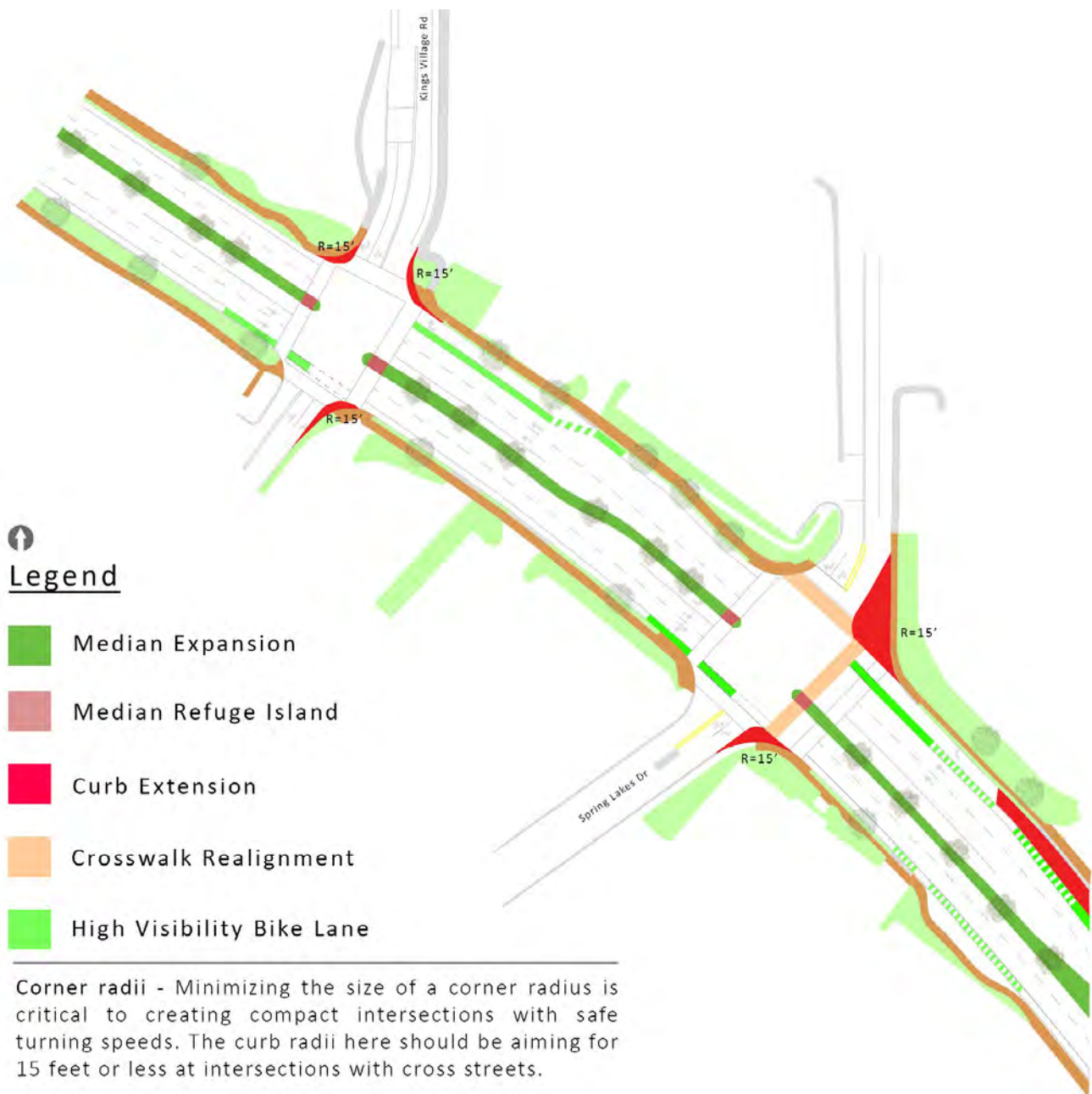
Figure 7: Recommendations for pedestrian and bicycle facilities on Mount Hermon Road



Mount Hermon Road Intersection Improvements

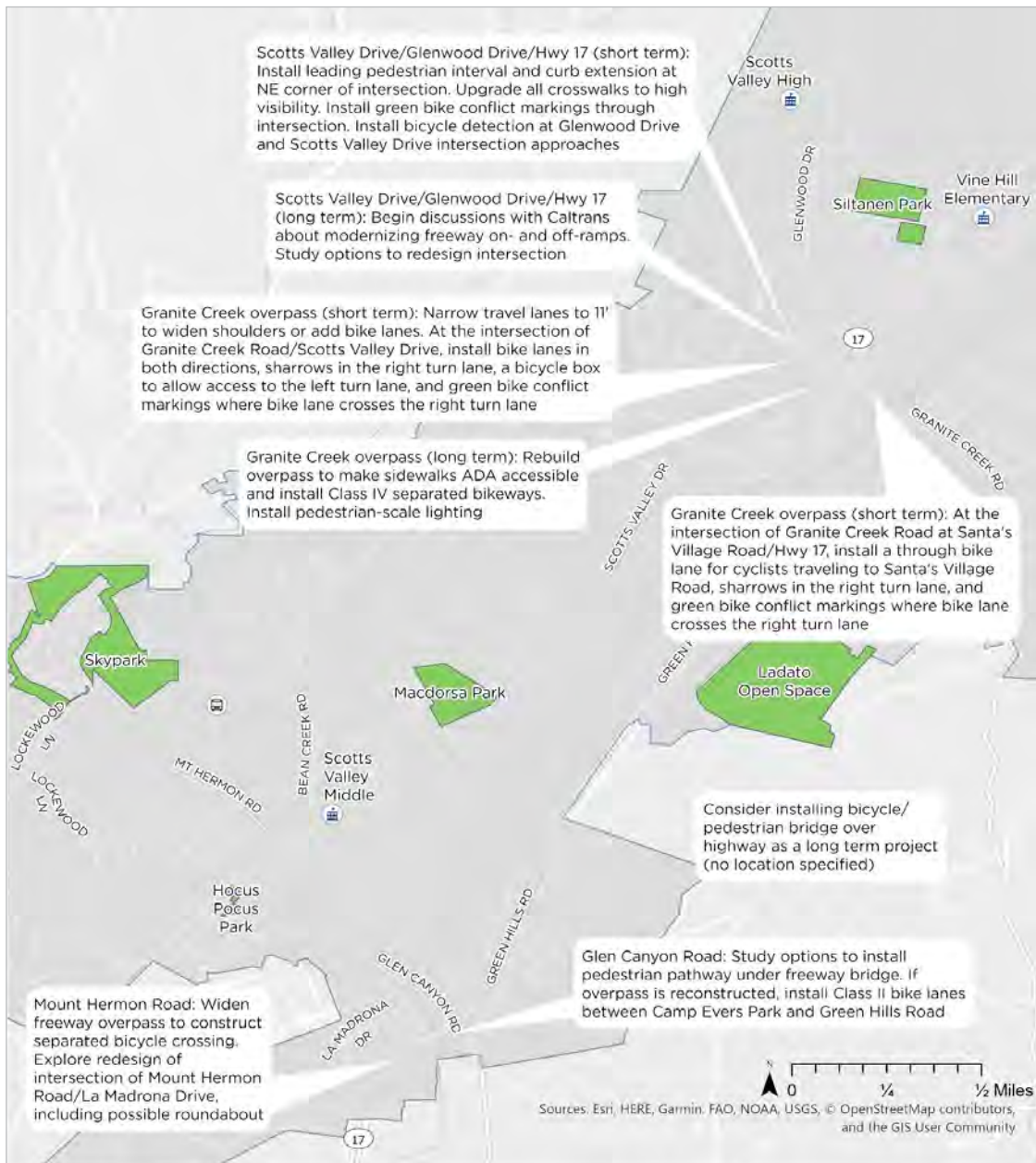
Pedestrians and bicyclists on Mount Hermon Road currently face long crossing distances and conflicts with drivers turning across bike lanes and marked crosswalks. Collision data and public comments show a need for improvements at the intersections of Mount Hermon Road and Scotts Valley Drive, Spring Lakes, Kings Village Road, and Lockwood Lane. The recommendations shown in Figure 8 are designed to work together to increase the visibility of pedestrians and bicyclists and slow down turning traffic. Curb extensions in particular help to reduce turning vehicle speeds by reducing the curb radius, which gives drivers more time to see pedestrians who may be in the crosswalk or waiting to cross. For descriptions of the pedestrian improvements recommended below, see page 43.

Figure 8: Recommendations for pedestrian and bicycle facilities on Mount Hermon Road



Multi-Modal Recommendation #2: Install active transportation improvements at Highway 17 crossings.

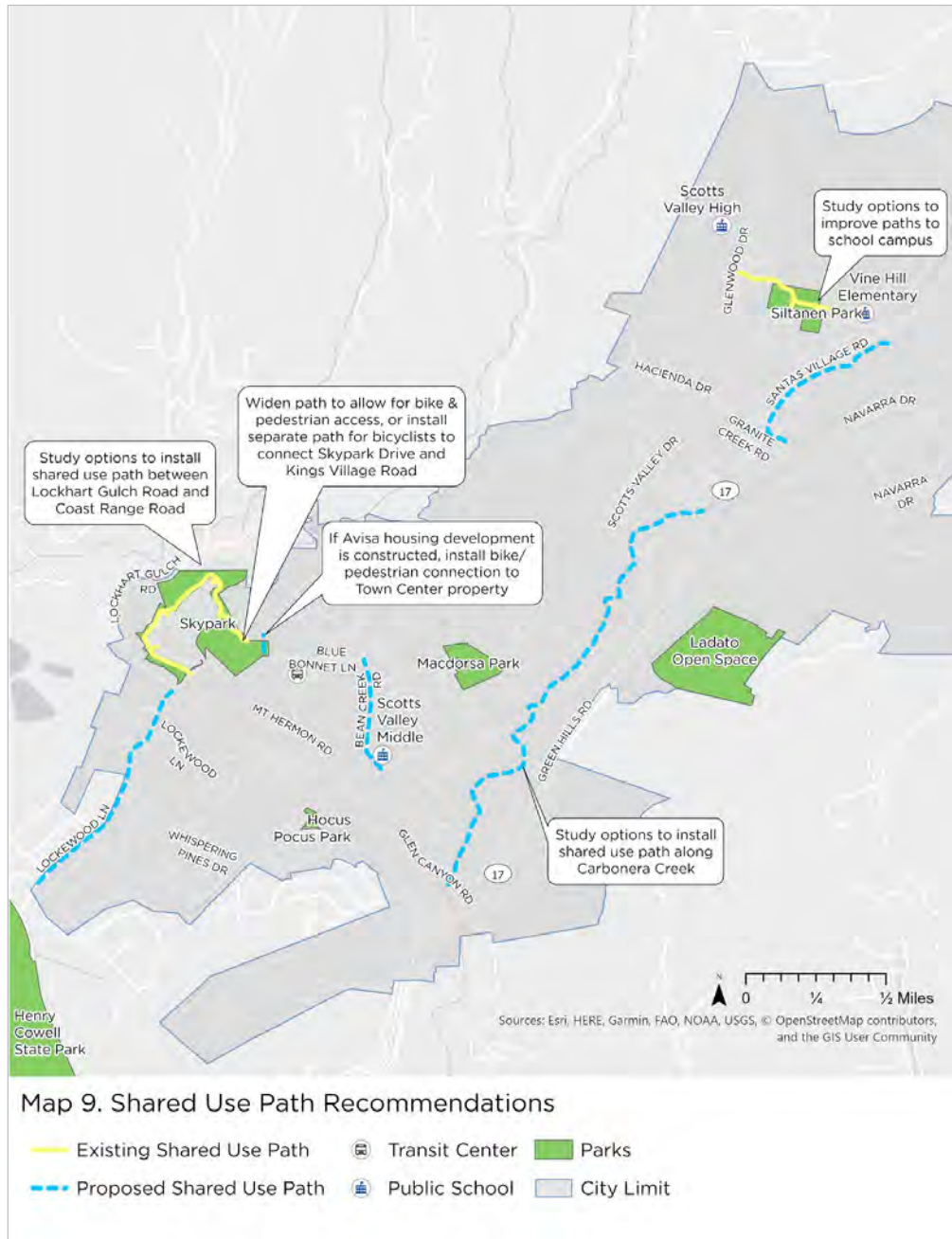
Highway 17 bisects the community of Scotts Valley, and the need for new and improved crossings came up frequently during outreach. This plan includes a recommended planning level concept to explore options for a new bike and pedestrian crossing of Highway 17 as well as planning level concepts for short- and long-term improvements to the overpass at Granite Creek Road, which presents a barrier for some residents. These projects would need to be coordinated with Caltrans, which has jurisdiction over freeways and freeway on/off-ramps. Further engineering studies would be needed to confirm viability of these planning level concepts. While new or reconstructed freeway overcrossings are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.



Map 8. Highway 17 Crossing Planning Level Concepts

Multi-Modal Recommendation #3: Pursue long-term opportunities to install shared use paths.

Shared use paths can be used by both pedestrians and bicyclists and are often more comfortable than on-street facilities. They are wider than a typical sidewalk; if a path is designated as a Class I bike facility, 8 feet of width is required for a two-way path, with 10 feet preferred. Shared use paths are recommended in this plan to create new connections to existing or planned neighborhoods, provide new recreational facilities, and expand existing sidewalks to allow bike and pedestrian access. There are also recommendations to upgrade existing paths to allow easier use.



This Plan recommends exploring options to expand the sidewalk on the east side of Bean Creek Road into a Class I path. This would create an off-street route for less experienced cyclists traveling to Scotts Valley Middle School and to the many community destinations on Kings Village Road. However, expanding the sidewalk would require removal of the Class II bike lane on one side of the street. Class II bike lanes are often preferred by recreational cyclists, so additional community outreach is recommended before moving forward.

In most cases, shared use paths are recommended in areas where City right of way exists or can be procured. Two of the recommendations for new paths, along Carbonera Creek and between Lockhart Gulch Road and the Skypark neighborhood, would require acquisition of property or easements. These projects would be more difficult to complete, especially along Carbonera Creek, where many different property owners are involved. However, these projects remain in the Plan as a long-term vision for future bicycle and pedestrian facilities.

Pedestrian Recommendations

Pedestrian Recommendation #1:

Install intersection improvements to enhance pedestrian crossings at key locations.

Most pedestrian collisions in Scotts Valley occur at intersections. Intersection improvements to increase the visibility of pedestrians and slow down turning traffic can help to improve safety for people crossing the street. In addition, Scotts Valley residents commented on the need for additional marked and/or signal-controlled crossings of Scotts Valley Drive, which has segments of nearly 1/2 mile without a marked or signalized crossing.

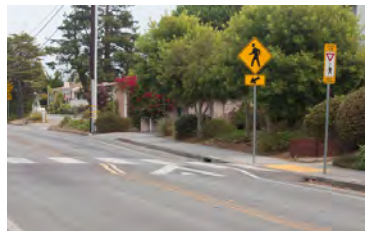
Maps 10 and 11 show recommendations for intersection improvements throughout the city, with the exception of recommendations for Mount Hermon Road between Lockwood Lane and Scotts Valley Drive. These recommendations are included in Multi-Modal Recommendation #1.

Intersection recommendations include the following treatments to improve pedestrian safety and comfort:



High-Visibility Crosswalk

Crosswalks marked with a continental pattern have been found to be significantly more visible to drivers than crosswalks consisting of two transverse lines. High-visibility crosswalks have also been found to make drivers more likely to yield to pedestrians.



Raised Crosswalk

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading and following a flat walking section to let cars drive over them.



Median Refuge Islands

These treatments are protected spaces in the center of a crosswalk that facilitate bicycle and pedestrian crossings. They reduce the crossing distance for people crossing as well as their exposure to vehicle traffic. Median refuge islands are recommended for streets with higher volumes and speeds.



Curb Extensions

Curb extensions narrow the roadway, reduce the pedestrian crossing distance, and make pedestrians more visible to drivers by providing an extension of the sidewalk area into the parking lane.



Curb Ramps

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include warnings that are detectable by people with vision impairments.



In-Street Pedestrian Crossing Signs

These signs are used at uncontrolled intersections to remind drivers to yield to pedestrians at crossings and to indicate preferred locations for people to cross.



LED Flashing Stop Signs

Stop signs with flashing LED lights are used to increase the visibility of stop signs, especially in low-light conditions. They have been shown to increase the percentage of drivers who stop fully at intersections.

Traffic Circle

Traffic circles are small roundabouts installed on neighborhood streets. They can slow traffic on local and collector streets, which creates a safer and more comfortable environment for people walking and biking.



Leading Pedestrian Interval

A leading pedestrian interval gives pedestrians the opportunity to cross an intersection a few seconds before drivers are given a green light. This head-start makes pedestrians more visible to drivers who are making a left turn.

Pedestrian Countdown Signal Heads

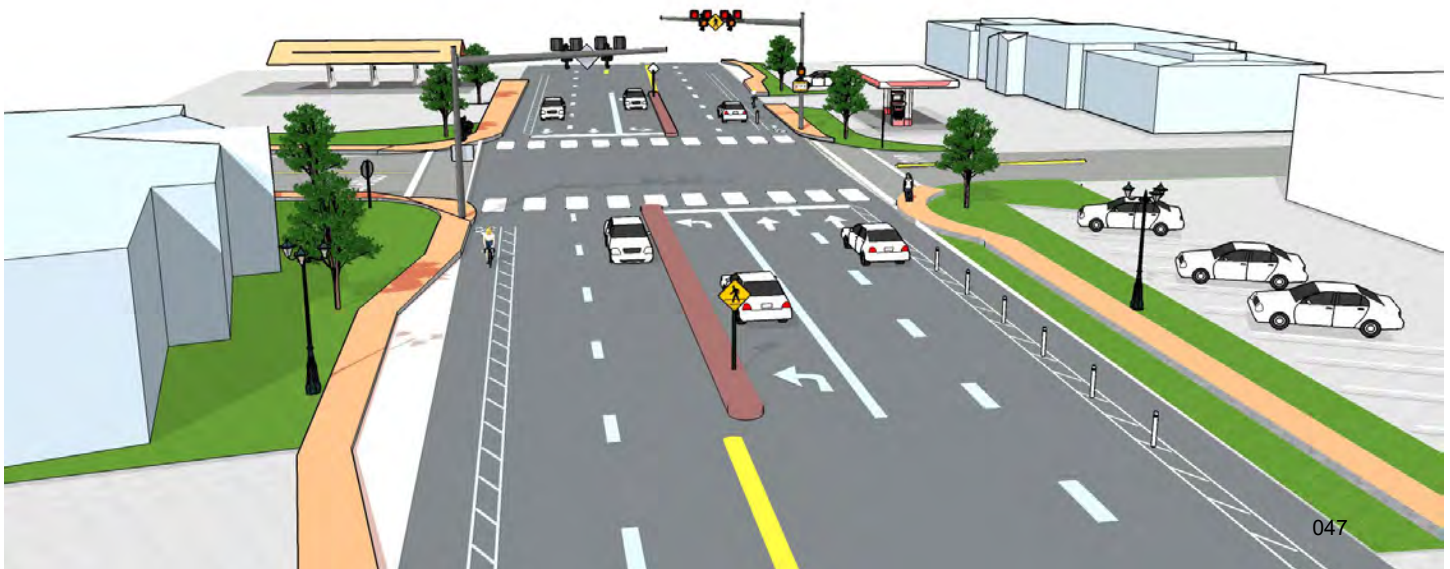
Pedestrian signals that include a countdown timer have been designated as a preferred treatment by the Federal Highway Administration. They let pedestrians know how many seconds remain before the light changes, and let users judge whether they have enough time to cross safely.

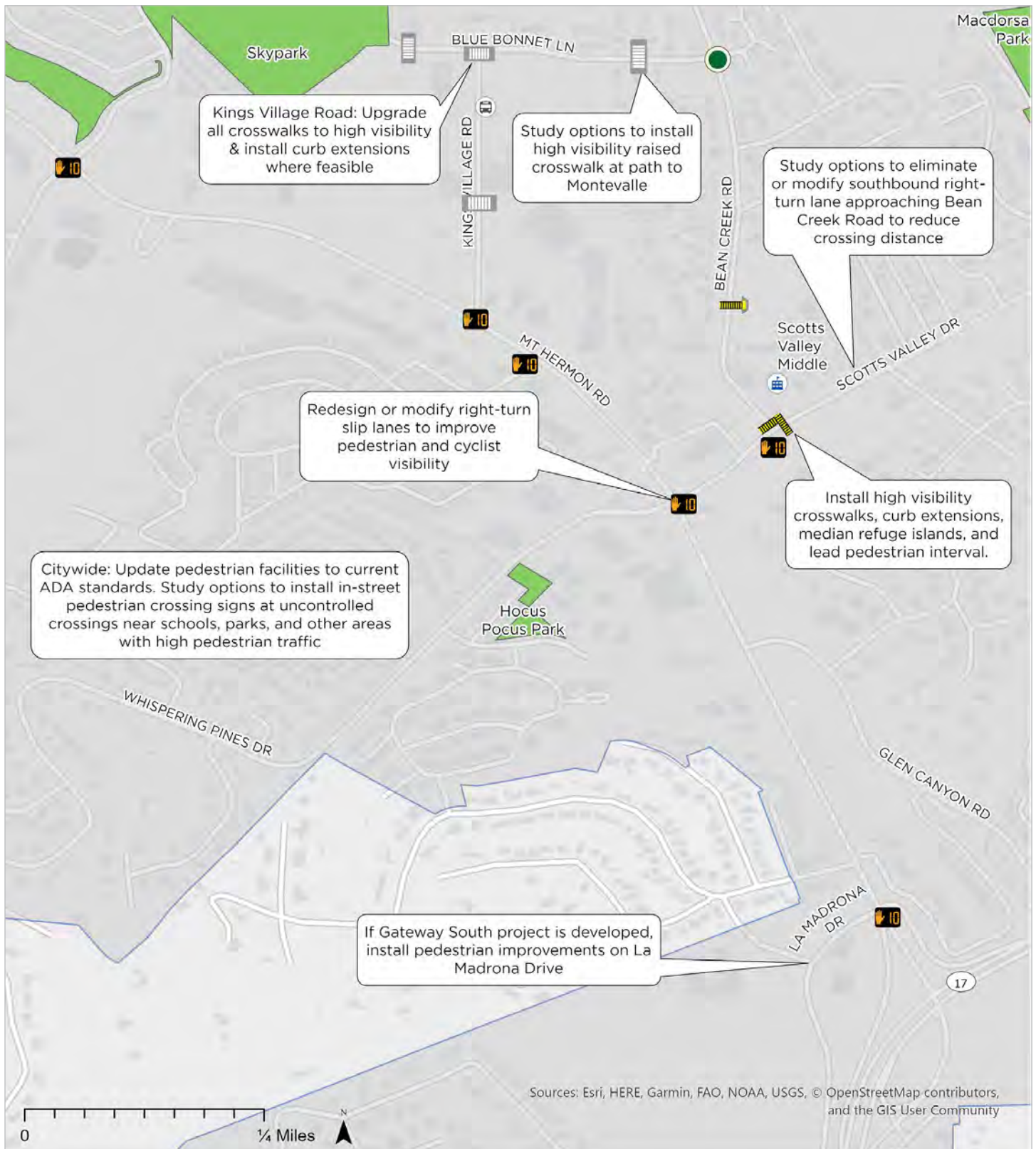


Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are overhead lights used to control traffic at unsignalized locations to assist pedestrians in crossing the street. They are recommended for roads with three or more lanes and higher traffic volumes and have been shown to reduce pedestrian crashes.

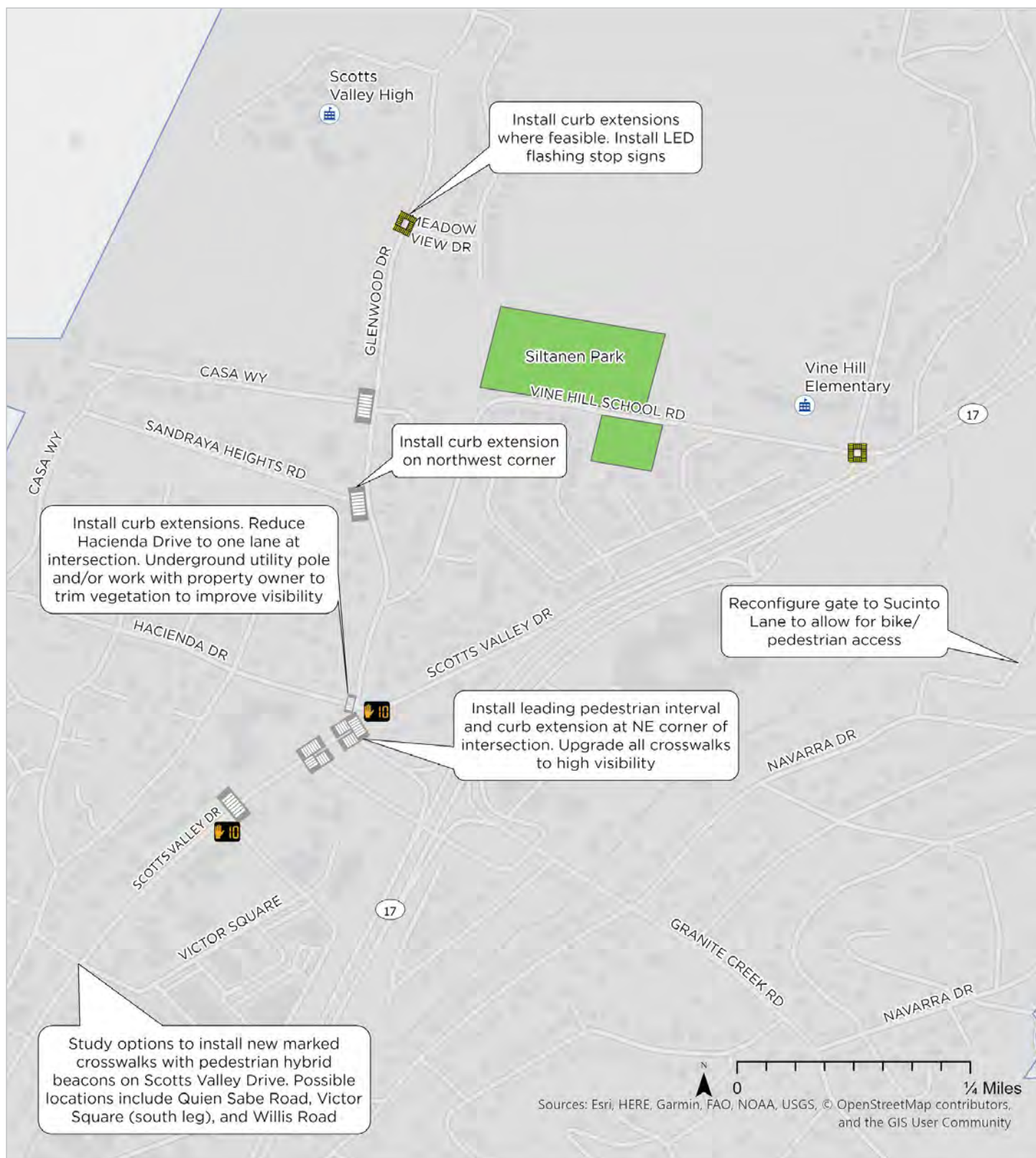
Figure 9: Sample cross-section of Scotts Valley Drive crossing with pedestrian hybrid beacon





Map 10. Intersection Recommendations - Southern Scotts Valley

- | | | | |
|---------------------------|----------------------------------|----------------|------------|
| Countdown Signal Heads | Curb Ramp | Transit Center | Parks |
| Traffic Circle | High Visibility School Crosswalk | Public School | City Limit |
| High Visibility Crosswalk | | | |



Map 11. Intersection Recommendations - Northern Scotts Valley

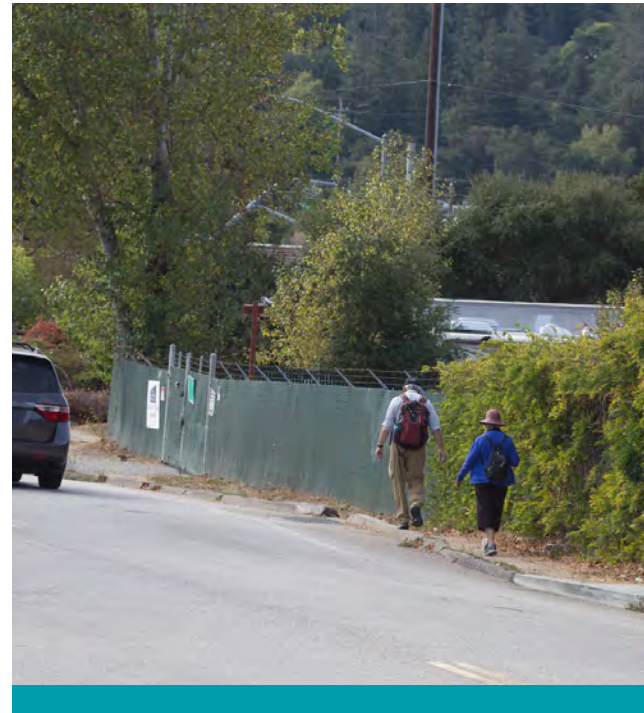
- Countdown Signal Heads
- High Visibility Crosswalk
- High Visibility School Crosswalk
- Transit Center
- Public School
- Parks
- City Limit

Pedestrian Recommendation #2: Fill key sidewalk gaps and install ADA upgrades.

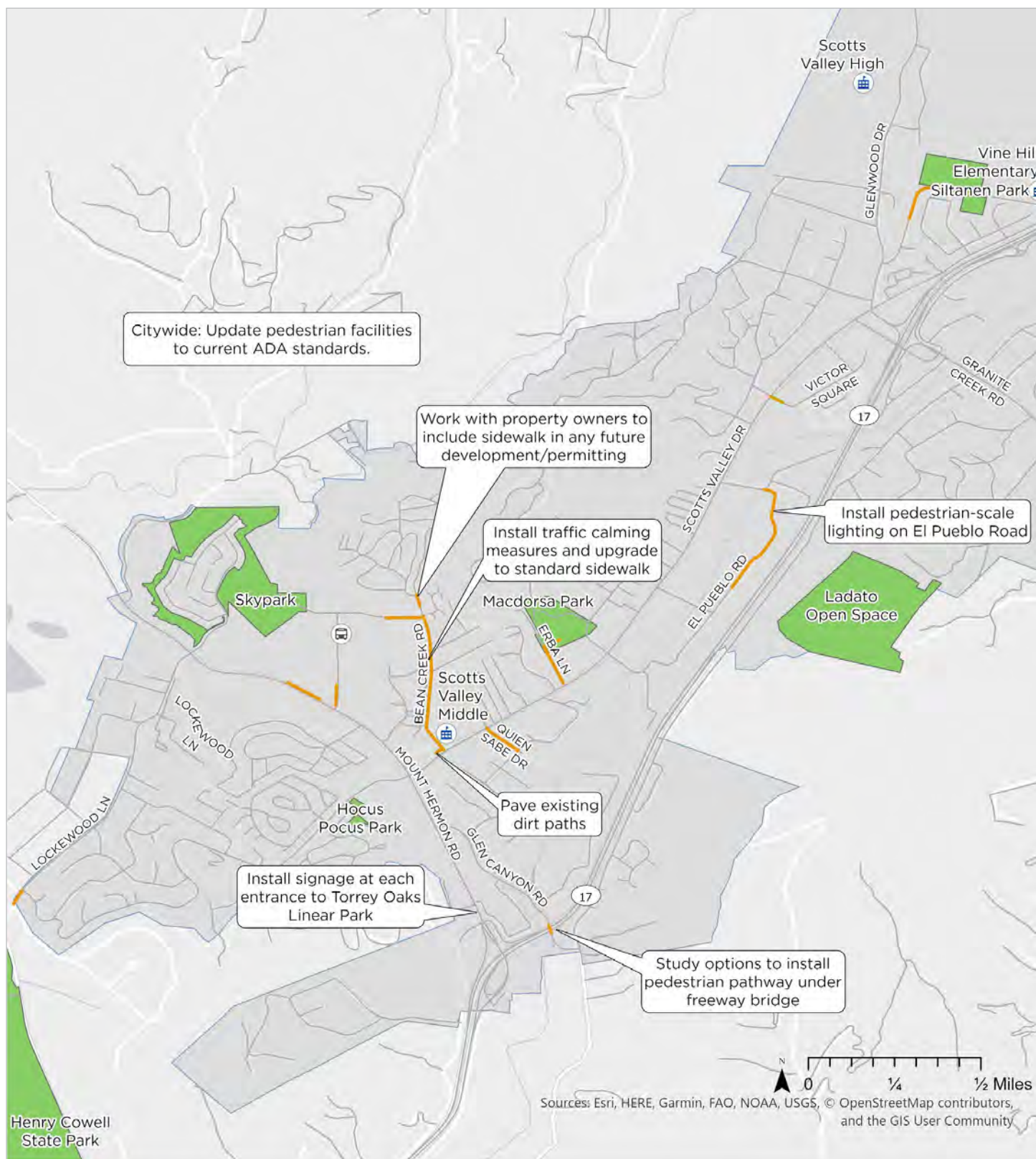
Many residential neighborhoods in Scotts Valley do not have sidewalks. Given the limited City resources, it is unlikely that the City will be able to construct new sidewalks in all residential neighborhoods. The recommendations in this Plan focus on filling sidewalk gaps that connect to key destinations, with an emphasis on schools and major employers. The goal of these recommendations is to ensure continuous sidewalks on Scotts Valley Drive, Mount Hermon Road, Lockwood Lane, Kings Village Road, Bluebonnet Lane, Bean Creek Road, El Pueblo Road, and Vine Hill School Road.

While a citywide inventory of ADA facilities is beyond the scope of this Active Transportation Plan, it is also recommended that the City continue to install new curb ramps and other ADA improvements as part of all future sidewalk projects.

The following map shows recommendations for projects to close key sidewalk gaps. These projects can be constructed by the City or in partnership with property owners as they make improvements to their property.



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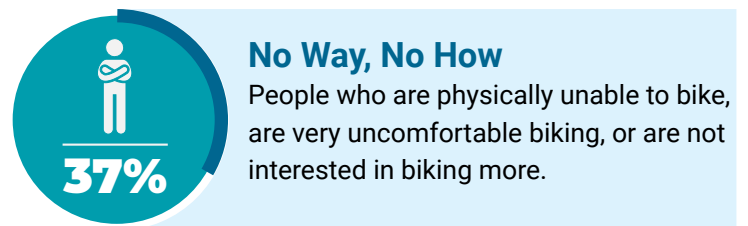
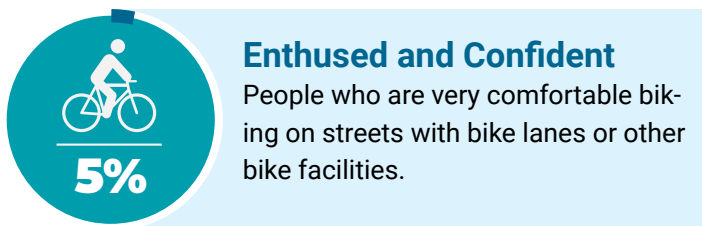
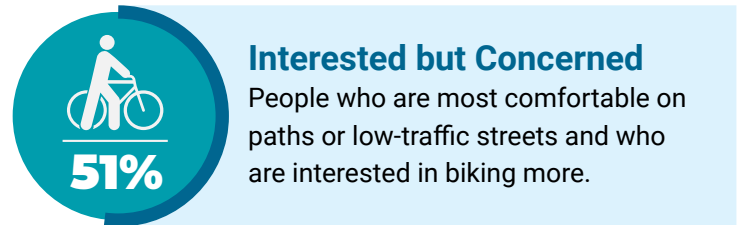
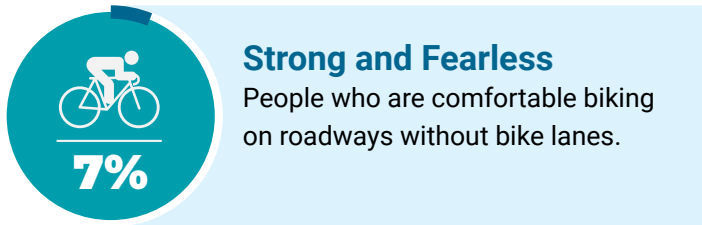
Map 12. Sidewalk Gap Closure Recommendations

- New/Improved Sidewalk
- Parks
- Transit Center
- City Limit
- Public School

Bicycle Recommendations

Four Types of Cyclists

A survey of adults throughout the United States showed that more than half would bicycle more frequently if improved bicycle facilities were available. Only a small percentage of people surveyed felt comfortable biking on streets with no bicycle facilities. This research on how bicycling is perceived showed that most people fall into one of four categories, as shown below.⁹



Bicycle Recommendation #1: Expand and improve the bicycle route network.

This section lists recommendations to expand and enhance the network of bicycle facilities within Scotts Valley. The City has already striped Class II bicycle lanes on streets that are wide enough to accommodate them, and there are only a few opportunities for new bicycle facilities within the city. Most of the bike network recommendations involve enhancements to existing bike lanes, such as widening them, adding striped buffers or green lane treatments, or upgrading them to Class IV separated bikeways.

Bicycle network recommendations are shown in Map 13 and include the following types of treatments:



Traffic Calming

Traffic-calming measures such as chicanes, speed humps, and neighborhood traffic circles can be used to slow motor vehicle traffic on residential streets and improve conditions for cyclists.



Class I Shared Use Path

Shared use paths are paved rights-of-way that are completely separated from streets. Shared use paths support multi-use recreation and transportation opportunities for walkers, bikers, skaters, and wheelchair users.



Class II Bicycle Lanes

Bicycle lanes are on-street facilities that use striping and stencils to designate space for bicycle travel.



Class IIB Buffered Bike Lanes

These are on-street facilities in which a bicycle lane is separated from the vehicle lane by a striped buffer. The buffer provides greater separation and comfort for bicyclists using the bike lane.

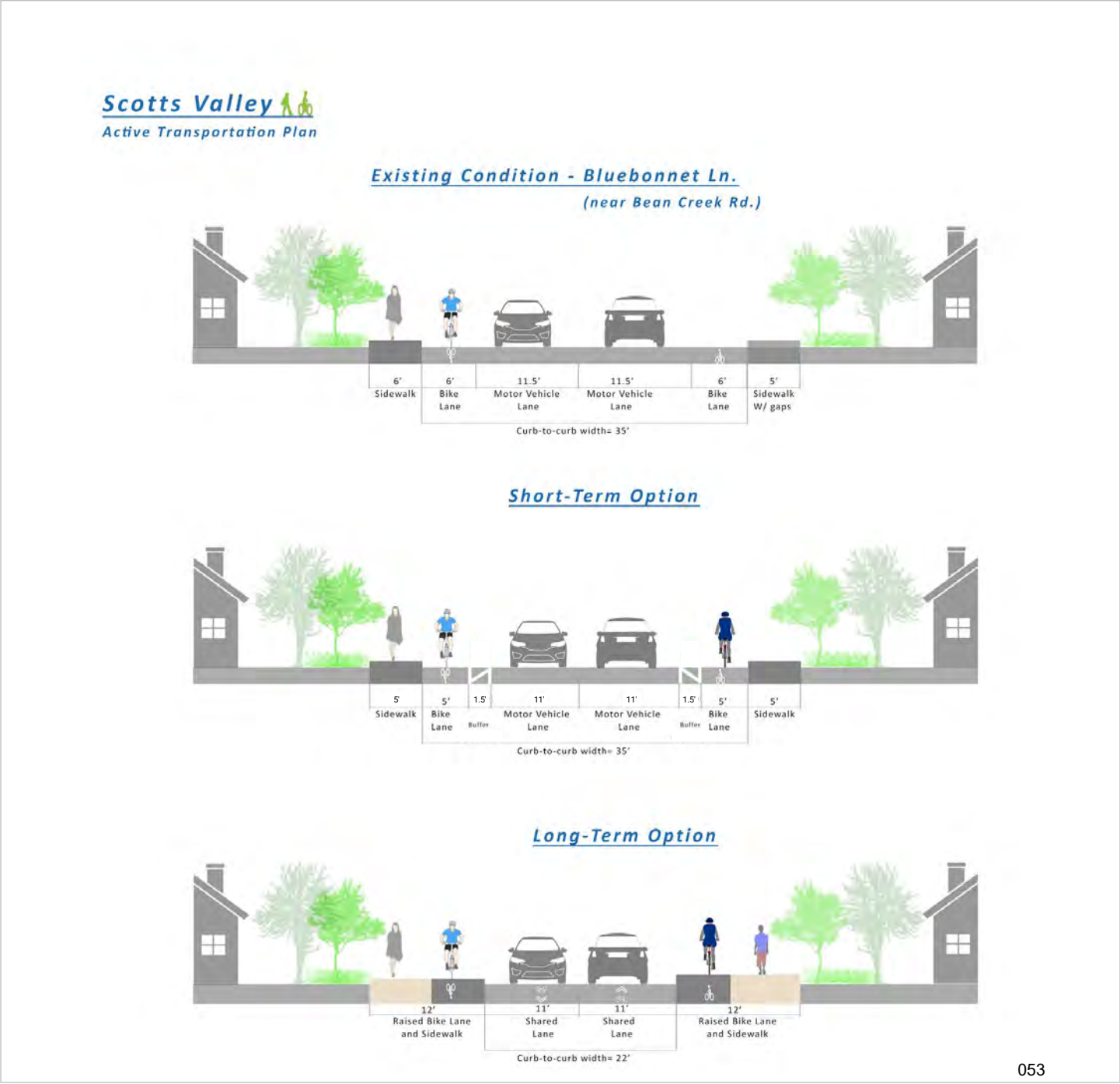
9. Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.



Class IV Separated Bikeway

These are on-street facilities in which the bicycle path of travel is separated from the vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers.

Figure 10: Cross-section of Proposed Class IV separated bikeway on Bluebonnet Lane





Map 13. Bicycle Network Recommendations

- Existing Shared Use Path
- Proposed Buffered Bike Lane
- Proposed Shared Use Path
- Proposed Buffered/Separated Bike Lane
- Proposed Bike Lane
- Transit Center

Bicycle Recommendation #2: Install bicycle spot improvements.

In addition to new bike facilities or enhancements to existing bike lanes, this Plan addresses specific locations that have been identified as barriers to safe and comfortable cycling. Spot treatments may include:

- » Short-term improvements such as green-backed sharrows on roadways that currently lack bicycle facilities.
- » Intersection improvements at intersections that are challenging to navigate by bike.
- » Bicycle detection at intersections to ensure that traffic signals can detect people on bikes.

The spot improvements recommended in this plan include the following treatments:

Green-Backed Sharrows

Shared-lane markings, or sharrows, are used on streets where bicycles and motor vehicles share the same travel lane. Sharrows provide a visual cue to drivers that bicyclists may be sharing the lane. This plan recommends the installation of green-backed sharrows, in which the sharrow is striped with a green background to increase visibility.

Bicycle Detection at Intersections

Bicycle detection at signalized intersections can be installed via in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, a bicycle symbol should be striped on the pavement to show cyclists where to position themselves.

Bicycle Box

Bicycle boxes, like those at the intersection of Scotts Valley Drive and Mount Hermon Road, help to prevent right hook collisions by positioning people on bikes in front of drivers so that they are clearly visible. Bicycle boxes also make it easier for cyclists to make a left turn, allowing them to move over in the green area when the light is red.

Green Conflict Markings

Dashed green bike lane markings let drivers know where to expect people on bikes and make cyclists more visible on the road. Green lane markings can be used to highlight “conflict zones,” i.e., places where the traffic lane and bike lanes cross. They have been found to increase driver yielding behavior, meaning that drivers are more likely to yield to cyclists in the bike lane when conflict markings are present. They can also be used as intersection crossing markings, which show the path of cyclists through intersections.

Traffic Circle

Traffic circles are small roundabouts installed on neighborhood streets. They can slow traffic on local and collector streets, which creates a safer and more comfortable environment for people walking and biking.

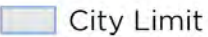
Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are overhead lights used to control traffic at unsignalized locations to assist pedestrians and bicyclists in crossing the street. They are recommended for roads with three or more lanes and higher traffic volumes and have been shown to reduce pedestrian crashes.





Map 14. Bicycle Spot Improvements - Southern Scotts Valley

-  Green-Backed Sharrow
-  Traffic Circle
-  Green Bike Conflict Markings
-  Transit Center
-  Public School
-  Parks
-  City Limit



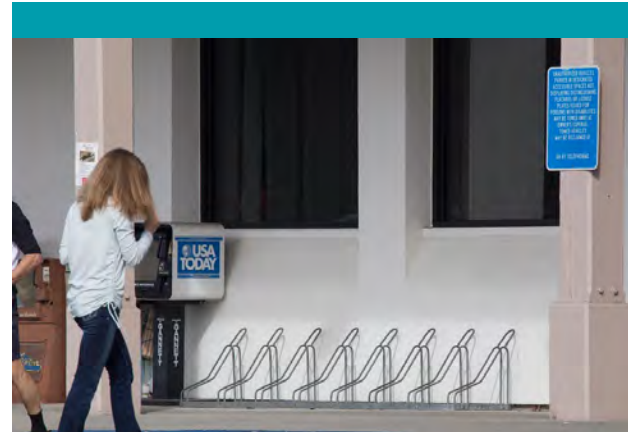
Map 15. Bicycle Spot Improvements - Northern Scotts Valley

- | | | | | | |
|--|------------------------------|--|----------------|--|------------|
| | Green-Backed Sharrow | | Transit Center | | Parks |
| | Green Bike Conflict Markings | | Public School | | City Limit |

Bicycle Parking

The lack of bicycle parking in Scotts Valley came up frequently as an issue during public outreach. Secure bike parking is an important component of a bicycle-friendly community, as it enables residents to use bicycles for daily errands, grocery shopping, and other transportation trips.

Bicycle parking facilities can be designed for short-term or long-term use. Both types are important to serve the needs of cyclists, from a resident going to the post office by bike to an employee who bikes to work and needs all-day parking. The City should consider the context and primary uses of each location to determine which type of bike parking to install.



Short-Term Bicycle Parking

The two key elements of bicycle parking for short-term use are proximity to the destination and ease of use. Bike parking should be visible from the entrance of a destination and be located close by. Protection from weather is preferred, and poorly lit or low-visibility areas should be avoided.

Racks should be sturdy and well-anchored, and styles that easily support bicycles are preferred. Racks should also accommodate a variety of bicycles, including longer cargo bikes, and should allow for both the frame and the wheel to be locked to the rack. The “Inverted U”-style bike rack is a common design that meets all requirements for easy short-term use.

In locations where sidewalk space is limited and demand for bike parking is high, bike corrals provide parking for up to 10 bicycles in an on-street parking space. Installing bike corrals also helps to keep sidewalk space clear for people, landscaping, seating, or other street furniture.

Long-Term Bicycle Parking

People who need to park their bikes for longer periods generally value security and protection from weather. Long-term bicycle parking is designed to serve employees who bike to work, commuters biking to transit, or anyone else who needs to park their bike for an extended period of time. Because bicycles are left unmonitored for longer periods, theft protection is critical.

There are several forms of long-term bicycle parking, including secure indoor bike rooms and bicycle lockers. Long-term parking can be located slightly farther from destinations, as users are often willing to trade some convenience for additional security and weather protection. Bicycle lockers are a common form of long-term parking and can be accessed through user-supplied locks, keys, smart cards, or other technology. Signage is useful to explain how to use long-term bike parking.





Bicycle Parking Recommendation #1: Develop a program to provide bicycle parking to existing businesses.

Installing bike parking at Scotts Valley businesses is an inexpensive and impactful way to encourage more bicycling. The City should develop a program to install bike parking at local businesses, either by providing racks or through a partnership with business owners. One option is to work with local artists to design custom bike racks that can serve as both bicycle parking and public art and help to enhance the streetscape in Scotts Valley.



Bicycle Parking Recommendation #2: Work with Santa Cruz METRO to maintain or replace bike lockers at the Cavallaro Transit Center and provide instructions for use.

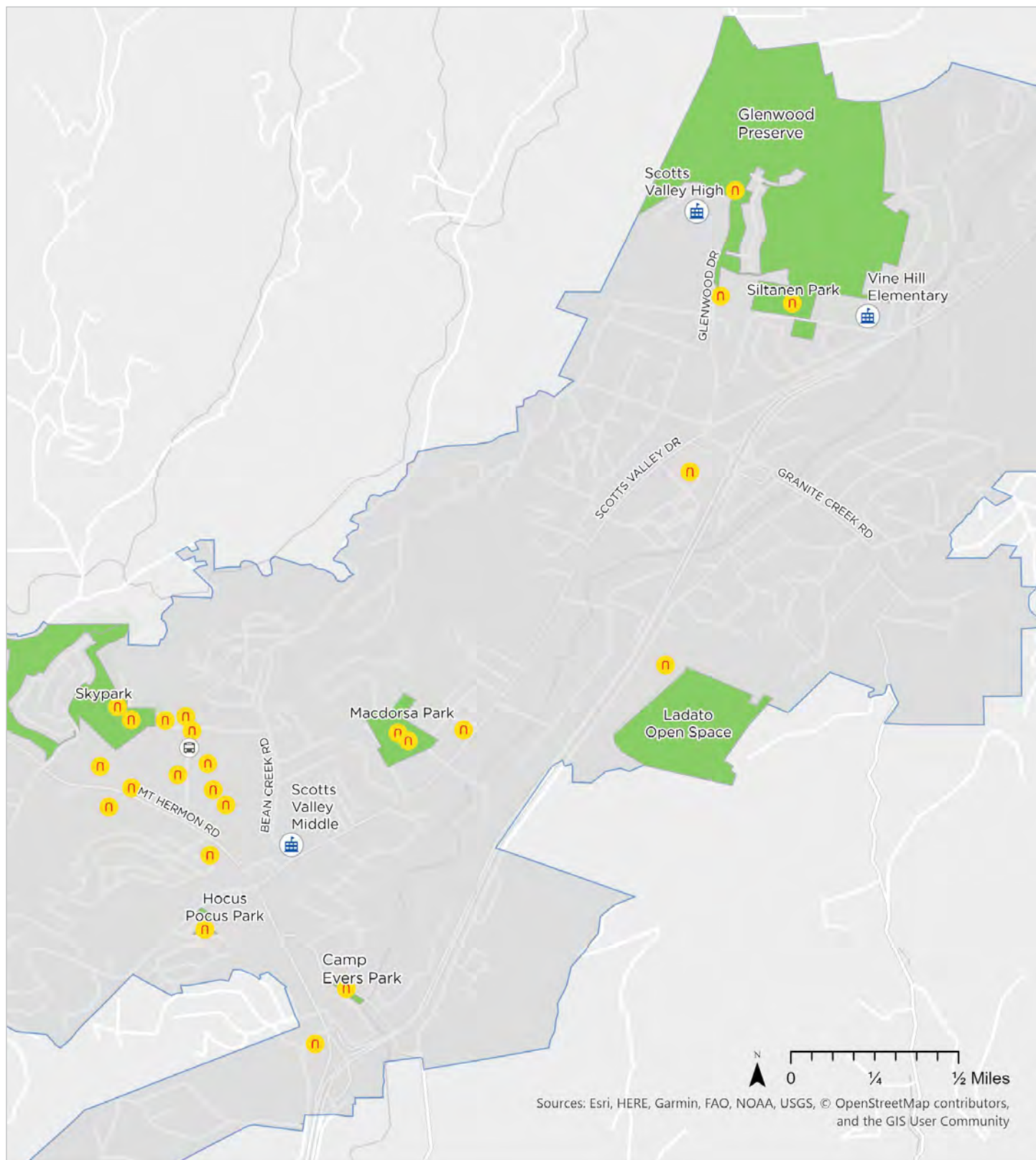
Transit centers are key locations for long-term bicycle parking, which enables commuters to bike to the bus station and leave their bikes for the day. There are currently bicycle lockers at the Cavallaro Transit Center, but they are in disrepair and are unusable. The City should partner with Santa Cruz METRO to repair or replace the lockers and provide signage to explain how to use them.



Bicycle Parking Recommendation #3: Develop a bicycle parking ordinance in the City of Scotts Valley Municipal Code to ensure the construction of bike parking in future development projects.

The City does not currently have an ordinance that requires bicycle parking to be included in new construction, although City staff often adds a requirement for bike parking to new commercial projects. The City should adopt an ordinance requiring both short-term and long-term bicycle parking in future multi-family developments, non-residential developments, and mixed-use developments.





Map 16. Recommended Bike Parking Locations

- n New/Upgraded Bike Parking
- Parks
- 🚌 Transit Center
- 🏫 Public School
- City Limit

Program Recommendations

Education programs as well as other programmatic recommendations complement infrastructure projects to create a safe and comfortable environment for walking and biking. Program recommendations are divided between multi-modal recommendations, which address both pedestrians and bicyclists, pedestrian recommendations, and bicycle recommendations.

Multi-Modal Programmatic Recommendations

Adopt Vision Zero Policy

Vision Zero is a global initiative that seeks to eliminate severe traffic injuries and fatalities. Locally, Vision Zero is a project of the Community Traffic Safety Coalition/County Public Health, which has partnered with local jurisdictions to help develop Vision Zero ordinances and action plans. This Plan recommends that the City of Scotts Valley adopt a Vision Zero policy and action plan to maintain the recent trend of zero traffic fatalities and reduce the rate of severe injuries while increasing the number of cyclists and pedestrians and providing safe, healthy, and equitable mobility for all.

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students with the goal of empowering students and parents to walk and bike and to reduce collisions. This Plan recommends that the City and the Scotts Valley Unified School District continue their support of these programs and pursue partnership opportunities to ensure continued program funding.

Clear Corner Visibility Ordinance

Develop an ordinance to require property owners to maintain clear visibility at corners and driveways, if feasible. This ordinance would require property owners to cut back or remove trees, bushes, fences, or any other obstructions that reduce visibility.

Complete Streets Policy

Complete Streets are streets that are designed to meet the needs of all users. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This Plan recommends the adoption of a Complete Streets policy, which would prompt the community to consider bicycle and pedestrian improvements when repaving or otherwise doing major maintenance on roadways. Sample Complete Streets policies are available through the Monterey Bay Area Complete Streets Guidebook, developed by the Santa Cruz County Regional Transportation Commission.

Evaluation

Develop a program to count people walking and biking, especially before and after pedestrian and bicycle improvements are constructed. This provides data on the impact of each project and can also help to demonstrate success to grant funders. Rates of walking and bicycling can be measured by installing automated bike counters when new projects are constructed or through in-person surveys during peak hours.



Open Streets

Open Streets or Ciclovía events temporarily divert car traffic and open the roadway for people to bike, walk and play in a safe, fun, and car-free environment. These events promote physical activity, help build a culture of walking and biking, and can help boost the economy through business promotion and tourism. In Santa Cruz County, Open Streets is a project of Bike Santa Cruz County, which holds two annual events in Santa Cruz and Watsonville. This Plan recommends that the City partner with Bike Santa Cruz County to launch an Open Streets event within the City of Scotts Valley.

Street Smarts Program

Continue support for the county-wide Street Smarts campaign to distribute traffic safety messages and utilize City channels to share Street Smarts messages with the community. The City could include messaging in English and Spanish on how to use some of the newer bike and pedestrian infrastructure within the City, such as bike boxes and sharrows, when walking, biking, or driving. Messages reminding drivers to yield to pedestrians in the crosswalk were also important to stakeholder committee members.

Pedestrian Programmatic Recommendations

Street Trees

Develop a program to encourage the planting and maintenance of street trees that provide shade on Scotts Valley Drive, Mount Hermon Road, and Kings Village Road. For example, the City of San Mateo provides free street trees to residents and business owners in a program funded through developer in-lieu fees. Tree recipients agree to water and care for the trees for the first two years.

Many residents expressed that a lack of shade was a deterrent to walking on the city's two arterials. Existing street trees in medians on Scotts Valley Drive and Mount Hermon Road provide shade for cars, but not pedestrians or cyclists.



Bicycle Programmatic Recommendations

Bicycle Friendly Communities

In 2019, Scotts Valley residents applied for a Bicycle Friendly Communities designation through the League of American Bicyclists. Scotts Valley received an Honorable Mention, although the City met many of the criteria to be recognized as a Bronze-level Bicycle Friendly Community. The League provided recommendations that would allow the City to reach Bronze-level status, including the adoption of a Complete Streets policy, improved bike parking, improved data collection, and increased education for law enforcement on bicycle safety and traffic laws. This Plan recommends that the City or community members reapply for Bicycle Friendly Community status after implementing some of the priority projects and programs included in this Plan and continue to reapply as new projects and programs are implemented.

062

Bike to Work/School Day

Ecology Action hosts a biannual Bike and Walk to School Day at Scotts Valley schools as well as a Bike To Work Day breakfast site at Scotts Valley Cycle Sport. This event is an opportunity to get students, parents, and the general public excited about walking and biking and to encourage residents to try active transportation for the first time. This Plan recommends that the City supports and promotes this event through its marketing channels.

On-Bike Enforcement

The Scotts Valley Police Department has explored providing bicycles to officers to allow for on-bike enforcement. This Plan recommends pursuing this effort as well as providing additional education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists. This training can help foster positive interactions between bicyclists and police officers.

This Plan also recommends that the Scotts Valley Police Department promote the Bicycle Traffic School Program to cyclists who are not following the rules of the road. This program is a coordinated effort involving law enforcement, the traffic court, and the education services of Santa Cruz County's cycling community to identify and educate cyclists at risk. Bicyclists that are given tickets for traffic violations have the option of attending a class on how to safely use a bicycle in traffic in lieu of paying the moving violation fine. The class is also available to members of the public who want to feel safer and more confident riding on busy local streets.

Promote Scotts Valley as a Bicycling Destination

There was strong interest among members of the stakeholder committee in promoting Scotts Valley as a destination for recreational cycling in order to help expand bike culture and increase City revenue. Popular road cycling routes run through Scotts Valley, such as Granite Creek Road and Glenwood Drive/Mountain Charlie Road. The Glenwood Preserve trails offer mountain biking within the city, and nearby are the world-class trails of UC Santa Cruz, Wilder Ranch State Park, and the Soquel Demonstration Forest. This Plan recommends partnering with the local bike industry and business organizations to develop a promotional campaign that features Scotts Valley as a bicycling destination.

Wayfinding

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct bicyclists to preferred bike routes. Signs have been installed at more than 300 locations, including in the City of Scotts Valley. This Plan recommends that the City continue to update and maintain bicycle wayfinding signage in partnership with the Santa Cruz County Regional Transportation Commission.





Chapter 5. Implementation and Maintenance

Implementation and Reporting

The projects included in this Plan will be implemented over time as funding becomes available. With limited funding, the City of Scotts Valley has to decide how to prioritize the proposed recommendations.

Some projects that are low cost and have community support can be installed using the City's existing funds. For larger projects, leveraging local funds with additional grant funding will be critical for implementation. There are also several projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.

The City of Scotts Valley also has the opportunity to implement bicycle and pedestrian improvements as part of ongoing road maintenance. Any resurfacing project provides a chance to restripe the roadway and install improvements such as high-visibility crosswalks, buffered bike lanes, green bike lane treatments, and Class IV separated bikeways for a relatively low additional cost. Traffic signal maintenance and upgrades also provide opportunities to install countdown pedestrian signal heads, leading pedestrian interval signal phasing, and video detection for bicyclists. Looking for ways to include bike and pedestrian improvements in planned maintenance projects is a highly cost-effective strategy for implementing the projects included in this Plan.

This chapter includes a prioritized project list based on criteria that align with the vision and goals of this Plan. Individual projects will be prioritized for funding through the City's Capital Improvement Program (CIP). Reporting on project funding, design, and construction will occur through an update to the city council during the annual CIP update process.

For projects within Caltrans' right of way, any new improvements must be consistent with the Highway 17 Access Management Plan. Caltrans' maintenance agreements are required prior to new construction.

Project Prioritization

This prioritized project list is meant to serve as a tool to help decision-makers set priorities for project implementation, as well as for City staff to identify the most competitive projects for various grant funding opportunities. Recommended projects were evaluated using five criteria that align with the vision and goals of this Plan as well as common grant application criteria. Projects were assigned a number between 0 and 100 based on the criteria in Figure 10. Projects were then sorted into high-, medium-, and low-priority categories.

Table 3: Criteria for Project Prioritization

Criteria	Description	Max Points
Safety	If a project is located within 250 feet of more than one bicycle- or pedestrian-related collision, 30 points	30
	If a project is located within 250 feet of a bicycle- or pedestrian-related collision, 20 points	
	If a project is located within 500 feet of a bicycle- or pedestrian-related collision, 10 points	
Roadway Type	Project on state highway or arterial, 15 points	15
	Project on collector, 10 points	
Connectivity and Access	If a project closes a gap in the existing bicycle or pedestrian network, 15 points	15
Implementation	Low cost/complexity, 25 points	25
	Medium cost/complexity, 15 points	
	High cost/complexity, 0 points	
Community-Identified Need	If a project or location was identified by 5+ comments from members of the community, 15 points	15
	If a project or location was identified by at least one comment, 10 points	
TOTAL		100

Table 4: Project Prioritization

High Priority: 70–100 Points
24 Projects
Medium Priority: 40–65 Points
39 Projects
Low Priority: 0–35 Points
7 Projects

Prioritized Project List

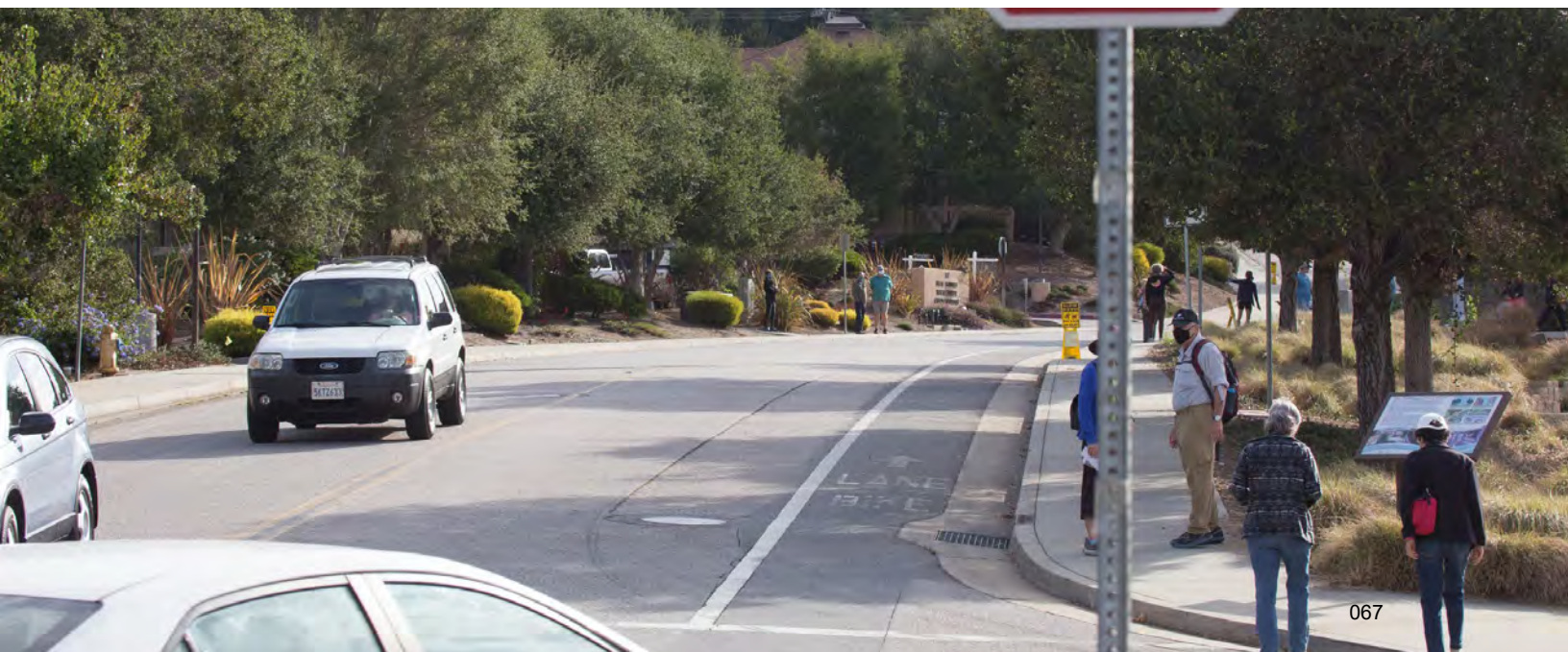
Projects that received between 70 and 100 points are categorized as high priority. Projects with a score between 40 and 65 are categorized as medium priority, and projects with a score of 35 or less are categorized as low priority.

High-, medium-, and low-priority projects can be viewed in the following tables, and a full list of project prioritization scoring can be found in Appendix A.

Projects that are bold and italicized are within Caltrans' jurisdiction and will require Caltrans' approval and coordination.

High-Priority	
Location	Recommendation
<i>Granite Creek Road overpass (short-term)</i>	<i>Narrow travel lanes to 11' to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where a bike lane crosses the right turn lane.</i>
Scotts Valley Drive at Victor Square (north leg)	Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance.
Mount Hermon Road near Kings Village Road	Fill sidewalk gap.
<i>Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (long-term)</i>	<i>Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Study options to redesign intersection to simplify movements for cyclists, pedestrians, and drivers.</i>
Mount Hermon Road – Torrey Oaks Linear Park	Install "Pedestrian Route" signs at all four path entrances that are visible from Mount Hermon Road.
Mount Hermon Road between Glen Canyon Road and Scotts Valley Drive	Reduce lane widths to provide a buffered bike lane or Class IV separated bikeway.
Vine Hill School Road at Tabor Drive/Scotts Valley Drive	Upgrade crosswalks to high visibility.
Kings Village Road at Mount Hermon Road	Fill sidewalk gaps on west side of street.
Town Center property	Consider safe pedestrian and bicycle connections between Skypark Drive and Kings Village Road (east-west connection), as well as between Skypark and Mount Hermon Road (north-south connection) in future Town Center project.
Citywide	Study options to install in-street pedestrian-crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic.
Hacienda Way at Glenwood Drive (short-term)	Work with property owner to trim vegetation and improve visibility.
Citywide	Install pedestrian countdown signal heads
Citywide	Upgrade crosswalks near schools to high visibility.
Lockewood Lane (short-term)	Fill sidewalk gaps on south side of street. Install green-backed sharrows.

High-Priority	
Location	Recommendation
Mount Hermon Road between Skypark Drive and Scotts Valley Drive	Explore installation of buffered bike lanes or Class IV separated bike-ways by narrowing lane widths to 11', as recommended in the Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop.
Scotts Valley Drive at Mount Hermon Road	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility.
Citywide	Update pedestrian facilities to meet current ADA standards. Implement recommendations of City of Scotts Valley Access Audit & Transition Plan for City facilities.
Highway 17	<i>Study options to install bike/ped bridge over highway as a long-term project.</i>
Scotts Valley Drive	Study options to install new marked crosswalks with a pedestrian hybrid beacon to reduce distance between crossings. Possible crossing locations include Quien Sabe Road, Victor Square (south leg), and Willis Road.
Sandraya Heights Road at Glenwood Drive (short-term)	Install high-visibility crosswalk.
Scotts Valley Drive at Bean Creek Road	Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance.
Scotts Valley Drive at Victor Square (north leg)	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads.
Quien Sabe Road	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard.
Vine Hill School Road between Glenwood Drive and Tabor Drive	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.



Medium-Priority	
Location	Recommendation
Bean Creek Road between Lakeview Drive and Bluebonnet Lane	Work with property owners at 400 Bean Creek Road to include sidewalk in any future development/permitting.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane.
Bluebonnet Lane at path to Montevalle	Study options to install high-visibility raised crosswalk.
Casa Way at Glenwood Drive	Upgrade crosswalk to high visibility.
Glen Canyon Road at Hwy 17 overpass	Study options to install pedestrian pathway under freeway bridge. If overpass is reconstructed, install Class II bike lanes between Camp Evers Park and Green Hills Road.
Kings Village Road	If housing development is constructed, install bike/pedestrian connection between 440 Kings Village Road and Town Center property.
Citywide	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are chosen, use a bike symbol to show cyclists where to position themselves.
Bluebonnet Lane (short-term)	Install Class IIB buffered bike lanes.
Dirt paths at southwest extent of Bean Creek Drive	Pave (with asphalt or concrete) existing dirt paths.
Citywide	Restripe bike lanes.
Mount Hermon Road between Lockwood Lane and Scotts Valley Drive	Install bike and pedestrian improvements including high-visibility crosswalks, pedestrian countdown heads, green bike lane treatments, and curb radius reduction.
Scotts Valley Drive between Quien Sabe Road and Victor Square (north leg)	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian-crossing distance and provide wider sidewalk, landscape strip, and/or buffered bike lanes or Class IV separated bikeways.
Scotts Valley Drive between Vine Hill School Road and Glenwood Drive	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.
Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (short-term)	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Install traffic-calming measures.
Bluebonnet Lane (short-term)	Close sidewalk gaps on south side of street.
Whispering Pines Drive between Mount Hermon Road and Lundy Lane	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.
Kings Village Road between Mount Hermon Road and Skypark	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible.
Lockwood Lane (long-term)	Install Class I shared-use path between Mount Hermon Road and Whispering Pines Drive.
Citywide	Upgrade all white sharrows in city limits to green-backed sharrows.
Lockhart Gulch Road	Study options to install Class I shared-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway.

Medium-Priority	
Location	Recommendation
La Madrona Drive	If and when the Gateway South project is developed, install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane.
Glenwood Drive between Meadow View Drive and Scotts Valley Drive	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.
Granite Creek Road overpass (long-term)	<i>Rebuild overpass to make sidewalks ADA accessible and install Class IV separated bikeway. Install pedestrian-scale lighting.</i>
Hacienda Way at Glenwood Drive (long-term)	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at north corner of intersection.
North Navarra Drive	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access.
Glenwood Drive at Meadow View Drive (short-term)	Upgrade crosswalks to high visibility and install LED flashing stop signs.
Sandraya Heights Road at Glenwood Drive (long-term)	Install curb extension on northwest corner to shorten crossing.
El Pueblo Road	Fill sidewalk gaps and install pedestrian-scale lighting.
Erba Lane	Install sidewalk between Scotts Valley Drive and fire station.
Mount Hermon Road between La Madrona Drive and El Rancho Drive	<i>Widen freeway overpass to construct separated bicycle crossing. Explore intersection redesign and possible roundabout.</i>
Scotts Valley Drive at Bean Creek Road	Install high-visibility crosswalks, curb extensions, and median refuge islands. Install lead pedestrian interval.
Bean Creek Road at school driveway	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility.
Erba Lane	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park.
Mount Hermon Road at La Madrona Drive	Restripe intersection of Mount Hermon Road and La Madrona Drive to move southbound bike lane to the left of the right-turn lane.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Upgrade to standard sidewalk on east side of the street.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Study options to install Class I facility on east side of the street.
Carbonera Creek	Study options to install shared-use path connecting parks along Carbonera Creek.
Vine Hill School Road	Fill sidewalk gaps on northeast side of street.

Low-Priority	
Location	Recommendation
Bluebonnet Lane (long-term)	Install raised Class IV separated bikeway to narrow travel lanes and decrease pedestrian-crossing distance.
Siltanen Community Park	Study options to improve paths to school campus.
Bean Creek Road at Bluebonnet Lane	Install traffic circle to slow traffic and improve visibility of crosswalk.
Santa's Village Road/Polo Ranch Road between Orchard Run and Granite Creek Road	Widen sidewalk to Class I shared-use path to connect new housing developments with Granite Creek Road.
Glenwood Drive at Meadow View Drive (long-term)	Install curb extensions to shorten crossing distance.
Skypark	Widen path to allow for bike and pedestrian access or install separate path for bicyclists to connect Skypark Drive and Kings Village Road.

Funding Sources

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan.

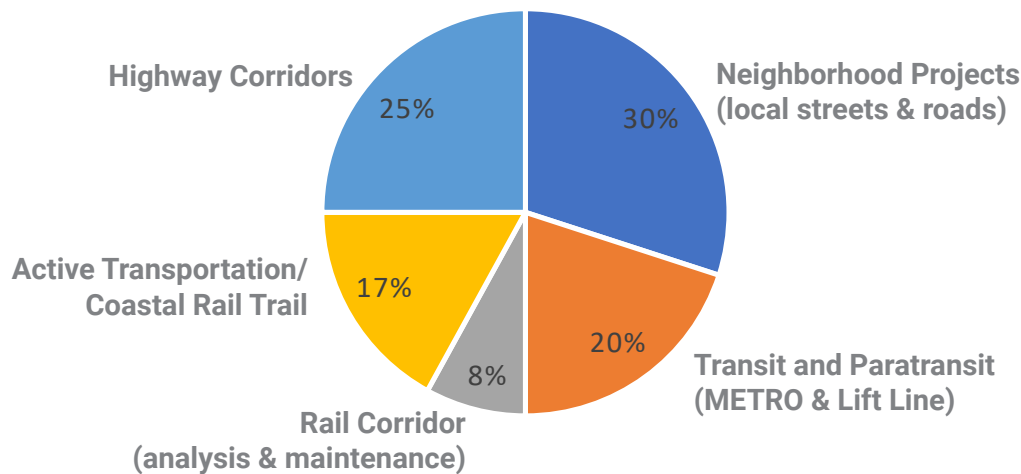
Table 5: Funding Sources for Active Transportation

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement, & Enforcement Programs	Maintenance
Local				
Measure D: Regional Sales Tax	●	●	●	●
Transportation Development Act	●	●	●	●
City General Funds	●	●	●	●
City Gas Tax Revenues	●	●	●	●
Foundations	●	●	●	
Businesses and Corporations	●		●	
Developer Impact Fees	●			
State				
Active Transportation Program	●	●	●	
California Office of Traffic Safety			●	
AB 2766	●	●	●	
State Highway Operations and Protection Program (SHOPP)	●	●		
State Transportation Improvement Program (STIP)	●			
Federal				
Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX)	●	●	●	
Highway Safety Improvement Program	●		●	
Better Utilizing Investments to Leverage Development (BUILD) Program	●			070

Measure D

To address the ongoing shortfall in transportation funding, Santa Cruz County voters approved Measure D in 2016. Measure D institutes a half-cent sales tax that will provide approximately \$20 million annually for local transportation projects over the next 30 years. The funds are distributed by formula to cities, the county, Santa Cruz METRO, and other agencies, and funding in the Neighborhood Projects category can be used for active transportation projects.¹⁰ Scotts Valley receives approximately \$230,000 in Measure D funds by formula each year.

Figure 11: Measure D Expenditure Categories



Maintenance

The need for maintenance of bicycle and pedestrian facilities is often reported by residents walking and bicycling on local roadways. The Santa Cruz County Regional Transportation Commission maintains the Bicycle and Pedestrian Hazard Report program, which is a webpage where any issue related to bicycle and pedestrian safety can be reported. Reports are forwarded to the appropriate jurisdiction for action.

The City of Scotts Valley currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair. Facilities constructed on private property and programs implemented by others and outside of City jurisdiction are not maintained by the City.

- » City streets, including bike lanes, are resurfaced and restriped in accordance with the CIP.
- » Signage is maintained and replaced as needed.
- » The City performs monthly street sweeping.
- » Bike lanes on City-maintained streets are swept once a month in accordance with the street-sweeping schedule. Additional cleaning is done as needed.

10. Measure D: www.sccrtc.org/MeasureD; RTP: www.sccrtc.org/rtp

APPENDICES

Scotts Valley Safe Active Transportation Plan

Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
1	Bean Creek Road at Bluebonnet Lane		Install traffic circle to slow traffic and improve visibility of crosswalk	0	0	15	10	0	25
2	Bean Creek Road at school driveway		Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility	15	0	15	10	0	40
3	Bean Creek Road between Lakeview Drive and Bluebonnet Lane		Work with property owners at 400 Bean Creek Road to include sidewalk in any future development/permitting	25	0	15	10	15	65
4	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane	25	20	10	10	0	65
5	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Upgrade to standard sidewalk on east side of the street.	0	20	10	10	0	40
6	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Install traffic calming measures.	15	20	10	10	0	55
7	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Study options to install Class I facility on east side of the street.	0	20	10	10	0	40
8	Bluebonnet Lane (long term)		Install raised Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance.	0	20	15	0	0	35
9	Bluebonnet Lane (short term)		Install Class IIB buffered bike lanes.	25	20	15	0	0	60
10	Bluebonnet Lane (short term)		Close sidewalk gaps on south side of the street	15	10	15	0	15	55
11	Bluebonnet Lane at path to Montealle		Study options to install high-visibility raised crosswalk	25	10	15	0	15	65
12	Carbonera Creek	Private Property	Study options to install shared-use path connecting parks along Carbonera Creek.	0	10	15	0	15	40
13	Casa Way at Glenwood Drive		Upgrade crosswalk to high visibility	25	20	10	10	0	65
14	Citywide		Upgrade all white sharrows in City limits to green backed sharrows	25	0	15	10	0	50
15	Citywide		Update pedestrian facilities to current ADA standards. Implement recommendations of City of Scotts Valley Access Audit & Transition Plan for City facilities	0	30	15	15	15	75
16	Citywide		Restripe bike lanes	0	30	15	15	0	60
17	Citywide		Study options to install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic.	25	30	10	10	0	75
18	Citywide		Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves.	0	30	15	15	0	60
19	Citywide		Install pedestrian countdown signal heads	15	30	15	15	0	75
20	Citywide		Upgrade crosswalks near schools to high visibility.	15	30	15	15	0	75
21	Dirt paths at southwest extent of Bean Creek Drive		Pave (asphalt or concrete) existing dirt paths	25	20	0	15	0	60
22	El Pueblo Road		Fill sidewalk gaps and install pedestrian-scale lighting.	0	20	10	0	15	45
23	Erba Lane		Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park	15	0	10	0	15	40
24	Erba Lane		Install sidewalk between Scotts Valley Drive and fire station	0	20	10	0	15	45
25	Glen Canyon Road at Hwy 17 overpass	Caltrans	Study options to install pedestrian pathway under freeway bridge. If overpass is reconstructed, install Class II bike lanes between Camp Evers Park and Green Hills Road.	15	20	15	0	15	65
26	Glenwood Drive at Meadow View Drive (long term)		Install curb extensions to shorten crossing distance.	0	0	10	10	0	20
27	Glenwood Drive at Meadow View Drive (short term)		Upgrade crosswalks to high visibility and install LED flashing stop signs.	25	0	10	10	0	45
28	Glenwood Drive between Meadow View Drive and Scotts Valley Drive		Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.	0	30	10	10	0	50
29	Granite Creek Road overpass (long term)	Caltrans	Rebuild overpass to make sidewalks ADA accessible and install Class IV separated bikeway. Install pedestrian-scale lighting.	0	10	10	15	073 15	50

Scotts Valley Safe Active Transportation Plan

Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
30	Granite Creek Road overpass (short term)	Caltrans	Narrow travel lanes to 11' to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane.	25	30	10	15	15	95
31	Hacienda Way at Glenwood Drive (long term)		Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection.	0	30	10	10	0	50
32	Hacienda Way at Glenwood Drive (short term)		Work with property owner to trim vegetation and improve visibility.	25	30	10	10	0	75
33	Highway 17	Caltrans	Study options to install bike/ped bridge over highway as a long term project	0	30	15	15	15	75
34	Kings Village Road		If housing development is constructed, install bike/pedestrian connection between 440 Kings Village Road and Town Center property	15	10	15	10	15	65
35	Kings Village Road at Mount Hermon Road		Fill sidewalk gaps on west side of street	15	30	15	10	15	85
36	Kings Village Road between Mount Hermon Road and Skypark		Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible	0	30	15	10	0	55
37	La Madrona Drive		If/when Gateway South project is developed, install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane.	15	0	10	10	15	50
38	Lockwood Lane (long term)		Install Class I shared-use path between Mount Hermon Road and Whispering Pines Drive	0	20	10	10	15	55
39	Lockwood Lane (short term)		Fill sidewalk gaps on south side of street. Install green backed sharrows.	15	20	15	10	15	75
40	Lockhart Gulch Road		Study options to install Class I shared-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway.	25	0	10	0	15	50
41	Mount Hermon Road - Torrey Oaks Linear Park		Install 'Pedestrian Route' signs at all four path entrances that are visible from Mount Hermon Road	25	20	10	15	15	85
42	Mount Hermon Road at La Madrona Drive		Restripe intersection of Mount Hermon Rd. and La Madrona Dr. to move southbound bike lane to the left of the right-turn lane.	15	0	10	15	0	40
43	Mount Hermon Road between Glen Canyon Road and Scotts Valley Drive		Reduce lane widths to provide buffered bike lane or Class IV separated bikeway	25	30	15	15	0	85
44	Mount Hermon Road between La Madrona Drive and El Rancho Drive	Caltrans	Widen freeway overpass to construct separated bicycle crossing. Explore intersection redesign and possible roundabout.	0	0	15	15	15	45
45	Mount Hermon Road between Lockwood Lane and Scotts Valley Drive		Install bike and pedestrian improvements including high-visibility crosswalks, pedestrian countdown heads, green bike lane treatments, and curb radius reduction.	0	30	15	15	0	60
46	Mount Hermon Road between Skypark Drive and Scotts Valley Drive		Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop	15	30	15	15	0	75
47	Mount Hermon Road near Kings Village Road		Fill sidewalk gap.	15	30	15	15	15	90
48	North Navarra Drive		Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access	25	0	10	0	15	50
49	North Navarra Drive/South Navarra Drive		Install green backed sharrows. Install bike wayfinding signage on South Navarra Drive to highlight Green Hills Road connection.	25	0	10	0	0	35
50	Quien Sabe Road		Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard.	15	30	10	0	074 15	70

Scotts Valley Safe Active Transportation Plan

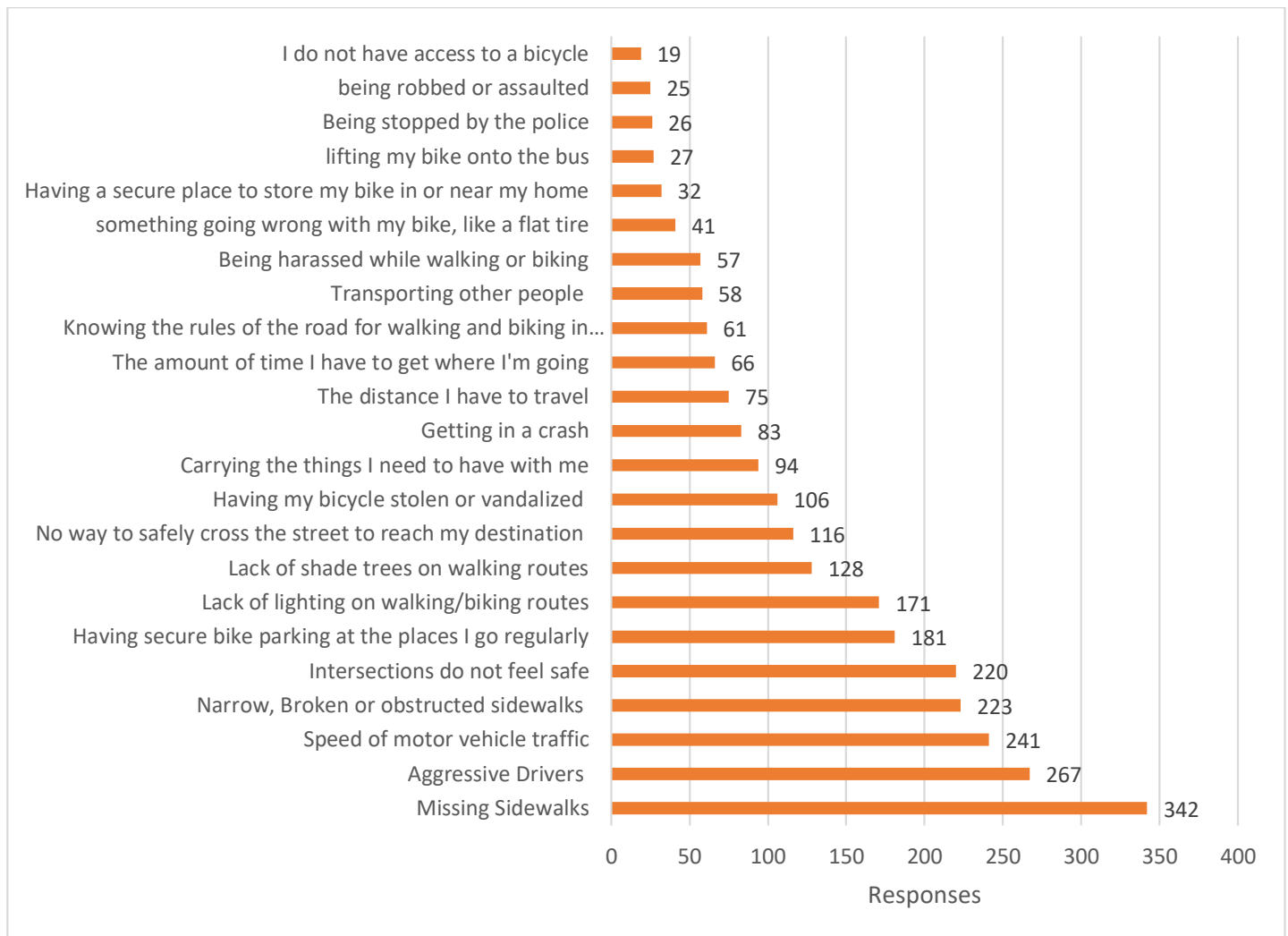
Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
51	Sandraya Heights Road at Glenwood Drive (long term)		Install curb extension on northwest corner to shorten crossing.	15	10	10	10	0	45
52	Sandraya Heights Road at Glenwood Drive (short term)		Install high-visibility crosswalk	25	10	10	10	15	70
53	Santa's Village Road/Polo Ranch Road between Orchard Run and Granite Creek Road		Widen sidewalk to Class I shared-use path to connect new housing developments with Granite Creek Road	0	0	10	0	15	25
54	Scotts Valley Drive		Study options to install new marked crosswalks with pedestrian hybrid beacon to reduce distance between crossings. Possible crossing locations include Quien Sabe Road, Victor Square (south leg), and Willis Road.	0	30	15	15	15	75
55	Scotts Valley Drive at Bean Creek Road		Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval	0	20	10	15	0	45
56	Scotts Valley Drive at Bean Creek Road		Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance.	25	20	10	15	0	70
57	Scotts Valley Drive at Mount Hermon Road		Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility.	15	30	15	15	0	75
58	Scotts Valley Drive at Victor Square (north leg)		Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads.	25	30	0	15	0	70
59	Scotts Valley Drive at Victor Square (north leg)		Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance.	25	30	10	15	15	95
60	Scotts Valley Drive between Quien Sabe Road and Victor Square (north leg)		Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeways.	0	30	15	15	0	60
61	Scotts Valley Drive between Vine Hill School Road and Glenwood Drive		Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.	0	30	15	15	0	60
62	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (long term)	Caltrans	Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Study options to redesign intersection to simplify movements for cyclists, pedestrians and drivers.	15	30	15	15	15	90
63	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (short term)	Caltrans	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.	0	30	15	15	0	60
64	Siltanen Community Park		Study options to improve paths to school campus.	15	0	10	0	0	25
65	Skypark		Widen path to allow for bike and pedestrian access, or install separate path for bicyclists to connect Skypark Drive and Kings Village Road.	0	0	10	0	0	10
66	Town Center property		Consider safe pedestrian and bicycle connections between Skypark Drive and Kings Village Road (east-west connection), as well as between Skypark and Mount Hermon Road (north-south connection) in future Town Center project	25	30	15	0	15	85
67	Vine Hill School Road		Fill sidewalk gaps on north/east side of street	0	10	15	0	15	40
68	Vine Hill School Road at Tabor Drive/Scotts Valley Drive		Upgrade crosswalks to high visibility.	25	30	15	15	0	85
69	Vine Hill School Road between Glenwood Drive and Tabor Drive		Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.	15	30	10	0	15	70
70	Whispering Pines Drive between Mount Hermon Road and Lundy Lane		Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.	15	30	10	0	0	55

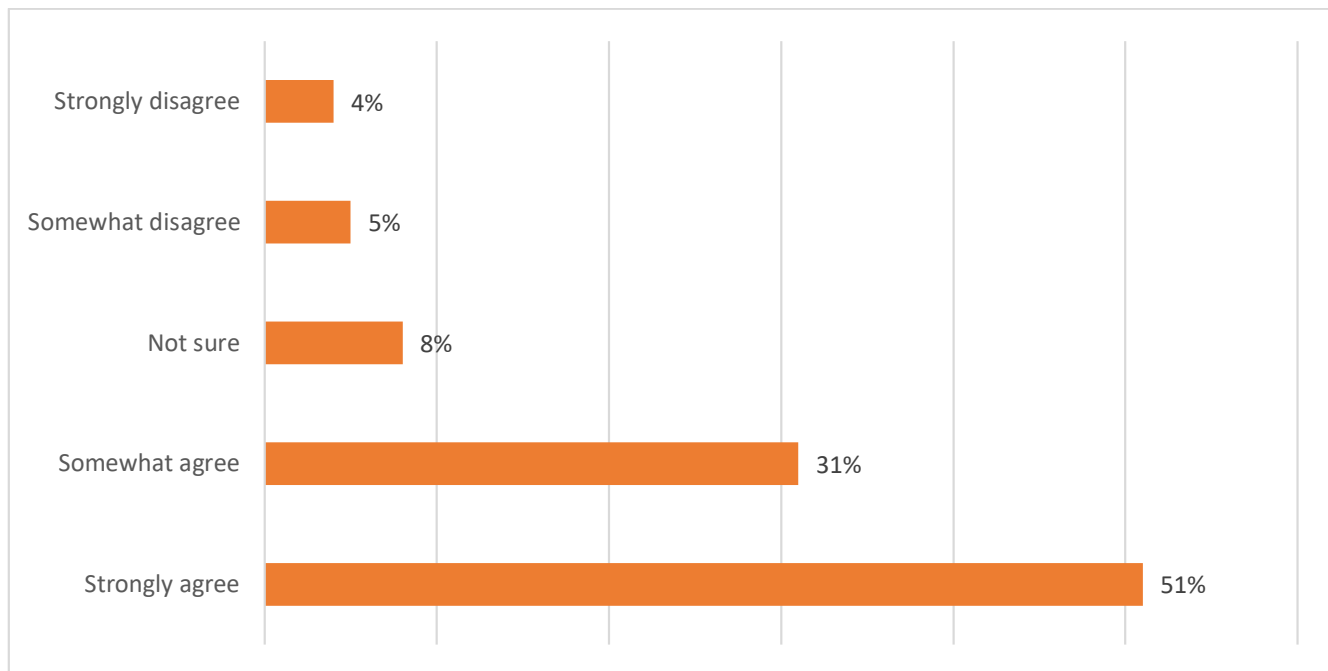
Scotts Valley Active Transportation Plan Community Survey Results

Below are results of the Scotts Valley Active Transportation Plan Community Survey, conducted between August and November 2019. The survey was distributed in person at outreach events as well as online, and 588 responses were received.

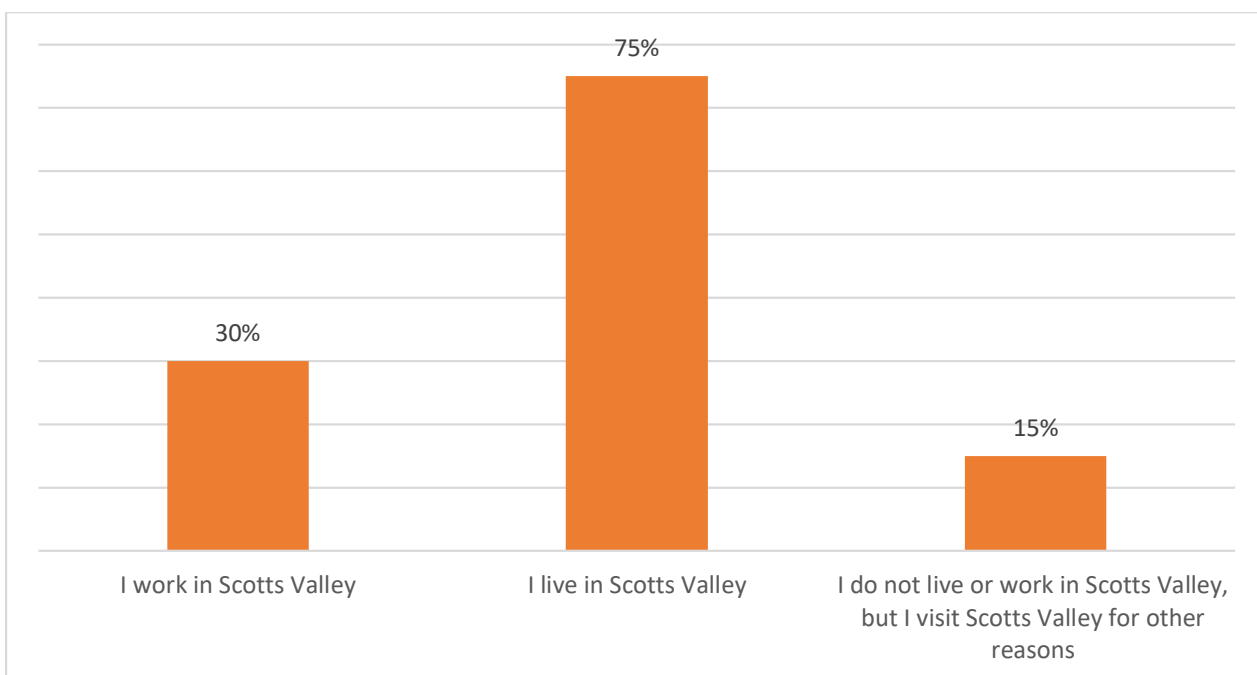
Question 1: Please indicate which concerns you have regarding walking and bicycling to get around in Scotts Valley:



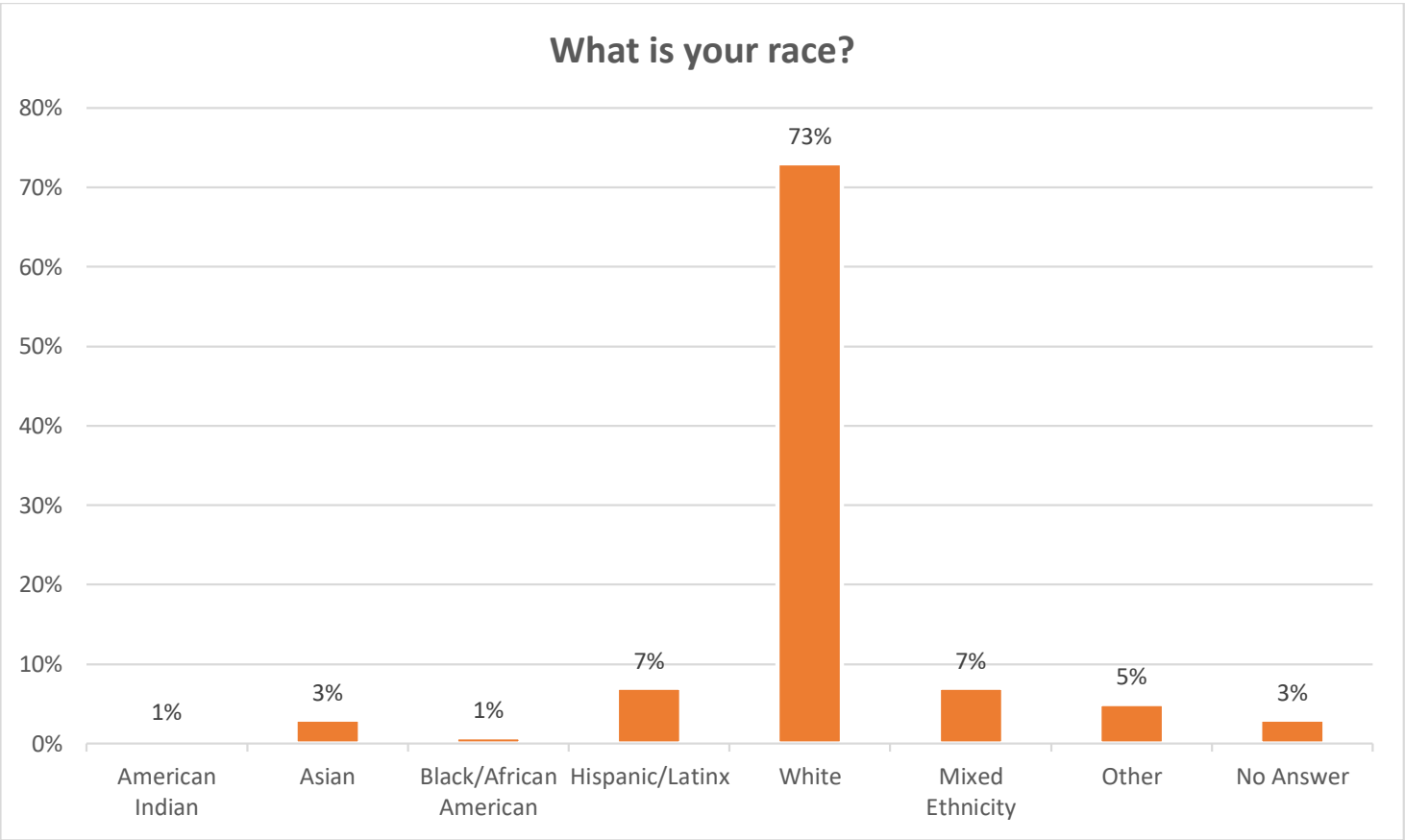
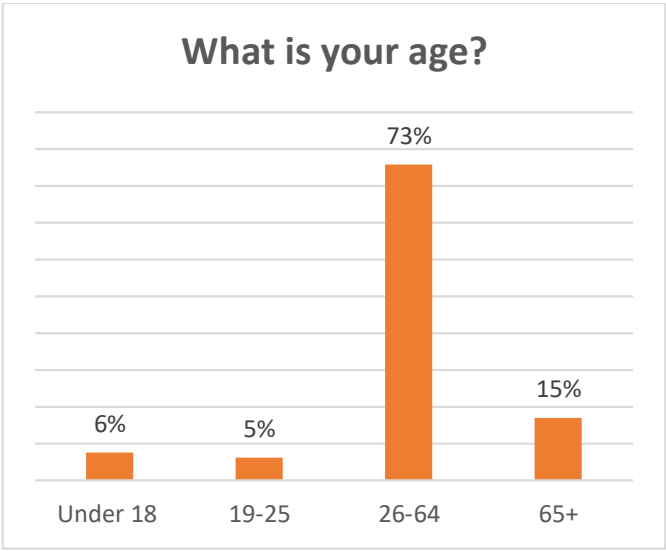
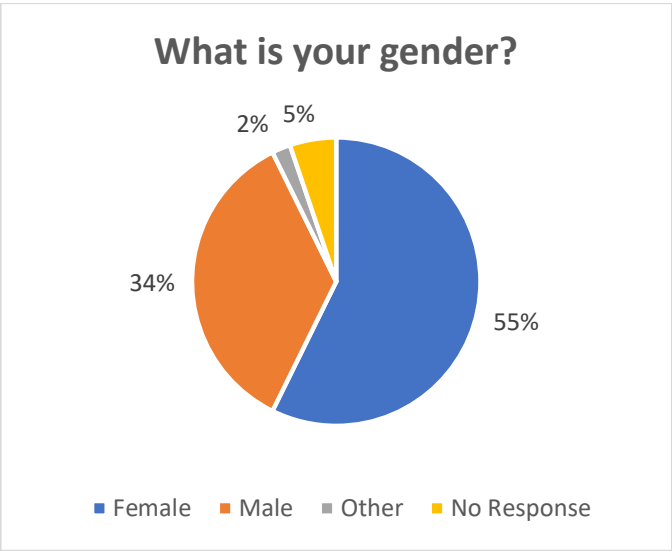
Question 2: Please indicate your response to the following statement: *I would like to travel by bicycle or on foot in Scotts Valley for my daily commute, errands, and other activities more than I do now.*



Question 3: Do you live or work in Scotts Valley?



Respondent Demographic Information





Help Us Plan for a Walkable, Bikeable Scotts Valley

Over the next 18 months, the City of Scotts Valley will develop an Active Transportation Plan to provide a roadmap for future improvements for walking and bicycling. Join us for a public meeting to learn more about the planning process, share your concerns, and give input on ways to make it easy, comfortable, and safe to walk and bike around Scotts Valley.



Dinner, childcare, and Spanish translation provided.

Can't make the meeting? Share your input at ecoact.org/ScottsValleyATP

Thursday, October 24th, 6:30-8 pm
Scotts Valley Senior Center, 370 Kings Village Road



Ayúdenos a Planear un Scotts Valley Seguro Para Peatones y Ciclistas

En los próximos 18 meses, la ciudad de Scotts Valley desarrollará un Plan de Transporte Activo para brindar futuros mejoramientos a la ciudad. El enfoque será aumentar la seguridad de peatones y ciclistas. Acompáñenos a la junta pública para aprender más acerca del proceso de planificación, compartir sus preocupaciones acerca del tema y compartir comentarios acerca de cómo hacer sus caminatas o andar en bicicleta más cómodo y seguro en Scotts Valley.



Comida, guardería y traducción al Español serán disponibles.

¿No puede atender la junta? Comparta sus comentarios por medio de ecoact.org/ScottsValleyATP

Jueves, 24 de Octubre de 6:30-8 pm
Scotts Valley Senior Center, 370 Kings Village Road





SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

January 22, 2021

Mayor Derek Timm
1 Civic Center Drive
Scotts Valley, Ca 95066

Dear Mayor Timm and Scotts Valley City Council Members,

The Santa Cruz County Regional Transportation Commission (SCCRTC) is pleased to offer our support of the Scotts Valley Active Transportation Plan.

A comprehensive vision for safe bicycling and walking infrastructure improvements for the City of Scotts Valley provides a path forward for getting active transportation improvements funded and built. Safe and comfortable bicycling and walking facilities help members of the community complete work, school, shopping, and recreational trips without the use of a personal vehicle. This mode shift from cars to active transportation provides health and quality of life benefits, while helping the state of California meet aggressive greenhouse gas reduction emission goals and combat climate change.

SCCRTC urges the City Council and Scotts Valley transportation staff to prioritize implementation of this plan. Please be reminded that Scotts Valley's Measure D-Neighborhood funds are eligible to fund improvements and can be used to match potential grants for design and construction of these important active transportation improvements.

Sincerely,

Guy Preston
Executive Director

January 21, 2021

City of Scotts Valley
Mayor and Members
Of Scotts Valley City Council

Re: Scotts Valley Active Transportation Plan (SV ATP)
To be presented February 3rd, 2021, to City Council

To: Derek Timm, Mayor; Jim Reed, Vice-Mayor; Jack Dilles, Randy Johnson, and Donna Lind,
Council members:

I have two comments and questions regarding pedestrian safety:

1. Crosswalks have been mentioned several times in the SV ATP as a way to ensure safe passage for pedestrians when crossing streets with severe to moderate vehicular traffic. Whether the crosswalk goes from corner to corner, is high-visibility raised, or is a mid-block crossing, each crosswalk allows every pedestrian, no matter their age or ability, to feel protected against a collision with a motor vehicle. On Kings Village Road, the "Exit" driveway corner from the Metro Transit Center has been used as a stepping off point for pedestrians to access the overflow parking lot on the other side of the street. This dirt lot, next to the US Postal Service parking lot, has been used for overflow parking for the Transit Center as well as for our library. Pedestrians continue to run-walk-skip-meander across Kings Village Road to the Metro Transit Center and back again. Seems to me, this is a collision waiting to happen and I've seen several *almost* happen. Why is it difficult to paint a crosswalk in this roadway area?
2. I draw your attention to page 70 of 78, of the SV ATP and the request for installing Class IV separated bike lanes with vehicle lanes narrowed to 10 ft. on Bluebonnet Lane between Kings Village Road and Bean Creek Road. The Bean Creek Road to Bluebonnet Lane to Kings Village Road route have high traffic due to vehicles bypassing busy Mt Hermon Road. In addition to the above-mentioned SV ATP recommendations for Bluebonnet Lane, inserting bollards to assist with bike lane protection would provide not only bicyclists safety, but, pedestrian safety, as vehicles slow down with these traffic calming measures. My questions: How much does it cost to install bollards? How costly is maintenance of bollards? And, just curious, how much does it cost to maintain the Bluebonnet Lane roadway?

Sincerely,

Deborah Benham,
Scotts Valley Homeowner and Member of SV ATP Committee

1-27-21

Dear Mayor Timm, Vice Mayor Reed, Council Members Dilles, Lind and Johnson,

This letter, with its numerous supporting attachments, is submitted to be included in the agenda packet, made available for all to see online, as public record for the City Council meeting regarding the ATP, currently calendared for 2/3/21.

A city official advised one of us in this process to keep reminding people of what they've said. Let's review what's been said. ***Let's make sure that City Council is hearing the same information and directions that city officials have told the public.***



COMMUNITY FEEDBACK:
Not enough crosswalks on long streets. I no longer drive but feel house-bound. There is too much traffic on Bluebonnet Lane when I try to cross. Cars speed on my street (Bluebonnet) and don't stop even when they see that I'm trying to cross the street.

SV ATP p. 16

Content:
Bluebonnet Commended for Following Public Process
City Officials' Solutions
Measures Tried
Measures Planned Long Ago - Still Not Implemented
Funding Solutions
Health Issues
Equity Issues
ATP
Take action!

BLUEBONNET COMMENDED FOR FOLLOWING PUBLIC PROCESS

Planning Commissioner Gentile commended Bluebonnet's process.

"I just want to thank everybody who called in tonight or who is on the Zoom meeting, all the people who've just been so active in trying to bring these issues to light. Because it's a process going through all of the meetings. It's a process, so I really commend you. I was so excited when I saw the ATP and the CIP because I was hoping that was including part of this. I have a middle schooler who actually rides his bike up Bluebonnet and then down Bean Creek every day for school... So I'm grateful to citizens who get so involved and make this happen." (5-14-20 Planning Commission re: CIP)

<https://drive.google.com/file/d/1-1GkdM-BrwL0NeCZrov1-Yq728RCD2cM/view>

We conscientiously followed guidance from city officials since we approached City Council in July **2019**. You received petitions from 268 people, including 84 students, delineating concerns of safety, speeding, noise preventing sleep and conversations, and inability to cross the road or bike safely. (Exhibit 1)

We attended 3 TSAC with the "largest audience ever" per Captain Wilson. *None* of their recommendations are implemented to date. 3 Planning Commission meetings highly supported changes on Bluebonnet. We thank the three Council members who came for a site visit to see and discuss concerns. It is not the Bluebonnet of 3 years ago that people remember. We've had multiple meetings with Public Works, the Police Department, the Fire Department, and countless City Council meetings. You've received innumerable eye-witness reports, emails, videos and pictures of unsafe driving. After 15 months, 9 of them pre-COVID, absolutely no changes of any kind were made to Bluebonnet whatsoever.

Council Member Johnson apologized at City Council on two separate occasions for poor City planning in approving Bluebonnet homes with living and sleeping areas so close to the street. It's time to deal with that error and remediate it, not exacerbate it with inaction.

CITY OFFICIALS' SOLUTIONS

At the August, 2019 TSAC, Chief Walpole reported speeding exacerbated by Bluebonnet being a hill, and an unsafe crosswalk due to irreparable site lines at the top. The TSAC suggested an engineered traffic mitigation plan be completed by October 2019. The Public Works Director said he wasn't an engineer but could do it. It was not done, however, until ATP's traffic planners and traffic engineers evaluated a year later with resultant recommendations. The speeding and crosswalk have not been remediated.

Traffic Safety member Lois Blair wrote: "You had legitimate concerns & I shared some of the concerns you had. I mentioned some of the options that the Director of Public Works discussed: the raised crosswalk, the medians, painting the road with paint that reduces traffic noise & signage prohibiting large trucks." (exhibit 2)

TSAC Councilmembers Lind and Johnson relayed serious Bluebonnet problems and support for structural traffic calming measures to Council:

Councilmember Lind reported: “We did arrive at some suggestions to address their concerns on the traffic issues, speeding vehicles, noise, concerns for safety, pedestrian safety, and our Public Works Director will be bringing some of those things forward to consider through grant funding and other similar funding.” She also mentioned \$100,000 RTC funds that had been received in December and would be used for Bluebonnet. (1-15-20 City Council Meeting)

Councilmember Johnson advocated: “Our engineering department came up with some very good ideas in terms of not only what we do with respect to bike lanes, curbs, sidewalks, and monies available but also gave a timeline for [2020-21] CIP that we’re going to try to work in to help the people there.” (1-15-20 City Council Meeting)

Chief Walpole stated that problems should not just be shifted from one street to another. In June 2020, a ticketing CHP officer said she'd asked 2 SVPD officers where the biggest problems are in town. Both said Bluebonnet Lane.

We’re still waiting for the city to move forward with the structural changes and the CIP funds.

MEASURES TRIALED

Over 3000 cars per day race through Bluebonnet to beat the clock on a 1 mile work around to avoid 0.4 miles on SV Drive and Mt Hermon Road. Bluebonnet is even promoted on NextDoor as a means to avoid SV Dr. and Mt. Hermon Road. (exhibit 3) By three separate counts, only 5% of the traffic is local to Bluebonnet. You’ve seen video after video of cars going from Kings Village Road-South, speeding and driving through bike lanes on Bluebonnet, and turning right on BC to SV Dr. or vice versa. Without speeding on Bluebonnet, there would be no point in using the work around, which is 2.5 times as long as staying on the arterials. (exhibit 4)

Please do not destroy our neighborhood and endanger the Middle School exodus, seniors and young families who walk, bike, and need to cross the road by continuing to allow reckless driving here.

Councilmember Lind, thank you for your commitment to disincentivize the work around when you suggested the Police Department mark Bluebonnet as closed for online maps. Unfortunately, after extensive research, Captain Wilson and Chief Walpole found out this was not possible. (exhibit 5)

The City finally began to make some minor changes 15 months into it at the end of October, 2020. Vehicles, however, ignored the freshly restriped bike and center lines, driving through the bike lanes as shown in the videos submitted to you all. *Paint has proven ineffective at traffic calming.* (exhibit 6)

The flashing speed pole has also proven ineffective. A neighbor has observed that just part way down the hill, cars are registering at 43 mph, which is 20 mph ABOVE the 25-mph speed limit. Imagine how fast they are further downhill, often double the speed limit. Cars and pick-ups accelerate loudly to speed uphill as well.

Thankfully, the speed hump at the metro in January has actually helped; but it needs 3 additions. Also, as drivers get used to it, they don't slow down like they did initially. Maybe it needs an second bump in the lane to slow them down.

Secondly, vehicles still drive across the actual sidewalk to hop the 6-inch curb, and loudly drop down, driving in the bike lane before entering the vehicle lane farther up the hill. The ATP engineer's design of bollards on the bike stripe needs to extend all the way to the driveway. Then vehicles won't be able to drive over the sidewalk and through the bike lane.

Third, many vehicles avoid the hump altogether by exiting on the entrance side of the driveway. Another hump deeper into the parking lot on the entrance lane is needed so vehicles don't feel it's easier to exit via the entrance lane.

The signage for no trucks has been the most successful and made a significant difference! When the signs are pointed out, companies are very community-minded and direct their trucks on commercial streets to the arterials. Thank you.

MEASURES PLANNED LONG AGO BUT STILL NOT IMPLEMENTED

The number one recommendation from all who've done site-visits is identical. The Public Works Director, TSAC members, Councilmembers, the AARP consultant, and you'll hear from ATP later, all recommended to physically narrow vehicles lanes and have physical separators for the bike lanes. After 1.5 years, absolutely nothing has been done in this regard.

The Public Works Director reported to the Planning Commission in May 2020: "There's an ATP program that we spent over \$100,000 on preparing. And in that actual program, we've delineated all of the items brought forward with you tonight as far as narrowing lanes, crosswalks, signage, speed issues. All those items have been, are reflected in that ATP plan...we have listened to these. These are very important issues. They are illustrated in this plan that we're working on right now...We are taking this very seriously. It is on our ATP plan... And so we intend to move forward on this. We're definitely not going to not do anything about this...It's not a typical pavement management or pavement in a maintenance project, like you might see that we're doing throughout the city to extend the life of pavement...We're talking about maybe pop-ups areas to enlarge the bike lanes and reduce travel lanes."

https://us02web.zoom.us/rec/share/5uBMBE7x53xOYoHPuEX2c4gNXabnaaa813AYq6BYxRpJQ1nnhUlsbCrAtC_MiUdI

None of these structural changes Public Works reported to the Planning Commission from almost a year ago have been started. Enact them now to slow the speeding which endangers seniors and young families who live on this lane, comprised solely of homes, and middle schoolers who walk en masse daily.

FUNDING SOLUTIONS

To date, we have only discussed using dedicated funds for infrastructure due to the city's general fund status. The dedicated funds exist. City officials stated they'd be spent on Bluebonnet.

AARP

We're grateful Public Works applied for the AARP grant but were very disappointed that the request went from structurally narrowing the lanes and raised crosswalks to minor paint and a flashing speed pole. We were not awarded that grant.

2019-20 RTC funds received

Council Member Lind, our Regional Transportation Committee (RTC) representative, said in December 2019 and January 2020 that *RTC funds were received and would be used on Bluebonnet.*

In addition, the city applied for and received a SCCRTC 11/2019 grant to pave "Bluebonnet Lane" but it was not paved. *Rubberized surface painting would help with the noise preventing sleep and conversations.* (exhibit 7)

The Regional Transportation Plan with the "Constrained" column show funding already existed as of a year ago, 2-11-20.

See pages 83-85 attached, which fund current Bluebonnet projects including:

p. 83: SV Citywide access ramps, City wide Sidewalk program,

p. 84: Kings Village Road/Bluebonnet Sidewalk (funded!),

p. 85 Neighborhood Traffic Calming, Synchronize Traffic Signals along Mt. Hermon Rd. (a root problem of the dangerous work around)

https://sccrtc.org/wp-content/uploads/2020/02/00_Agenda-PACKET-Feb2020.pdf

(exhibit 8)

Council Member Lind addressed the sidewalk gap at the 2/19/20 City Council Meeting, "That is one of the areas Public Works has on the list to extend that sidewalk with grant monies that are coming from RTC... That one is one that luckily there is some funding to help us with that."

<http://www.scottsvally.org/DocumentCenter/View/2067/02-19-2020-Council-Audio-Recording>

2020-21 Capital Improvement Plan (CIP) City Reversal

At the TSAC over a year ago, the minutes read: "PW Director Jordan discussed the Blue Bonnet Lane corridor being *added to the [2020-21] Capital Improvement Plan (CIP)*...He said there are *RTC funds now available and the money will first be used for this corridor as it is a priority... CM Johnson ...reiterated PW Director Jordan stating it will be in our [2020-21] CIP... Cpt. Wilson stated the issues of noise, speed, and bicycle/pedestrian safety to be addressed in the [2020-21] CIP.*" (1-14-20 TSAC minutes)

Despite Bluebonnet being the "priority" last January, nothing at all was done for 10 months. Despite "Public Works Director Jordan stating it will be in our CIP" in 5/2020, one month later City Staff recommended against Bluebonnet being in the 6/2020 CIP, as Council is well-aware. It is unclear if this unilateral reversal came from the Public Works Director or was a directive from the City Manager.

2020-21 CIP Existing Funding Applicable To Bluebonnet

In response to Council Member Dilles' inquiry, the ATP consultant suggested generic line items in the CIP to deal with active transportation issues as they arise. In fact, the Scotts Valley's 2020 CIP has this in line items 18 & 19. Apply these funds to the long-standing, unresolved speeding and driving in the bike lanes. (exhibit 9)

HEALTH ISSUES

The unresolved speeding is causing health issues.

Inability to sleep is widespread. Students wrote about it in their petitions: "Have to use white noise to sleep;" and "Can't sleep-live on street." Yet another teenager got a sound machine as her Christmas gift. Mungai Kamau has spoken repeatedly to Council about not sleeping due to vehicle noise. With a sound machine on full blast and wearing earplugs, Ilo Nilson is woken up in the middle of the night and repeatedly beginning at 5:30 in the morning by speedsters. Larry Wilson wrote on the petition, "4:30 wake up."

In addition, Scott Dickie reported "*vehicles speeding and passing each other!*" Other adults listed: "Dangerous speeders on Bluebonnet" "Racing cars" "Too noisy, too much traffic" "Too noisy, speeders, too many vehicles" "Need quiet" "Too fast and noisy."

Steve Barber eloquently told TSAC about the orange Camaro's middle-of-the-night runs. Others have repeatedly called the police on the gun-metal grey corvette, loud pickups and sportscars that use Bluebonnet as a raceway. Most often they're too fast to even call the police with license plate numbers.

The speedsters and the work-around traffic are also causing exhaust to come into our homes. Resident Mungai Kamau, who specializes in pollutants, has written to "City officials to acknowledge the scientific fact that Blue Bonnet Lane's heavy traffic is toxic and harmful to residents, young and old. It has been scientifically demonstrated that noise and air pollution tend to increase rates of cancer in human beings and animals."

EQUITY ISSUES

Work Around And Traffic Solutions Vary by the Socio-Economics of Your Neighborhood

Closing neighborhood streets near arterials is common practice in surrounding communities to prevent work-arounds. 40th Ave. (by 41st Ave.), Mott Avenue (off Murray St. by the Harbor), Riverside Ave. (off Soquel Ave.), Reed Way (off Water), and Trescony (off Mission) are examples. Mt. Hermon is the most traveled road in the County. Scotts Valley needs to care for its residents like other cities do.

Bluebonnet Lane has experienced different outcomes than Scotts Valley streets with similar issues but more expensive homes. Streets with more expensive, less-populated neighborhoods were closed to prevent work-arounds for Scotts Valley Drive and Highway 17. These include South Navarra Road/Green Hills Road, Oak Creek Blvd/Quien Sabe, and, newly decided, Succinto Lane. (exhibit 10)The Vineyards did not meet the criteria for a four-way stop, but still got the stop signs. Council Member “Johnson discussed a similar past incident of having to put a four way stop in the Vineyards because of endangerment to children” even though they did not technically meet the requirements for these stop signs. (8-29-19 TSAC minutes) The City, just this Fall, designated Estrella Drive (off Lockwood) “Residential only: No through traffic.” Bluebonnet is the work around for Mt. Hermon Rd., which is the most heavily used road in the County? What about protecting Bluebonnet on kind?

Scotts Valley gives more protection to single houses, which are both further off the road and have yards for kids to play in. It limits protection to Bluebonnet condos and townhouses which Council approved with very small setbacks and no areas for children to play or adults to visit aside from walking along this dangerous Lane to the park.

Bluebonnet’s density and need for walking/biking mobility are exactly what necessitates higher pedestrian and bicyclist safety. It has a lot of housing units in a small area.. The townhouses and condos have no yards because the city has relegated residents to walk/bike to the nearby library, Senior Center and Skypark without street safety protections.

It is near the middle school, which has the highest percentage of students biking and walking in the county. SVMS has the highest percentage of students bicycling to school in the entire county according to the Safe Routes to Schools (SRTS). Although City Council has given monikers of “the middle school problem” and the “middle school exodus” on Bluebonnet, the SRTS plan did not include this major daily route. When Council Member Dilles asked about Bluebonnet at the SRTS presentation on 2/19/20, Public Works and the ATP consultant assured him Bluebonnet dangers would be addressed in this Active Transportation Plan (ATP).

Walkability, Livability & Smart Growth

Commissioner Dilles brought the AARP Livable Communities Plan to the Council's attention last month. Over 60% of the residences are seniors on Bluebonnet. The Monteville seniors use the path to Bluebonnet to access the Community Life Zone as well as Mt. Hermon Rd. services.

Livable Communities require specific street planning:

*"The coziness, diversity, and hierarchy of the street network in the AARP Livable Communities Plan are critical to livability. Livable communities support the entire life cycle with a complex and diverse set of *symbiotic relationships between social, economic, and life safety functions*. The street network forms the basic armature for these relationships. AARP's Livable Communities Plan utilizes a variety of *street sections* in order to create a diverse range of interesting and well-defined urban spaces. The variety of streets allows the relationship between pedestrians, cars, and bicycles to adjust to the very local needs of each block and its residents." (Quote provided by AARP Associate State Director/Community Fred Buzo Emphasis added)*

Smart Growth's standard is also to create pedestrian-friendly streets in mixed use areas, and neighborhoods with access to community and/or transit and/or commercial areas.

Mobility Solutions Are Not Equitable

Bluebonnet is a long two-block street where seniors, young children and the middle school exodus walk, bike, scooter, and use wheelchairs, canes and walkers. Many are too young or too old to drive and depend upon active transportation. It does not have a crosswalk between the 100 and 200 blocks.

It's too far to reach a crosswalk to cross Bluebonnet. Toddlers and many seniors cannot walk .25 mile out of their way to access a crosswalk. It is an extra .25 mile to walk from the Monteville path area up to a crosswalk and back down to get directly across the street from where they started. Some can't do it, and middle schoolers and elementary students won't. People need to cross for play dates, to visit relatives, to walk to the theater or stores, and to take the Metro.

On the work around route, Bean Creek Rd. and Kings Village Road-South have midblock crosswalks yet Bluebonnet still doesn't.

Despite Bluebonnet's lack of an accessible crosswalk, the City has built and continues to upgrade 5 midblock crosswalks within a 0.2 to 1 mile radius surrounding Bluebonnet. Midblock crosswalks are at the senior center, Post Office, and Bean Creek exit of the Middle School. Lockwood Lane's midblock crosswalk goes from the middle of an individual house's driveway to the driveway on the other side of the street. There's also one on Vine Hill Road at the path to Siltanen Park. Skypark Dr.'s mid-block crosswalk even has bump-outs and a mid-block stop sign. (exhibit 11) Be equitable. Do the same for Bluebonnet between the Monteville path and the greenbelt across the street.

Affordable Housing and Housing for Essential Workers

Mayor Timm has asked Council to calendar discussion of affordable housing in all areas of Scotts Valley. Currently, affordable housing is consolidated in townhomes, and condos like on Bluebonnet. Yet this “desired” affordable housing is not given the same safety, traffic and health protections.

The City states that it wants to encourage and support essential and community service workers to live in town. Yet how does this align with not effectively addressing Bluebonnet’s needs for safe and healthy living...the very place where teachers, retired teachers, city personnel, first responders, parole officers, state park employees, and health care workers live. These are the very people for which the City says it wants to provide decent, safe housing.

ACTIVE TRANSPORTATION PLAN

We’re grateful the City is valuing pedestrians by including them in the ATP for the first time.

It’s unfortunate that a City staff person deleted ATP’s solution for Bluebonnet after ATP’s original design had passed all committees. This prevented City Council seeing the experts’ recommended design. The staff member only censored ATP’s expert input on Bluebonnet and nowhere else. The Public Works Director also instructed the consultants to not address public safety concerns on Bluebonnet Lane at the metro driveway in the ATP. Why did the City pay \$100,000 - \$140,000 for their expertise if city staff was not going to allow City Council to view the expert traffic planners’ and engineers’ designs?

Bluebonnet Lane was the most concerning of all streets in Scotts Valley following the two arterials according to ATP’s presentation at the Traffic Safety Committee on 10-20-20. In fact, Bluebonnet received half as many comments on its one long block street as Mt. Hermon did in its entirety. Bluebonnet also received half as many comments on its one long block street as Scotts Valley Dr. did in its entirety.

ATP wanted to highlight traffic and active transportation in its report through Pictures. *These very issues are the daily experience on Bluebonnet.* So most of the non-stock photos in the ATP plan are Bluebonnet residents. 40 residents felt so strongly that they spent a Saturday morning during COVID conditions with the ATP photographer. Over 45% of city-wide public outreach meeting at the Senior Center were people concerned about Bluebonnet.

Bluebonnet Lane projects are within 250 feet of a bicycle- or pedestrian-related collision as seen in ATP’s scoring. In fact, if you look at the students petition, students are still traumatized by seeing a peer struck and his collar bone broken.

ATP used both the consultant TJKM’s traffic planner and traffic engineer to problem-solve and design solutions for Bluebonnet which resulted in the April 2020 short-term design of 10-foot vehicle lanes with bollards separating the bike lanes. A long-term, more expensive option was also developed. (exhibit 11)

City staff embraced this plan through 9 monthly meetings with Public Works, with 2 formally including the City Manager. This was advocated in “Key Recommendations: Bluebonnet Lane” presented at the Traffic Safety Committee meeting in preparation to go to Council. The TSAC endorsed ATP’s design. (exhibit 13)

Last month, however, the Public Works Director unilaterally told ATP to take out the ATP engineer’s design of bollards, and not narrow the vehicle lanes to the prescribed 10 feet. BUT the city already restriped this year with no effect. Council has received photos of cars driving right over the paint lines laid down in October and the speed pole documents speeders. Paint is *not effective in slowing speed or keeping cars out of the bike lanes. More paint won’t help. Let’s not do more of what’s already proven ineffective.*

The ATP is used for grant applications for the next 10-12 years. *By deleting the engineer’s structural changes of short-term bollards and narrowed car lanes, there is no cost-effective way to meet the needs of the “most problematic street” in SV according to Scotts Valley Police officers and CHP.*

“Guidelines from the National Association of City Transportation Officials (NACTO) recommend motor *vehicle lane widths of 10’ in urban areas* and 11’ for designated truck or transit routes.” (SV ATP plan p. 35) Bluebonnet has “No 6-ton truck” signs at every entrance to the Lane. It does not need roads any wider than any other neighborhood street.

So, in addition to being ineffective, the red-lined plan goes against the national standards. NACTO sets the standards for how planners and engineers look at roads: narrowing lane width and protected bike lanes. Speed is biggest factor in how often and how badly people are injured. NACTO bases their guidelines on crash data.

In keeping with the research-based NACTO guidelines, Bluebonnet’s long-term solution should also be 10’ lanes. Bean Creek Road, between Bluebonnet and Scotts Valley Dr., has 10.5 foot car lanes. *Yet this ATP is replete with traffic calming measures there because 10.5 vehicles lanes do not sufficiently inhibit speeding.* We support the roundabout, but that will not fix speeds on Bluebonnet. Narrow Bluebonnet Lanes to 10-feet since Bean Creek’s 10.5 feet has already proven that 10.5’ lanes are inadequate to calm traffic to 25 mph.

Also, ATP is now discussing reducing lane widths on both Mount Hermon and Scotts Valley Drive to 11 feet. If our neighborhood street is the same width as the arterials, then that removes the disincentive for the cars to do workarounds.

Bollards and lane narrowing are the standard of the industry. State documents specify exactly how to do it.

“The vertical element feature of separated bikeways afford some bicyclists a greater sense of comfort and usability, thereby increasing the number of bicyclists on the roadways...The bikeway vertical element separation shall be at least one of the following to discourage the intrusion of motor vehicles into the bikeway:

1) Grade Separation. A vertical alignment that is on a different elevation from the adjacent roadway. The horizontal alignment may also be separate from the roadway. (aka long-term option)

2) Flexible Posts. Class 1 Flexible Posts or similar. See the CA MUTCD Part 3. A 10-foot to 20-foot on-center spacing should be used. (aka ATP engineer's short-term option)"

Source: California State Transportation Agency: Nationally standard separators are Flexible Posts. Class 1 Flexible Posts or similar. or Inflexible Physical Barrier. Barrier, railing, landscape planters or similar. https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf

Follow industry standards. Protected bike lanes encourage bicycling and make those on the sidewalk feel safe as well. Narrowed roads are key to reduce crossing distance thus improving pedestrian safety as is noted throughout SV ATP. All three are needed on Bluebonnet because of SVMS having the highest percentage of walkers and bicyclists and because residents in higher density areas need a greater number of safe options for walking, biking and using walkers, canes, wheelchairs and strollers.

TAKE ACTION

Hopefully, now we're all on the same page as to what City officials and various City committees have said, recommended and endorsed over the past 1.5 years. City Council heard our concerns and we began the committee process in the summer of 2019. The committees, in turn, directed us back to City Council to proceed with their recommendations.

For 15 months, absolutely nothing was done to Bluebonnet Lane. Then restriping and a speed pole were trialed. They proved ineffective at both decreasing speed and keeping vehicles out of the car lanes. A speed bump was finally installed this month at the Metro driveway, which helped slow cars initially. Cars are not slowing as much now that they initially did, but we understand from a Council Member that more speed bumps are pending. Further measures are needed for the many cars who slow but still drive on the sidewalk to hop the curb and drive in the bike lanes. Fine tuning is also needed for vehicles who avoid the bump by driving out through the entrance side of the driveway. Most successfully, the No Trucks signs have made a significant difference. Thank you!

The extensive health and safety concerns of speeding, driving in bike lanes, and noise preventing sleep have not been checked. The ability to cross the road due to speed and lack of crosswalks has not been addressed.

Everyone, including the Public Works Director, Council Members, the AARP consultant, and now ATP has said Bluebonnet needs to be *narrowed* to slow traffic for safety, noise, and to disincentivize work arounds. The industry standard is 10-foot lanes. Bollards or flexible delineators are the industry standards for separating bike lanes. Raised crosswalks have been

recommended on Bluebonnet, even as Bluebonnet is surrounded by midblock crosswalks on every single adjacent street in addition to others present in the city.

Why do city officials strongly state one thing in committees and then say the reverse when it's brought before City Council? Consider the RTC, CIP, ATP, and possibly SRTS.

The 1/14/20 TSAC minutes report that “PW Director Jordan discussed the Blue Bonnet Lane corridor being *added to the [2020-21] Capital Improvement Plan (CIP)*...He said there are *RTC funds now available and the money will first be used for this corridor as it is a priority...CM Johnson ...reiterated PW Director Jordan stating it will be in our [2020-21] CIP... Cpt. Wilson stated the issues of noise, speed, and bicycle/pedestrian safety to be addressed in the [2020-21] CIP.*” (1-14-20).

For one, clearly the RTC monies received in 12/2019 were not “first used for Bluebonnet” as a “priority” when no remedies were tried until 10/2020.

Secondly, residents believed what was said by city officials to the TSAC and Planning Commission about being in last year’s CIP. Then city staff reversed and advised City Council for Bluebonnet to not be in the CIP.

Third, the ATP consultant has said in her report to TSAC that Bluebonnet is the street of biggest concern after the arterials. Scotts Valley policemen and CHP say it’s the street of greatest need. Professional traffic planners and traffic engineers designed solutions in accordance with research-based industry standards. Monthly meetings with the Public Works Director and two with the City Manager directly led to ATP’s plan going to the TSAC with the ATP engineer’s short-term option of 10’ lanes and bollards. The TSAC endorsed it.

At the last minute before going to Council, city staff reversed and removed it from the ATP plan before Council could see it.

With that reversal, the ATP committee could *not* recommend the redlined ATP plan to Council. They voted unanimously (with the attending Council Member abstaining) that:

- 1. the Council to adopt the plan with these provisos**
- 2. that Bluebonnet has class 1V separated bike lanes for the short-term option**
- 3. that the vehicle lanes are narrowed to 10’**
- 4. that the original diagram of Bluebonnet is reinserted into the plan to reflect these**

Given the reversals on the RTC funds received in 12/2019 to be used first for Bluebonnet, the 2020-21 CIP, and the ATP plan, the Safe Routes to School Plan (SRTS) must also be considered.

When school was in session, more students headed down Bluebonnet than Scotts Valley Dr. after school (e.g. “The Middle School Exodus”). Although the SRTS suggests that SVMS students be dropped off at the Community Center to walk and bike up Bluebonnet, Bluebonnet was not included in the SRTS as it was presented to Council.

One has to ask if this is another example of consultants being told not to address known issues or of another reversal before City Council. When the SRTS was presented to Council a year ago on 2-19-20, Mayor Johnson inquired about walking and biking to school. SRTS's Amelia Conlen stated: "The Middle School students, according to parent survey, have the highest rate of Active Transportation to school of any of the schools included within this (SRTS countywide) plan... One of the survey questions involves, 'What's your biggest concern, what's your biggest issue with sending your student to school on foot or by bike?' and the amount of traffic, the speed of traffic and the safety of intersection crossings is something that comes up over and over again." These are the very issues that need to be addressed on Bluebonnet.

(<http://www.scottsvally.org/DocumentCenter/View/2067/02-19-2020-Council-Audio-Recording> at 22 minutes)

When Council Members Dilles and Timm both asked about Bluebonnet, SRTS's Amelia Conlen responded, "We are looking at Bluebonnet much more closely for the Active Transportation Plan." (<http://www.scottsvally.org/DocumentCenter/View/2067/02-19-2020-Council-Audio-Recording>)

Then the original ATP addressed SRTS issues until city staff removed the expert's design. Safe bicycle lanes, speed reduction, and safety crossing the street were removed from the plan by staff just prior to going to Council.

1 step forward – 2 steps back does not solve pressing health and safety problems on Bluebonnet Lane.

We ask City Council to please follow through on what has been said and endorsed before the various last-minute reversals. Please do not send us back in circles to committees that have already made their recommendations. Please direct staff to:

- 1. Reinstate the ATP engineer's short-term solution with 10' vehicle lanes and bollards protecting the bike lanes**
- 2. Instruct that the ATP long-term solution also follow NACTO standards with 10' car lanes**
- 3. Direct staff to prioritize Bluebonnet Lane "first" as they said they would over a year ago and to execute the TSAC outcomes in 2019 of recommended street/bike/pedestrian changes to support the Middle School Exodus, unsafe conditions for seniors, children and residents, and the Metro secondary exit used as a "speedway."**
- 4. Apply funding to Bluebonnet from CIP line items 18 & 19 for bicycle and pedestrian safety since it was not in the 2020-21 CIP as Public Works had strongly stated it would be.**
- 5. Please add rubberized asphalt paint to dampen noise when these structural changes are made.**

Whether or not the Council is involved in the city's daily operations, City Council represents the citizens and gives direction to the City Manager and staff to enact, according to the organization chart from the January City Council meeting.

Scotts Valley has always prided itself as being a personally safe, family-oriented community in which to live. The City's actions and inactions have made Bluebonnet no longer safe, family-friendly, age-friendly or a community. Please afford Bluebonnet the same safety and family-friendly measures already instituted in other areas of town. Please protect our neighborhood like Santa Cruz, San Jose, Campbell, Palo Alto and other surrounding cities actively protect neighborhoods close to commercial areas.

Respectfully Submitted by Citizens You Represent,

Griffon Walker, Karin le Duc, Ilo Nilson, Gloria Jan, David Jones, Eric Nilsson, Betty Johansen

Exhibit 1: Petitions

Transcription of comments on Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Need quiet

Traffic congestion to stop!

Traffic

Needs Traffic Evaluation

Traffic

Traffic

Traffic

Traffic

Traffic

Traffic-speeding and unsafe to walk.

Traffic

Traffic-speeding

Traffic, safety for kids

Traffic, safety for kids .

Traffic!!!

Traffic safety ruining this small town

Traffic/Safety

Traffic

Too fast and noisy

4:30 wake up

Agree with the above concern

Agree

Cars speeding and passing on Bluebonnet

Almost hit a few times

Fix the problem

Safety issues

Speeding

Speeding

Traffic amount/speeding

Traffic/students

Speeding

Speeding

Speeding

Safety

Safety

Traffic/Parking

Speeding/Parking

Speeding

Traffic

Need alternative routes

Speeding, parking, SAFETY, congestion

Awful!

High traffic=less walkable, bikeable

Safety issues/congestion

Safety/congestion

Schools, traffic, roads, safety,

Traffic, safety, pedestrians

Traffic-pollution

TRAFFIC PROBLEMS

Bless you with wisdom!

Dangerous speeders on Bluebonnet

Unsafe for kids

Unsafe for kids/school

Unsafe for kids

DANGER TO KIDS

Loud / danger to kids

Loud / danger to kids/animals

Unsafe for all-kids, seniors, animals

DANGEROUS, LOUD

Unsafe speeds

To noisy / unsafe

Slow down traffic

Speeding and running stop signs

Unsafe speeds!

Please make it safe for our family

SLOW DOWN THE TRAFFIC

SLOW DOWN

Racing cars

Unsafe driving

People don't stop at Bluebonnet and Kings Village and drive too fast

Stop growth in Scotts Valley

Stop this uncontrollable, irresponsible growth

Too much traffic

Too much development

Too much development

Noise

Open Kings Village Road (North end)

Pro-development, please address traffic and safety
Pro-development, please address traffic and safety

Need road out Skypark or by Kmart
More than one exit road
Need quiet
Need more exits
Speed humps stop speeding
Traffic reduction
More roads
More roads
Less traffic, no big trucks
Access roads-more
Less traffic
Too noisy, too much traffic
Too much traffic, safety
Too noisy, speeders, too many vehicles
Less Traffic
Redirect traffic to Kings Village
Less traffic
Less traffic
Less traffic

101

1.

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

Re: Avisa Site General Plan Amendment and Zone Change with Environmental Impact Report

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road, and on Bean Creek Road to Scotts Valley Dr.

Printed name	Signature	Address	Date	Comment
John B. Roberts	[Signature]	268 Bluebonnet #122 SV	8/5/19	
John B. Roberts	[Signature]	268 Bluebonnet #125	8/5/19	need quiet
KATHRYN DUNN	[Signature]	268 Bluebonnet #221 SV	8/5/19	traffic cong. to stop!
Angela Johnson	[Signature]	268 Bluebonnet #221 SV	8/5/19	
KARIN LE DUC	[Signature]	268 Bluebonnet #221 SV	8/5/19	
ANNA MENDOTA	[Signature]	268 Bluebonnet #232 SCOTTS VALLEY	8/5/2019	NEEDS TRAFFIC REGULATION
JOHN COURTNEY	[Signature]	268 Bluebonnet #321 SV	8/5/19	
Steve Middlebrook	[Signature]	268 Bluebonnet #1 SV	8/5/19	
ANGELA JOHNSON	[Signature]	2108 Bluebonnet Ln #126	8/5/19	TRAFFIC
Adam Johnson	[Signature]	2108 Bluebonnet Ln #126	8/5/19	
Lawren Stralings	[Signature]	2108 Bluebonnet #135	8/5/19	traffic
Jesse Jenkins	[Signature]	2108 Bluebonnet #135	8/5/19	traffic
STAN GOLDEN	[Signature]	2108 Bluebonnet #137	8/5/19	traffic
Camille Thompson	[Signature]	2108 Bluebonnet #137 SV	8/5/19	traffic
Lisa Zack	[Signature]	2108 Bluebonnet #133 SV	8/5/19	traffic - speeding and cars
Richard	[Signature]	2108 Bluebonnet #132 SV	8/5/19	traffic
Sue Denton	[Signature]	106 Bluebonnet #11 SV	8/5/19	traffic - speeding
Linda Kraemer	[Signature]	106 Bluebonnet #116 SV	8/5/19	traffic - speeding
Patricia Adams	[Signature]	106 Bluebonnet #14 SV	8/5/19	traffic, safety
Albert Young	[Signature]	106 Bluebonnet #12 SV	8/5/19	traffic, safety
Shannon Shalesper	[Signature]	106 Bluebonnet Ln #10 SV	8/5/19	traffic, safety for kids
Alexander Leon	[Signature]	106 Bluebonnet Ln #16	8-15-19	traffic
Sue Shalesper	[Signature]	106 Bluebonnet Ln #10	8-15-19	traffic, safety, speeding
Victor Newman	[Signature]	106 Bluebonnet Ln #7	8/5/19	traffic

Re: Present and future traffic safety on Bluebonnet Lane

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

103

Re: Present and future traffic safety on Bluebonnet Lane

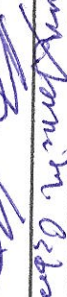
Printed name

Shakespeare
to Thomas

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Re: Present and future traffic safety on Bluebonnet Lane

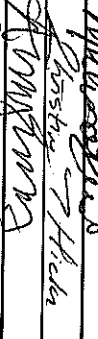
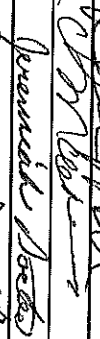
We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
Meganne Foss		106 Bluebonnet, #13	8/24/19	Safety issues
Laura Menicucci		106 Bluebonnet #13	8/24/19	speeding
Amanda Foster		106 Bluebonnet #6	8/24/19	speeding
Jim Fredette		106 BLUEBONNET #6	8/24/19	TRAFFIC NUISANCE/SPEEDING
DAVID JONES		109-B Bluebonnet Ln	8/24/19	TRAFFIC STUDENTS
PETREINA BURKHARD		106 BLUE BONNET #3	8/24/19	SPEEDING
GARY GEMIERE		106 BLUEBONNET #3	8/24/19	SPEEDING
BOON PETERSEN		337 Bluebonnet #303	8/25/19	speeding
Amanda Ososue Beechey		106 Bluebonnet Ln #4	8/25/19	speeding
Scott Ammer		106 Bluebonnet Ln #14	8/25/19	speeding
IGNIS ROSEN		237 Bluebonnet Lane #303	8/25/19	TRAFFIC / PARKING
CHRIS LARSON		237 Bluebonnet Ln #403	8/25/19	SPEEDING / PARKING
Karl Lee		237 Bluebonnet Ln #404	8/25/19	speeding
ROGER MURRAY		14710 30th Ave, #215	9/6/2	TRAFFIC need alternate routes
Fred Tomlinson		8 Adenot Ct SU	11/9/19	need additional routes
Karen H. Scott		2552 Bean Creek Rd #57	11/9/19	speedy parking
Sandra Castile		PO BOX 4037, Folsom, CA 95618	11/8/19	TRAFFIC
Kelly Karzol		17 Windward Pl, So. Valley	11/9/19	high traffic - bus use
Jennifer Wade		300 Riverbark St, CA 95061	11/9/19	unsafe user/cyclists
Frank Hemmert		188 Oak Creek Blvd SV 95066	11/9/19	school/comm
Melissa Siegel		11 Suzanne Lane, SV 95066	11/9/19	schools, traffic, roads
Melissa Brown		11 Suzanne Lane, SV 95066	11/9/19	traffic safety, pedestrians
Larry Anthony		1745 BEAUCREAVE SV 95066	11/9/19	traffic - pollution
CHRIS AMERON		1745 BEAUCREAVE SV 95066	11/9/19	TRAFFIC PROBS

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

Re: Avisia Site General Plan Amendment and Zone Change with Environmental Impact Report

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road, and on Bean Creek Road to Scotts Valley Dr.

Printed name	Signature	Address	Date	Comment
Ingrid Adams		837 Blue Bonnet Ln # 804	8.5.19	
Zach Adams		837 Blue Bonnet Ln # 804	8.5.19	
Randy Seese		837 Blue Bonnet Ln # 804 503	8.5.19	
Sarah Seese		837 Blue Bonnet Ln # 503	8.5.19	
Marco Midione		837 Blue Bonnet Ln # 501	8.5.19	
Melissa Seese		837 Bluebonnet Ln # 804	8.5.19	
Christine J Hicks		837 Bluebonnet Ln # 401	8.5.19	Bless you with wisdom!
Amy Enns		837 Bluebonnet Ln # 604	8.5.19	
Gabriel Enns		237 Blue Bonnet Lane #104	8.5.19	
DAVE ENNS		237 Blue Bonnet Lane #604	8.5.19	
David Metteli		837 Bluebonnet Lane #605	8/5/19	
Jane Espinoza		837 Blue Bonnet #605	Aug 5, 2019	
Aaron S. Little		837 Blue Bonnet #1005	8/5/19	
ANNA NOBLE		837 BLUEBONNET #1002	8-5-19	
DEBORAH METTELL		837 BLUEBONNET Ln	8-5-2019	
Jeremiah Porter		237 Blue Bonnet Ln #101	8-5-19	
James Porter		237 Blue Bonnet Ln #101	8-5-19	
Charlie Jackson		237 Blue Bonnet Ln #802	8-7-19	
MARK RITZ		237 Bluebonnet Ln #802	8-7-19	
Farbie Foxgerson		837 Blue Bonnet Lane #701	8-7-19	
Scott Dickie		837 Blue Bonnet Ln #802	8.8.19	Danavans sonnets on
Katharine Dickie		837 Blue Bonnet Ln #802	8.8.19	out of town, but wanted to be
Alex Mathews		237 Bluebonnet Ln #203	8.8.19	Added to Petition.

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Re: Present and future traffic safety on Bluebonnet Lane

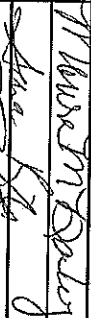
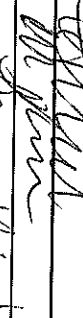
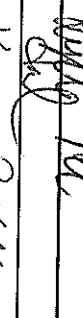
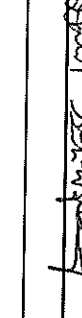
We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
Ben Behe		268 Bluebonnet Ln #222	8-25-19	Unsafe for kids
Sima Young		237 Bluebonnet Ln #202	8-25	Unsafe for kids/local
Alex Matthews		237 Bluebonnet Ln #203	8-25	Unsafe for kids/local
NILA MATTHEWS		237 BLUEBONNET LN #203	8-25	Unsafe for kids
JAN BEITNES		102-2 Bluebonnet Ln	8/25/19	
ANDERS BEITNES		102-2 BLUEBONNET LN	8/25/19	DANGER TO KIDS
Tom Ketch		102-1 Bluebonnet Lane	8/25/19	loud / danger to kids
Maureen Kitch		102-1 Bluebonnet Ln	8/25/19	loud / danger to kids
Phoebe Bates		102-1 Bluebonnet Ln	8/25/19	loud / danger to kids
LORI CARBONE		268 BLUEBONNET LN #311 S.V.	8/16/20	unsafe for all-kids, seniors, animals
Chara Carbone		268 Bluebonnet Ln #311 Scotts Valley	1/16/20	Dangerous / loud - animals
Mart Herbert		268 Bluebonnet Ln #321	8/20	
Randy Seese		237 Bluebonnet Ln #503	1/11/20	Unsafe speeds
Robbie Santiago		237 Bluebonnet Ln #405	1/11/20	To noise/unsafe
Shayla Seese		237 Bluebonnet Ln #362	1/11/20	slow down traffic
Delissa Rice		237 Bluebonnet Lane #304	1/11/20	Speeding and running stop signs
Jack Baldino		237 Bluebonnet Ln #702	1/11/20	unsafe speeds
Amber Johns		237 Bluebonnet Ln #702	1/11/20	unsafe speeds
PHILIP A HOWARD		237 Bluebonnet Ln #304	1-12-2020	peace make it safe for family
Aden K. K. K.		237 BLUEBONNET #304	1-12-2020	SLOW DOWN THE TRAFFIC
BOON CHUAN		237 BLUEBONNET LN, #801 SCOTTS VALLEY	1-12-20	SLOW DOWN
Cheryl Hancock		237 Bluebonnet #4503	1-12-20	running cars
Scott Ozark		237 Bluebonnet Ln #404	1-12-20	unsafe driving
Scott Ozark		237 Bluebonnet Ln #402	1/12/20	people don't stop at stop signs and drive too fast

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

Re: Avisia Site General Plan Amendment and Zone Change with Environmental Impact Report

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Printed name	Signature	Address	Date	Comment
Maureen Bailey		2608 Bluebonnet Lane #212 SV	8/5/19	STOP GROWTH IN SV,
Sara Rider		286 Grace Way, CA 95066	8/6/19	Stop this uncontrolled growth
Patricia Caprice		769 Bluebonnet Lane #211	8/6/19	Also much traffic
Leake Boneson		115 Buckwood Dr, 95065	8/6/19	Too much development
Shawn Maravich		211 Bean Creek Rd #15, SV	8/6/19	too much development
Ann Kiron		22051 Riverwood Dr	8/10/19	
Al Kiron		2205 Riverwood Dr	8-6-19	
Miss Kust		248 Bluebonnet Ln #21	8/7/19	
Maureen Bailey		"	8/7/19	
STEVE BARBER		106 BLUEBONNET LANE SV	8/7/19	
Jane Kay Barber		106 Bluebonnet Ln #1 SV	8/7/19	noise
Susan Cooper		107A Bluebonnet Ln SV	8-7-19	
Thomas Gaspar		107A Bluebonnet Ln SV	8-7-19	Open Kings Village
Tyler Paul		107A Bluebonnet Ln SV	8/7-19	
Dan Earl		105B Bluebonnet Ln	Aug 7/19	
Karen Polak		105C Bluebonnet Ln	8/7/19	
KEISTEN JENSEN		102 Bluebonnet Lane #4 SV	8/7/19	
Dylan Venable		311 BEAN CREEK #306	8/7/19	
Tim Leash		311 Bean Creek #101	8/7/19	M. Leash
Nicole Ortiz		311 Bean Creek #101	8/7/19	
Jaden Silva-Espinosa		246 Bluebonnet Lane, Unit 211	8-17-19	end development please
DANIEL SILVA-ESPINOSA		268 " "	"	"

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

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Printed name	Signature	Address	Date	Comment
Eric Wilson		268 Bluebonnet Ln #216 54	8-3-19	need road out skyway
Eric Wilson		268 Bluebonnet Ln #216	8-3-19	need road out skyway
Abel Falcon		768 Bluebonnet Ln #232	8-3-19	need road out skyway
Gloria Tan		268 Bluebonnet Ln #231	8-3-19	need quiet
ESSC Village		237 Bluebonnet Lane 205	8-3-19	need quiet
REKINA YULIYER		"	8-3-19	need quiet
Andra Beckmann		312 N NWKapa Dr	8-3-19	need quiet
Chase Baker		237 Bluebonnet Ln #216 54	8-3-19	need quiet
Teremi Njison		268 Bluebonnet Ln #216 54	8-3-19	need quiet
STEFANIE KOT		237 Bluebonnet Ln #216 54	8-3-19	need quiet
Mungai Kamar		237 Bluebonnet Lane 205	8-3-19	need quiet
Damir Kaito Kaito		237 Bluebonnet Lane 205	8-3-19	need quiet
DIANE SUTAS		109A Bluebonnet Ln 205	8-3-19	need quiet
Leigh Jones		109A Bluebonnet Ln 205	8-3-19	need quiet
Jeff Allen		268 Bluebonnet Ln #216 54	8-3-19	need quiet
Ethan Bernay		106 Bluebonnet Ln #216 54	8-3-19	need quiet
Terena Bakopala		106 Bluebonnet Ln #216 54	8-3-19	need quiet
Elizabeth Johansen		106 Bluebonnet Ln #216 54	8-3-19	need quiet
Melanie Stark		768 Bluebonnet Ln #232	8-3-19	need quiet
Hope Docter		237 Bluebonnet Ln #231	8-3-19	need quiet
BRUCE BLACK		190 Bean Creek Rd	8-3-19	need quiet
Nicole Ross Villanueva		311 Bean Creek Rd	8-3-19	need quiet
Mayandra Herrera		106 Bluebonnet Ln #216 54	8-3-19	need quiet
Jim Denton		106 Bluebonnet Ln #216 54	8-3-19	need quiet

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

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[illegible]

Petition to Regulate Bluebonnet Lane/Bean Creek Road Traffic

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[illegible]

84 Students Petition to Be Safe

(Summary of comments: seen accidents or almost been hit, separated bike paths, crosswalks with crossing guards on Bluebonnet, students who live on street can't sleep, and make it safer.)

Petition Comments:

Won't stop unless you are on the road and don't slow down at all. And is scary to cross.

Cars need to slow down.

Cars are going way too fast.

Slow down!

Don't go fast.

Slow down.

Have to use white noise to sleep.

Cars should slow down.

I don't feel safe while walking to and from school.

While walking to the park, I feel nervous.

Cars speed a lot.

I almost got hit yesterday.

Be safe

Put the poles between road and bike lane.

Dedicated bike lane.

Put a curb between bike lane and cars.

Bike lane. Need guards (between cars and bikes).

Bike line.

Bike lane.

Bike

Bike lane.

Bike lane.

Bike lane.

Bike lane.

Bike lane.

Bike lane.

Cars too fast.

Bike lanes – almost been hit.

Own lane would keep us safe.

Help!

Too fast cars.

More crossing guards.

More crossing guards.

Crossing guards.

A bike/walk path.

Can't sleep-live on street.
Me is [illegible]
Bike lane
A crossing guard should be added.
I agree with above.
Crossing guards! Cars go too fast-cannot cross street.
Make Bluebonnet lane safer.
Make the cars slow down.
Put in a crosswalk or crossing guards.

My friend broke his collar bone.
Not safe.
I witnessed student struck.
A lot of kids walk down the road.
Safety of pedestrians.
Safer for everyone.
Make it safer.
Make it safer.
Dedicated bike lane.
Dedicated bike lane.
Be more cautious
Speeding, Don't stop at signs, and loud.
Saw Middle Schooler get hit
Be safe
Be safe

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Re: Present and future traffic safety on Bluebonnet Lane

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
Cameron Ross	Cameron Ross	SUNS	1-11-20	want stop unless you are on the road and don't slow down at all. and is scary to cross.
Brock Koteisen	Brock Koteisen	SUNS	1-11-20	Cars need to slow down.
JT Miller	JT	Student	1-11-20	Cars are going way too fast.
Lucas Miller	LM	Student	1-11-20	Slow down!
Sebastian V	Sebastian V	Student	1-11-20	don't go east
Carson Leorn	Carson	Student	1-11-20	slow down
Joe Buxton	Joe Buxton	SUNS	1-11-20	
Miranda Docter	Miranda Docter	Student	1-11-20	Have to use white noise to sleep
Scott Radosse	Scott Radosse			
Scott Radosse	Scott Radosse	SUNS	1-11-20	the neighbors have always
Taylor Santos	Taylor Santos	SUNS	1-11-20	cars should slow down
AND MORRISON	AND MORRISON	SUNS 237 Bluebonnet	1-11-20	I don't feel safe while walking to a school
Eli Evans	Eli Evans	SUNMS 237 Bluebonnet	1-11-20	while walking to the park I
Mahe Evans	Mahe Evans	SUNMS 237 Bluebonnet	1-11-20	Cars speed at 100
Shelby Chase	Shelby Chase	SUNMS	1-11-20	I almost got hit yesterday
Parler Rams	Parler Rams	MS Student	1-11-20	
Dylan von Elg	Dylan von Elg	Student	1-11-20	Be safe
Jack Conner	Jack Conner	Student	1-11-20	
Mike Litvinski	Mike Litvinski	Student	1-11-20	

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

SVMs
Students

Re: Present and future traffic safety on Bluebonnet Lane

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
Mercedes Lopez	ML	SVMs	1/8/20	
Kate Lane	Kate Lane	SVMs	1/8/20	
Justice Brabo	Justice	SVMs	1/8/20	
Lee Primavera	Lee	SVMs	1/8/20	put the poles
Kevin Thornton	Kevin	SVMs	1/8/20	
Lane Sienra	Lane Sienra	SVMs	1/8/20	dedicated bike lane
Will Shanks	Will Shanks	SVMs	1-8/20	put a curb between
Lucas Warwick	Lucas	former SVMs	1/8/20	bike lane no
David Samler	David	SVMs	1/8/20	Bike lane
Diane Powell	Diane	SVMs	1/8/20	Bike lane
Doree Treppen	Doree	SVMs	1/8/20	Bike lane
an oscar	an oscar	SVMs	1/8/20	Bike lane
Michael	Michael	SVMs	1/8/20	Bike lane
Ashley	Ashley	student	1/8/20	Bike lane
grads	grads	student	1/8/20	Bike lane
Leah	Leah	student	1/8/20	Bike lane
River H Curry	River	student	1/8/20	Bike lane
Pax Samples	Pax Samples	student	1/8/20	Bike lane
Chadlie M. F. 7th	Chadlie M. F. 7th	student	1-8/20	Bike lane
Choece Van	Choece Van	SVMs	1-11/20	Dice lanes
Darab	Darab	SVMs	1-11-20	own lane would
Ben M. Bond	Ben M. Bond	SVMs	1/11/20	keep safe
Buddy Kohn	Buddy Kohn	SVMs	1/11/20	keep safe

almost every

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Re: Present and future traffic safety on Bluebonnet Lane

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
James Bullock	<i>James Bullock</i>	SVM5	Jan 8	
Wesley Theisen	<i>Wesley Theisen</i>	SVM5	Jan 8	
Gary Gayson	<i>Gary Gayson</i>	SVM5	Jan 8	
Lukas Chlison	<i>Lukas Chlison</i>	SVM5	Jan 8	
Cole Robbins	<i>Cole Robbins</i>	SVM5	Jan 8	More crossing guards
Nathan Monroe	<i>Nathan Monroe</i>	SVM5	Jan 8	More crossing guards
Collin Wheatley	<i>Collin Wheatley</i>	SVM5	Jan 8	crossing guards
Sasha Ragir	<i>Sasha Ragir</i>	SVM5	Jan 8	A Bike/Walk path
Isaac Currie	<i>Isaac Currie</i>	SVM5	Jan 8	
Colby Linton	<i>Colby Linton</i>	SVM5	Jan 8	can't sleep - live on street
Steve Goldfield	<i>Steve Goldfield</i>	SVM5	1/8	
Harper Bagwells	<i>Harper Bagwells</i>	SVM5	1/8	me is recce
Luke Bond	<i>Luke Bond</i>	SVM5	1/8	bite lane
Mason Jordan	<i>Mason Jordan</i>	SVM5	1/8	
Nico Ciatti	<i>Nico Ciatti</i>	SVM5	1/8	
Sophia Casaletto	<i>Sophia Casaletto</i>	SVM5	January 8	A crossing guard should be added.
Leah Dentler	<i>Leah Dentler</i>	SVM5	January 8	I agree with above
Tobin Diace	<i>Tobin Diace</i>	SVM5	1/8/2020	crossing guards! Can't go to fast street
Maya Teres	<i>Maya Teres</i>	SVM5	1/8/20	Make Bluebonnet lane safer
Sammy Rebber	<i>Sammy Rebber</i>	SVM5	1/8/2020	Make the cars slow down
Julia Kennedy	<i>Julia Kennedy</i>	SVM5	1/8/20	Put in a crosswalk or crossing guards
Jazzy Phillips	<i>Jazzy Phillips</i>	SVM5	1/8/20	
Suzi Zwerling	<i>Suzi Zwerling</i>	SVM5	1/8/20	
Orsolen Prado	<i>Orsolen Prado</i>	SVM5	1/8/20	

Re: Present and future traffic safety on Bluebonnet Lane

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We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

Printed name	Signature	Address	Date	Comment
Joseph	Joseph	11131ce Ln #3	1/9/16	my friend broke his collar
Joel	Joel	Scotts Valley	1/9/16	not safe
Brad	Brad	Scotts Valley	1/9/16	1 m. treaded shoes
Chad	Chad	10 miles	1/9/16	A lot of kids walk down the
Coiter Ball	Coiter Ball	Boulder Creek	1-9-16	Softing at Redstone and
Larkin Marneke	Larkin Marneke	Scotts valley	1-9-16	safer for everyone
Matteo	Matteo	Scotts valley	1/9/20	Make it safer
Baden Whitick	Baden Whitick	SVMS	1/11/20	Dedicated bike lane
Jackson Gause	Jackson Gause	SVMS	1/11/20	Dedicated bike lane
Aden Kiputrice	Aden Kiputrice	SVMS	1/11/20	be more cautious
Byrne Linton	Byrne Linton	Student	1/12/20	speeding, don't stop at signs
Kailey Walker	Kailey Walker	Former SVMS + BB house	1/12/20	slow mid. schooler get hit
Leo Van	Leo Van	SVMS	1/12/20	Be safe
Alessia Carbone	Alessia Carbone	SVMS (BLUEBONNET RESIDENT)	1/12/20	Be safe

Petition to Regulate and Limit Bluebonnet Lane Road Traffic

Re: Present and future traffic safety on Bluebonnet Lane

We, the undersigned, are concerned Scotts Valley citizens who urge our leaders to act now to mitigate present and future traffic nuisance, noise, and safety issues on Bluebonnet Lane between Kings Village Road and Bean Creek Road.

[illegible]

Exhibit 2

From: Lois Blair <blairatthepark@yahoo.com>

Subject: Tuesday traffic meeting

Date: January 13, 2020 at 8:29:49 AM PST

To: [REDACTED]

I enjoyed talking with you last week. Unfortunately I will not be able to attend the meeting.

I emailed both Chief Walpole & Lt. Wilson. I told them I felt you had legitimate concerns & shared some of the concerns you had. I mentioned some of the options that the Director of Public Works discussed: the raised crosswalk, the medians, painting the road with paint that reduces traffic noise & signage prohibiting large trucks.

I hope you get some satisfaction from any decisions the City Council makes.

Take care.

Lois Blair

Exhibit 3: Next Door

Next Door shows the work around on Bluebonnet is commonplace and generated by the issues at the intersection of Mt. Hermon Road and Scotts Valley Drive and abusing neighborhoods.

https://nextdoor.com/news_feed/?post=134701307&ct=4BNZ68QD8G6N_pRuY13zZ2GzDSytcSUO6Mmfz9PDFc9wbGKJl30j0I-WPNN3TtTc&ec=VxSJFbPbudgm3RmbqsRSIdKGxZqCXtJSS-OvyqMERec%3D&cp=0&s=tpd&pinned_post=true§ion=posts



Thomas Johnson
, Northwest Scotts Valley



your thoughts?

Neighbors, I would like to tap into the vast vessel of knowledge and opinion that is the collective mind of the people who frequent this site. I am reaching out to you, the neighbors of SLV and Scotts Valley, to gain insight and perhaps better cooperate with the other drivers who also seem to be players in the daily drama that presents itself at the intersection of Mount Hermon Road and Scotts Valley Drive. My question is: What is the appropriate way to turn right on a red light heading south on Scotts Valley Drive, turning West onto Mt Hermon? You would be going from, say, Malone's or SV City Hall to Tim's or Safeway. I have heard regardless of the light, one just turns onto Mt Hermon because there is a corresponding lane. However, on a red light during rush hour I have met several angry drivers coming up Mt Hermon as I have tried to quickly get over two lanes to go to, say, O Reilly Auto Parts on the left. So, attempting to avoid a potentially ugly or even dangerous situation, I have waited at times, only to find there are several angry drivers behind me blaring horns, shaking fists and eventually showing me the tall finger as they pass me when the light has changed. What is the right thing to do here? I appreciate your thoughts? If you are a law enforcement officer of course your input is of the highest merit.

2 days ago · 39 neighborhoods in General

Thank



Comment



12



110

See 45 previous comments



Stephanie Auld
, Lompico Canyon



If you're afraid, make a right on Bean Creek and drive around. Don't hold up traffic.

3 hr ago

Thank

Reply



2



Richard Parker
, Bonny Doon



Or you can just drive up to the light at the intersection of Scotts Valley Drive and Mt. Herman and make your right hand turn from there. Honestly, I would imagine the the

residents on Bean Creek would appreciate it if we didn't use their neighborhood Streets as a detour.

3 hr ago

Thank

Reply



1



Stephanie Auld
, Lompico Canyon



People use it all the time. And if one person is too scared to merge onto Mt. Hermon then detouring is a safer alternative. Scared drivers = accidents.

2 hr ago

Thank

Reply



Richard Parker
, Bonny Doon



Stephanie Auld I got lost driving to my Hotel in North Carolina so I called the hotel for help. True to the well known reputation of Southerners for their pointed sense of humor, the operator said, "Well, you've just gone 'round your elbow to get to your ass." Please, have some consideration for the residents of Bean Creek and probably Bluebonnet. Some people may do it all the time but they really shouldn't. And that doesn't even take into account the added pollution and cost of driving out of your way to avoid a situation that has multiple solutions other than the one you've suggested.

1 hr ago

Thank

Reply

Exhibit 4



Cars carpool to make the work-around faster than staying on the arterial streets.

The work around is much longer in distance, so they make up for it in speed.

The work-around is 2 ½ times the distance so cars speed to make it faster.

Exhibit 5

From: **John Wilson** [mailto:jwilson@scottsvally.org] Sent: Friday, February 7, 2020
Subject: Follow Up Info Re Navigation Apps

Date: February 7, 2020 at 10:07 AM To: scottsvally@scottsvally.org

Hi Ilo. I hope you are doing well. I wanted to update you on our attempts to contact some Navigation App companies to see if they can stop rerouting traffic through Bluebonnet Lane during peak times.

Unfortunately, these companies are not very receptive to these requests. I suspect that if they honored requests from neighborhoods, then everyone would be requesting and then they would be inundated.

I have attempted to contact Waze, Google Maps, and Mapquest to explain the situation of the unnecessary rerouting of traffic through Bluebonnet Lane. It appears that these apps purposefully discourage direct contact with its users, thus "contact" is a misnomer. However, I have tried in various fashions to do so. For example, Waze does not have a phone number, nor do they have an email customer support. I was able to leave a question on the Waze Suggestion Box, which is the only quasi-appropriate connection on the Waze Contact Us page. Google Maps also does not have a way to directly contact them. Instead they have FAQs and forums. There is a phone number but it routes you through voice mails that do not end in contact with a live person. I posed a question on a Google Maps community forum, but no responses to date. Mapquest actually had a customer support email contact which I used to pose the question about this issue. So far, no response back.

However I did conduct additional research into this issue which revealed (often through forums) that these apps will NOT change the rerouting of traffic unless something physical has happened at the street level. For example, the street was reclassified or legally enforceable signs were erected to prevent non-residential traffic. Neither of these options is viable or recommended by the Traffic Safety Advisory Committee. The only other way residents have impacted the navigation apps is to illegally report accidents on the street in question, thus tricking the software into not rerouting traffic. Obviously, this is also not a viable option.

I know Los Gatos was mentioned about traffic being rerouted and some success they had in changing the app's rerouting. However, this was accomplished by making physical changes to the street. This is what one Waze map "editor" had to say about this issue: "When legally enforceable signs go up we editors are only too happy to change the map. Without them, we can't offer much more than sympathy. It's no consolation, but Waze is only one of a number of driving apps. Even if we compromised Waze in a well-meaning attempt to preserve quality of life for specific neighbourhoods, it would just drive users to other apps. The genie is out of the bottle I'm afraid, and the only way forward is use of legal traffic controls."

So, we will have to look at instituting other traffic calming measures that we have discussed before.
Sincerely,

John

Capt. John Wilson
Scotts Valley Police Dept. 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5652

Exhibit 6

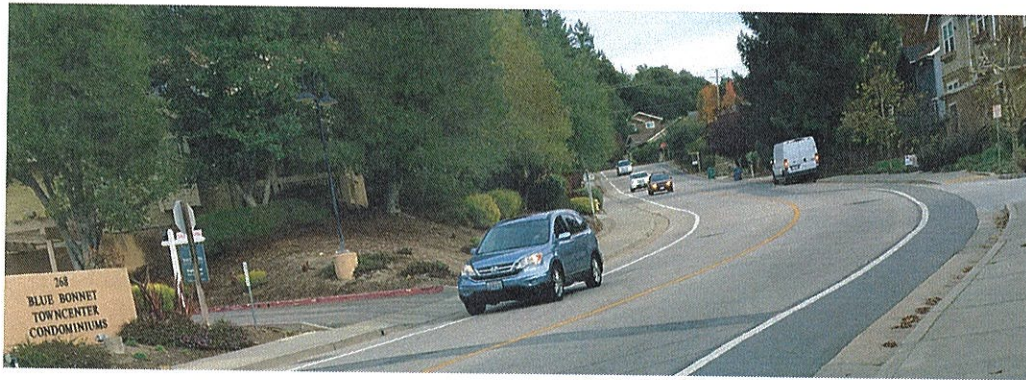
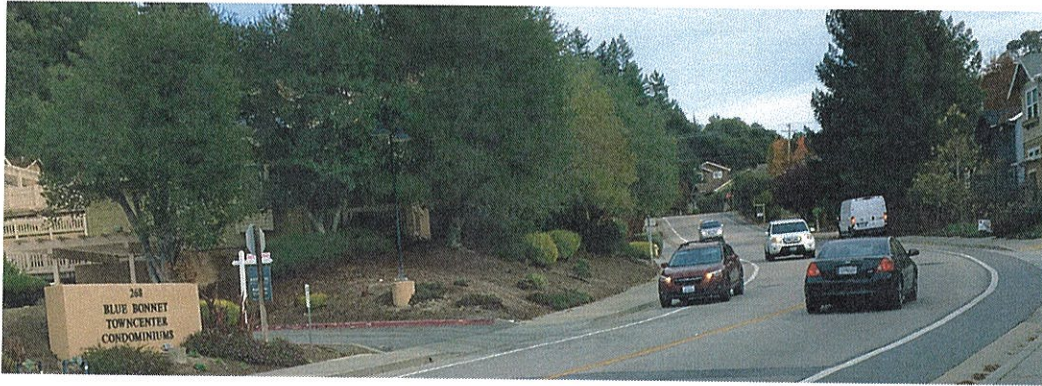


Exhibit 7

SCCRTC-2019 RSTPX Funding Cycle

PROJECT PROGRAMMING REQUEST

(Form for non-STIP projects-only. If project also has STIP, get current PPR from Rachel or Caltrans)

General Instructions

Amendment (Existing Project) Y/N		Date:	11/7/19
RTIP ID	Lead Project Sponsor	Project Partner (if applicable)	
TBD	City of Scotts Valley	NA	
Project Manager Name		Phone	E-mail Address
Daryl Jordan		831-438-5854	djordan@scottsvally.org
Project Title			
Citywide Pavement Management			
Location (Project Limits)			
Multiple Streets including but not limited to Bean Creek Road, Tabor Drive, Janis Way, Blue Bonnet Lane, Kings Village Road.			
Description (Scope of Work)			
Resurfacing of roadways including asphalt seal applications, asphalt overlays with digouts, striping, signage and associated concrete work. Majority of applications specified in Pavement Management Program document.			
Legislative Districts			
Assembly:	29	Senate:	17
Congressional:			18
Project Benefits			
The project will extend the life of existing roads a minimum of 10 years. Improve bike lanes to promote alternative transportation.			
Purpose and Need			
Deteriorated road surfaces are one of the major needs for the City's aging infrastructure. This maintenance investment will slow the exponential deterioration of the road surfaces and save money over the lifetime of the streets.			
Project Cost by Mode (list approximate percentage of total project costs)			
Mode	% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)	85%		
Road-Auto serving (not rehab)	0%		
Bicycle	10%		
Pedestrian	5%		
Transit	0%		
Transportation System Management (TSM)	0%		
Transportation Demand Management (TDM)	0%		
Other:	0%		
	100%		
Roadway Classification: Various			
Inc. Sustainable Communities Strategy Goals Y/N		y	Reduces Greenhouse Gas Emissions Y/N
			y
Project Milestone		Existing	Proposed
Project Cost Estimates/Scope Developed		y	
Begin Environmental (PA&ED) Phase			Spring 2020
Circulate Draft Environmental Document			neg dec
End Environmental Phase (PA&ED Milestone)			Spring 2020
Begin Design (PS&E) Phase			12/01/19
End Design Phase (Ready to List for Advertisement Milestone)			02/01/20
Begin Right of Way Phase		y	na
End Right of Way Phase (Right of Way Certification Milestone)		y	na
Begin Construction Phase (Contract Award Milestone)			Spring 2020
End Construction Phase (Construction Contract Acceptance Milestone)			Summer 2020
Begin Closeout Phase			Summer 2020
End Closeout Phase (Closeout Report)			Summer 2020

Measure D

Ordinance

Expenditure Plan

Measure D Strategic
Implementation Plan

Regional Projects

Direct Funding Recipients

Taxpayer Oversight

FAQs

SB1: Rebuilding California

Funding Overview

Approved Projects (RTIP)

Grant Programs

Budget & Work Program

Environmental Planning

Regional Conservation
Investment Strategy

Long Range Plans

2045 Regional
Transportation Plan

Submit Project Ideas

2019 Public
Participation Plan2040 Regional
Transportation Plan2040 RTP Final
Report

Data & Statistics

Special Studies

Projects Approved for Funds (2019/20 RTIP)

City, County, METRO & RTC Project Proposals

Local jurisdictions, METRO, and the RTC projects proposed for regional shares of state and federal transportation funds are listed below. RTC advisory committees reviewed these recommendations in November 2019. The RTC held a [public hearing](#) and approved projects to receive available funds at its [December 5, 2019 Meeting](#). Members of the community were encouraged to check out the [staff report](#), attend the meeting, and/or submit any written comments info@sccrtc.org by 12:00 noon on December 4.

Formula RSTPX

Implementing Agency	Project Name	Approved New Funding
Santa Cruz METRO	Santa Cruz METRO ParaCruz Van Replacement	\$200,000
City of Capitola	Citywide Pavement Management	\$505,264
City of Santa Cruz	Hwy 1/9 Intersection Modifications	\$2,000,000
City of Santa Cruz	River Street Pavement Rehabilitation (Water to Potrero Street)	\$369,832
Scotts Valley	Pavement Management	\$405,264
Scotts Valley	Sidewalk Masterplan Implementation	\$100,000
Watsonville	Bicycle Safety Improvements (Green Lanes)	\$179,866
Watsonville	Watsonville Rail Trail from Watsonville Slough Trailhead to Ohlone Parkway	\$600,000
Watsonville	Road Maintenance (Various Locations)	\$1,129,518
County of Santa Cruz	Hwy 17 to Soquel Corridor Resurfacing	\$1,348,352
County of Santa Cruz	Pioneer-Varni Road Resurfacing	\$1,044,662
County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Drive Sidewalks and Bike Lanes	\$400,000
County of Santa Cruz	Davenport Hwy 1 Crosswalk	\$125,000
County of Santa Cruz	Empire Grade Resurfacing	\$356,554
County of Santa Cruz	Hwy 152/Holohan - College Intersection	\$385,243

Regional Transportation Plan with "Constrained" column showing funding already exists as of a year ago, 2-11-20. https://sccrtc.org/wp-content/uploads/2020/02/00_Agenda-PACKET-Feb2020.pdf

Exhibit 8

All figures in year 2016, 1000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Water Street Pavement Rehabilitation(N. Branciforte Ave- Ocean St)	SC-49	Pavement rehabilitation of Water Street between North Branciforte Avenue and Ocean Street. Grant Condition: Add bicycle and pedestrian treatments at intersections, especially at Branciforte to reduce conflicts between motorized and non-motorized users.	\$1,453	\$1,453	\$0
West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	SC-23	Improve existing path.	\$520	\$520	\$0
West Cliff/Bay Street Modifications	SC-P83	Install signal or roundabout to replace the all-way stop to improve safety and capacity.	\$500	\$500	\$0
City of Santa Cruz Total			\$412,346	\$263,295	\$149,051
City of Scotts Valley					
Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$410	\$410	\$0
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	\$2,840	\$0	\$2,840
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$230	\$0	\$230
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210	\$210	\$0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,100	\$0	\$3,100
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$14,770	\$13,459	\$1,311
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,170	\$2,600	\$2,570
Civic Center Dr Bike Lanes	SV-P33	Add bike lanes to narrow road.	\$410	\$0	\$410
El Pueblo Rd Ext North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,240	\$0	\$1,240
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$410	\$0	\$410
El Rancho Dr Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$340	\$0	\$340
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$570	\$0	\$570
Emergency Access SV DR/Upper Willis Dr	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,030	\$0	\$1,030
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	\$0	\$50
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$210	\$0	\$210
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sundridge Drive to Disc Drive for emergency access.	\$410	\$0	\$410
Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$520	\$0	\$520
Glen Canyon Rd Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,030	\$0	\$1,030

All figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Glen Canyon Rd/Green Hills Rd/S. Navarra Dr Bike Corridor and Roadway Preservation	SV-28	Repave two roads, add bike lanes (on Green Hills Rd), and signage. Includes road markings like sharrows and green lane treatments to assist commuters, students, and recreational bikers; and bike/walk education and outreach programs (\$14k).	\$993	\$993	\$0
Glenwood Drive Rehabilitation and Bicycle Improvement Project	SV-29	Pavement rehabilitation of Glenwood Dr. (K Street Way to city limits), drainage repair, and widen to add bike lanes. (0.58mi)	\$865	\$865	\$0
Hwy 17/Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	\$30,990	\$0	\$30,990
Hwy 17/Mt. Hermon Rd Interchange Operations Improvement	SV-P44	Add lane to SB off-ramp at Hwy 17/Mt. Hermon Rd interchange.	\$1,030	\$0	\$1,030
Kings Village Rd/Town Center Entrance Traffic Signal	SV-P52	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$210	\$105	\$105
Kings Village Road/ Bluebonnet Lane Sidewalk	SV-30	Construct new, fill gaps, and improve accessibility of sidewalks on both sides of King's Village Rd. (Mt. Hermon to Bluebonnet) and south side of Bluebonnet Ln (KV to Bean Creek). Approx.0.3mi. Curb ramp upgrades at Mt. Hermon.	\$306	\$306	\$0
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$720	\$0	\$720
Lockwood Ln Pedestrian Signal Near Golf Course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	\$50	\$0
Lockwood Lane Sidewalk and Bike Lanes	SV-P40	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$520	\$520	\$0
Mt Hermon Rd and Scotts Valley Drive - Crosswalks	SV-P49	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr., update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Trammel Way/Scotts Valley Dr.	\$1,030	\$515	\$515
Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	SV-P53	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030	\$1,030	\$0
Mt Hermon Rd/ Spring Lakes Dr. Pedestrian Intersection Improvements	SV-P54	Improve pedestrian crossing at Spring Lakes Drive and Mt. Hermon Road.	\$50	\$50	\$0
Mt Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$520	\$520	\$0
Mt Hermon, Lockwood, Springs Lake Widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,130	\$0	\$4,130
Mt Hermon/King's Village Rd Transit Signal priority	SV-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$80	\$80	\$0
Mt Hermon/Scotts Valley - Transit Queue Jump	SV-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$620	\$620	\$0
Mt. Hermon Rd Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Hermon corridor.	\$3,620	\$0	\$3,620

All Figures in year 2016, '000s (thousands of dollars)

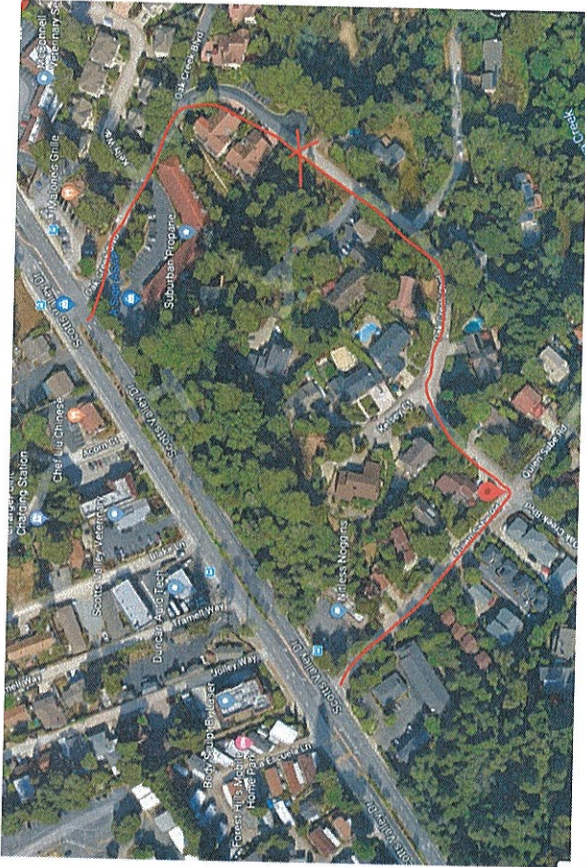
Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Mt. Hermon Road/Town Center Entrance Traffic Signal	SV-P51	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$260	\$130	\$130
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$620	\$0	\$620
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$770	\$770	\$0
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130	\$4,130	\$0
Scotts Valley-wide - Greenway Signage	SV-P48	Add signage for neighborhood greenways.	\$20	\$0	\$20
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,070	\$0	\$2,070
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100	\$100	\$0
City of Scotts Valley Total			\$87,684	\$27,463	\$60,221
City of Watsonville					
2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	WAT-P49	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSS and create low stress grid around downtown.	\$25	\$25	\$0
5th St (Lincoln to Walker) - Traffic Calming and Greenway	WAT-P50	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSS and create low stress grid around downtown.	\$25	\$25	\$0
Airport Blvd Improvements (Freedom Blvd to City Limits)	WAT-38	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, new sidewalks and curb ramps, refuge island, rectangular flashing beacon, striping, and roadway rehab.	\$1,346	\$1,346	\$0
Airport Blvd Modifications (Hanger Way to Ross Ave)	WAT-P34	Reconstruct or repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$600	\$0	\$600
Airport Boulevard Improvements: Westgate/Larkin to Hanger Way	WAT-40	Reconstruct roadway, install new sidewalk, upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include add'l ped crossing and install rectangular rapid flashing beacon at crosswalk.	\$1,645	\$1,645	\$0
Alley Improvements	WAT-P36	Repair & reconstruct some alleys.	\$60	\$60	\$0
Bicycle Safety Improvements (Various Locations)	WAT-44	Improve existing bicycle facilities by installing new striping, markings and signage in place of the existing and installing new green bike lanes at the approaches on various streets. Work will be done at the following locations: Beach St from Lee Rd to Rodriguez St (1.42 mi); Bridge St from Beck St to East Lake Ave (1.48 mi); Green Valley Rd from Harkins Slough Rd to Corralitos Creek Bridge (1.92 mi); Harkins Slough Rd/Walker St from Green Valley Rd to Riverside Dr (1.73 mi); Rodriguez St from Riverside Dr to Main St (0.92 mi).	\$525	\$375	\$150
Bridge Maintenance	WAT-P35	Maintenance of bridges	\$115	\$115	\$0
Buena Vista/Cabalabas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,950	\$0	\$5,950

Exhibit 9 Current CIP line items for Sidewalks and Bicycles

City of Scotts Valley Capital Improvement Plan by Project FY 2020/21 to FY 2024/25

No	Description	Priority	Proposed Funding Source	New/Existing	Total	2020/21	2021/22	2022/23	2023/24	2024/25	Unscheduled	Classification
Wastewater												
1	Sewer System Management Plan	A	WW-C	Existing	236,439	236,439	-	-	-	-	-	CIP
2	PLC Upgrades	A	WW-C	Existing	67,369	67,369	-	-	-	-	-	CIP
3	Electric Security Grate	B	WW-C	Existing	20,600	20,600	-	-	-	-	-	CIP
4	Clarifier Superstructure & Walkway Replacement	B	WW-C	Existing	255,800	255,800	-	-	-	-	-	CIP
5	Rotary Drum Thickener	B	WW-C	Existing	231,900	-	231,900	-	-	-	-	CIP
6	Glen Canyon Lift Station Generator	C	WW-C	Existing	59,700	59,700	-	-	-	-	-	CIP
7	Aeration Basin System Upgrade	B	WW-C	Existing	130,800	-	-	130,800	-	-	-	CIP
8	Effluent Pump	C	WW-C	Existing	272,500	-	-	272,500	-	-	-	CIP
9	Ultraviolet Disinfection System Evaluation	B	WW-C	Existing	42,000	42,000	-	-	-	-	-	CIP
10	Storm Water LID		Unscheduled	Existing	231,900	-	-	-	-	-	231,900	CIP
11	Pump Backups		Unscheduled	NEW	230,000	-	-	-	-	-	230,000	CIP
12	Sewer System Plant Master Plan		Unscheduled	NEW	300,000	-	-	-	-	-	300,000	CIP
13	Vactor Truck		Unscheduled	NEW	225,000	-	-	-	-	-	225,000	CIP
Total - Wastewater Projects					2,304,008	681,908	231,900	403,300	-	-	966,900	
Transportation												
14	Annual Street Maintenance/Resurfacing Program	A	RMRA/RTIP	Existing	1,900,264	800,264	275,000	275,000	275,000	275,000	-	CIP
15	Glenwood Drive Rehabilitation	B	Meas D	Existing	1,314,147	1,314,147	-	-	-	-	-	CIP
16	Mt. Hermon Rd Median Improvements	B	TM-DIF	Existing	375,000	-	375,000	-	-	-	-	CIP
17	Bean Creek Road Pavement Rehabilitation	A	Meas D	Existing	500,000	-	500,000	-	-	-	-	CIP
18	Active Transportation Plan - Sidewalks	B	RTIP/TM-DIF	Existing	2,513,000	100,000	-	-	-	-	2,413,000	CIP
19	Active Transportation Plan - Bicycles	C	RTIP/TM-DIF	Existing	2,858,000	100,000	-	-	-	-	2,758,000	CIP
Total - Transportation Projects					9,460,411	2,314,411	1,150,000	275,000	275,000	275,000	5,171,000	
Storm Drains												
20	Storm Drain Trash Capture System	A	CIP	Existing	500,000	25,000	100,000	100,000	100,000	175,000	-	CIP
21	Storm Drain Master Plan Projects		Unscheduled	Existing	184,300	-	-	-	-	-	184,300	CIP
Total - Storm Drains					684,300	25,000	100,000	100,000	100,000	175,000	184,300	
Parks												
22	Parks ADA Improvements - Phase I	A	Lennar	Existing	117,055	75,855	41,200	-	-	-	-	CIP
23	Recreation Building Window Replacement	A	CIP	Existing	25,000	25,000	-	-	-	-	-	CIP
24	Skypark Restroom Improvements	B	P-DIF	Existing	60,000	60,000	-	-	-	-	-	CIP
25	Siltanen Family Swim Center Pool Resurfacing	B	CIP	Existing	15,000	15,000	-	-	-	-	-	CIP
26	Vern Hart Fishing Park Improvements	C	CalOES	Existing	12,000	12,000	-	-	-	-	-	CIP
27	Skypark Tennis Court Improvements	C	P-DIF/Lennar	Existing	50,000	50,000	-	-	-	-	-	CIP
28	Hocus Pocus Park Play Structure Equipment	B	P-DIF	Existing	463,800	-	-	-	-	-	-	CIP
29	Brook Knoll/Vine Hill Daycare Modular Replacement	B	P-DIF	Existing	953,800	550,000	300,000	-	-	-	463,800	CIP
30	Parks ADA Improvements - Phase II	A	Lennar	Existing	107,200	-	-	-	-	-	250,000	CIP
31	Senior Center ADA Improvements - Phase II	A	CIP	Existing	76,300	-	-	53,600	53,600	-	-	CIP
32	Skypark Play Structure Equipment		Unscheduled	Existing	980,000	-	-	76,300	-	-	-	CIP
			CIP/Meas	Existing	-	-	-	-	-	-	980,000	CIP
33	Glenwood Open Space Preserve East Trails	C	D/CTC/Don	Existing	240,965	240,965	-	-	-	-	-	CIP
34	Al Shugart Park Construction - Phase I, II, III		Unscheduled	Existing	2,500,000	-	-	-	-	-	2,500,000	CIP
Total - Parks Projects					5,601,120	1,028,820	341,200	129,900	53,600	-	4,193,600	

Exhibit 10 Scotts Valley closed neighborhood streets to prevent work arounds



Oak Creek/Quien Sabe



South Navarra/Green Hills Rd.

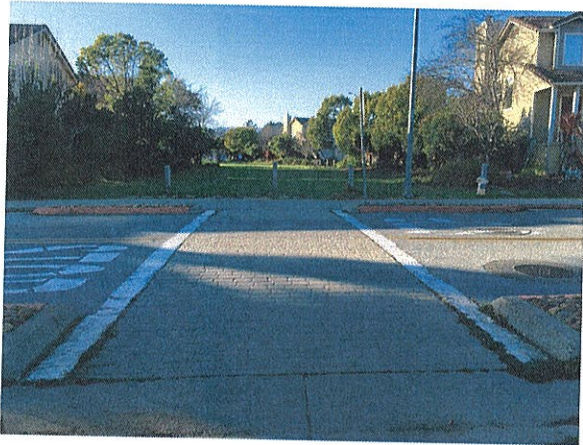


Estrella Rd.

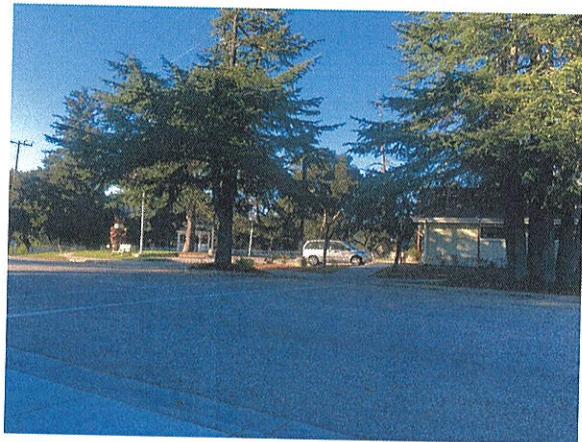


Exhibit 11 Surrounding mid-block crosswalks

Skypark Dr.



Senior Center



You're familiar with SVMS and the PO crosswalks.

Key Recommendations: Bluebonnet Lane

Existing Condition - Bluebonnet Ln.
(near Bean Creek Rd.)



Short-Term Option



Long-Term Option



- Above is ATP traffic engineer's design for short-term option, endorsed by the Traffic Safety Committee, with 10-foot vehicle lanes and vertical delineators to keep cars out of the bike lanes.
- BUT a city staff person instructed ATP to remove its engineered design and replace it with just paint and widened vehicle lanes, thereby neither slowing traffic nor protecting bicyclists.

From: [Bluebonnet Bean Creek Community](#)
To: [Tracy Ferrara](#); [SVCH-cityhall](#); [Jack Dilles](#); [Randy Johnson \(EXT\)](#); [Donna Lind \(EXT\)](#); [Jim Reed \(EXT\)](#); [Derek Timm](#)
Subject: For agenda packet for 2-3-20 ATP
Date: Wednesday, January 27, 2021 2:05:25 PM
Attachments: [Joint letter of 3 communities - ATP.pdf](#)

Please include the attached joint letter in the agenda packet online for the City Council meeting regarding the ATP, currently scheduled for 2/3/20. Thank you.

Traffic Safety Issues

Bluebonnet Lane, Scotts Valley

January 27, 2021

Dear Mayor Timm, Vice Mayor Reed, Council Members Dilles, Lind and Johnson:

The City of Scotts Valley spent \$100,000 to fund an Active Transportation Plan (ATP) which included traffic, pedestrian, and bicyclist safety measures for Bluebonnet Ln. Namely:

- ☐ reducing traffic lanes from 11 foot to 10 foot widths
- ☐ Installing vertical delineators to physically separate bicycle lanes from traffic lanes on both sides of the street

Recently a member of the city staff unilaterally eliminated all of the ATP traffic safety short-term recommendations for Bluebonnet Ln.

We believe this action was not made with the level of transparency we have come to expect with partnering with this city.

We respectfully request that the City Council reinstate the ATP recommendations for Bluebonnet Ln. in their entirety at your February 3, 2021 meeting.

The ATP members unanimously (with attending Council Member abstaining) voted that City Council *only* accept the ATP plan if it included narrowing the traffic lanes and physically separating bicycle lanes as a short-term solution for Bluebonnet Ln. City staff had agreed to these recommendations in 9 monthly meetings with ATP.

The Traffic Safety Advisory Committee (TSAC) endorsed these recommendations unanimously.

In keeping with industry standards, also instruct that 10-foot vehicle lanes are applied to the long-term option. The standard: “Guidelines from the National Association of City Transportation Officials (NACTO) recommend motor vehicle lane widths of 10’ in urban areas and 11’ for designated truck or transit routes.” (SV ATP plan p. 35) Bluebonnet and Bean Creek Road have “No 6-ton-truck signs” at every entrance.

Residents of Bluebonnet Ln., Bean Creek Rd. and other city residents have been actively participating in meetings of the Traffic Safety Advisory Committee (TSAC), Planning Commission and City Council. Bluebonnet and Bean Creek residents participated on the ATP Committee; we believed we were being heard; and we believed that our traffic safety concerns would be acted upon.

Please follow through by reinstating the ATP and TSAC recommendations for Bluebonnet Ln. The safety of pedestrians, SV Middle School students, bicycle traffic, seniors, and children depends upon your decisions and your actions.

Please further follow through by instructing city staff to prioritize enacting ATP's short-term solution on Bluebonnet. City committees have repeatedly recommended to slow traffic, protect bike lanes and make Bluebonnet Lane safe since August 2019. Enact the ATP traffic engineer's design without further delay.

Respectfully submitted by the citizens you represent,

Residents of Bluebonnet, Victoria Woods, and Hidden Oaks

Scott Dickie - Vehicles really speed on Bluebonnet. I've seen vehicles speeding and passing each other! Please institute the original ATP recommendations and help to slow traffic and keep pedestrians and bikers safe. Cars drive so fast on our road and do not look for pedestrians, including my young children.

Hope Docter - I am pleading to the city of Scotts Valley to follow through on their word to aid us in the reconfiguration of Bluebonnet Lane, so that is safe for my family and others to live on and use. I have three children ages 9, 14 & 20. None of which feel safe using Bluebonnet for biking, walking, or exercise.

Kathryn Grifo with two young children - Please pass plans that slow down and divert traffic away from Bluebonnet. I have young children and cars drive WAY too fast on the road.

Karen Enos- Bean Creek and Bluebonnet have continued to be speedways with no solution in sight. People are driving even more recklessly since the speed monitor lights went up to alert people of their violation of the speed limit . People breeze right through the stop signs as well as the crosswalks. We were promised resolutions with compromise and now those are being ignored. Please rectify this serious situation before someone is seriously hurt. We need to have safe streets for all of us to thrive and enjoy.

Chip Luscomb - Please move on making Blue Bonnet safer.

Larry Wilson – Vehicles go 35-45+ mph both up and down the street. It's too fast!

Maura Bailey – We need you to do something substantial. It's getting worse every day. It's been going on too long, and we need to do something before somebody gets killed. The drivers see the yellow slow down signs that the neighbors have put out and actually speed up!

Patty Wilson – Vehicles disrupt sleep because they're too fast.

Josh McCoy – There is unequivocally an issue with the traffic on Bluebonnet Lane the past 3 years. This problem needs to be addressed by those elected to serve the people of Scotts Valley.

Cheryl Hackworth- A single city staff member should not be able to override the desires and extensive work of numerous members of the community, city committees, consultants and City Council. As a single mother to a young toddler, I am planning on spending most of the rest of my life on this street watching my daughter grow. It is exceedingly important to me this is a safe street for my young daughter and her neighborhood friends to live on and play near. After repeated communication throughout the past year with the City Council from myself and other community members, nothing has changed. Speeding continues, making this street and this area unsafe for families with small children. This is a family community and we should have street designs to reflect that type of regular usage. Anything less is inviting injury or worse. Thank you for your careful consideration of these plans and the long-term consequences of your decisions here tonight.

Travis Rosgen

Brad Buller

Josephine Hackworth - I am a senior who is living on Bluebonnet Lane and will be crossing the street frequently to visit my granddaughter but not at the crosswalk that is very far away. My daughter and granddaughter will be visiting me frequently also. I would like the street made as safe as possible. Thank you.

Samuel Gomez

David Jones- Bluebonnet Ln has become an expressway for vehicles. Please slow down this traffic for the safety of students, seniors, pedestrians and bicyclists. Thank you.

Roshan Silva-Mistry

August Duuvroot – I’m a “senior senior” who walks everywhere because I no longer drive. I cannot cross the road, even at stop signs, because people don’t stop, even when they see you, and the vehicles go so fast. I’ve spoken at these meetings before, but nothing has changed speeding in 1.5 years.

Eric Nilsson – Like other towns and cities, protect pedestrians in these areas. I have reported frightening near-accidents due to reckless driving at every committee I’ve spoken to. Bluebonnet houses seniors and children. It has the middle school student exodus, the library, Skypark, Community Center events, and Senior Center. Slow down the traffic with structural road changes as the ATP expert recommended.

Gloria Jan – Please help us on our street. It is not safe. The acceleration uphill to speed up the street is too loud.

Katie Duuvroot – The traffic has become unbearable and very noisy. Please narrow the roads, make the crosswalks shorter and more frequent, and put raised crosswalks or wide speed humps to slow down traffic.

Joint Letter of 3 Communities re: ATP – Bluebonnet Lane

Jeremiah Docter – I not only live directly facing Bluebonnet and have to drown out traffic noise in my home, but commute regularly by bike to work. My quality of life is negatively impacted by both traffic issues and lack of safety when using Bluebonnet for my bike commute to work. Update the bike lanes.

Martha Jones- We want Bluebonnet to be a safe residential street where drivers obey traffic laws.

Deborah Benham- Calming measures, such as street narrowing, bike lanes, protective bollards, are urgently needed along Bluebonnet Lane to ensure safety for bicyclists and pedestrians. Safety along Bean Creek Road is harmed by increased traffic flow, most specifically for the middle schoolers who walk this route every day.

Terri Buller

Chiara Carbone

Linda Kramer -106 Bluebonnet Lane -Please address the above issues soon. I have been concerned especially for children and young families who populate the area. I also cross the street in the middle to access the King Village shopping center from the Metro Parking lot.

Jim Denton- Bluebonnet Lane has become a racetrack and has been for quite some time, speed humps may be the only answer. Current crosswalks are a joke that give pedestrians a false sense of security, I would only use one if there are no vehicles for at least 100 feet away. -- Senior citizens fear for their lives crossing Bluebonnet even in the crosswalks.

Charise Walker

Lori Carbone

Tom Judson – A crosswalk should be right at the Bluebonnet driveway that goes through the metro complex to the Nob Hill. People need to cross there rather than walk all the way to the stop signs at the top and bottom of the hill.

Abel Falcon

Maureen Kitch

David Silva-Espinoza

Karin le Duc – Not enough crosswalks on long streets. I no longer drive but feel housebound. There is too much traffic on Bluebonnet Lane when I try to cross. Cars speed on Bluebonnet and don't stop when they see that I'm trying to cross the street.

Tom Gaspar

Joint Letter of 3 Communities re: ATP – Bluebonnet Lane

Scarlett Gomez

Jennifer Jansich – I want my kids to be able to cross the road safely.

Kelly McCoy

Leigh Jones - We want a safe neighborhood for our 3.5-year-old child.

Betty Johansen – I have worked so hard with various groups for over a year trying to help the City make Bluebonnet safer because I think serious accidents are just waiting to happen. I really, really hope that the City will make Bluebonnet safe soon.

Judy Beitnes

Georgette Luscomb - Anything that can be done to make Blue Bonnet a safer road would be greatly appreciated.

Susan Gaspar

Lisa Zack

Carmen Kamau - Blue Bonnet Lane needs and deserves a quiet, safe and livable Blue Bonnet lane, but NOT Blue Bonnet FREEWAY. The word lane, should mean LANE; where residents can safely park their cars and have a quiet night's sleep.

Miranda Docter

Anna Mendoza

Mungai Kamau -City officials should accept and acknowledge the scientific fact that Blue Bonnet Lane's heavy traffic is toxic and harmful to residents, young and old. It has been scientifically demonstrated that noise and air pollution tend to increase rates of cancer in human beings and animals.

Michael Faries

Sandy Judson – We really need a crosswalk to be able to cross safely at the metro sidewalk to the Ow complex.

Troy Kitch

Griffon Walker - When we ask cars to slow down, they actually speed up, wave at us and grin. One lady sped up as she blew kisses to the person who asked her to slow down. Very disrespectful of safety and neighbors.

Joint Letter of 3 Communities re: ATP – Bluebonnet Lane

Melissa Rice – 237 Bluebonnet Lane – Please help us address the speeding and running of stop signs which is a daily safety concern on our lane.

Gabriel Jones

James Docter

Mitchell Kamau – Even with the new hump, which cars are starting to ignore, the Metro driveway is unsafe. People are always in danger because the cars don't stop. They think they own the sidewalk and bike path. They still drive over the sidewalk and curb and in the bike lane.

David Kamau

Anders Beitnes

Ilo Nilson – Our surrounding cities have effectively protected neighborhoods from work-arounds, speeding, and noise. Can we protect the quality of life of our residents the way other cities do? Both personal and traffic safety, as well as quality of life, used to be a source of pride and selling points for living in Scotts Valley!!

1-25-21

Dear City Council,

Thank you for some of the efforts made to try and slow traffic speed on Bluebonnet Ln. Unfortunately, they have not been effective in slowing this speedway.

I am a 10-year resident on Bluebonnet Lane. The traffic has increased exponentially over the past 3 years. I watch a literal freeway roar up and down our Lane. Quality of life on Bluebonnet Lane has declined. Many parents and seniors have explained that there is no way for either of these groups to safely cross or bike this freeway.

Bluebonnet Lane is now a work around, Google route, and cut-through from the surrounding areas and through the metro. Cars fly down the hill or roar up the hill at speed to beat the work around. It puts everyone at risk and many afraid to walk the Lane. I am on my porch regularly, and I have seen close call, after close call. Neighborhood children, seniors, and the Middle School exodus cannot coexist with this speedway.

Recently, I have seen children on their scooters trying to cross the street and cars won't stop. 5-year-olds and seniors with walkers cannot walk the additional 0.25 mile to get to the nearest crosswalk and back down across the street. Crosswalks are too far apart. It is inevitable that something tragic will occur because of speed or distraction between vehicles and pedestrians. It will be a shame that we all will have to read about something that you could have been prevented with traffic calming measures.

Many other areas in San Jose, Santa Cruz, and other areas made physical changes where speed and traffic are a risk to the pedestrians and bicyclists. The ATP engineer's plan said to narrow lanes to 10-feet and put in bike lane protectors. These are "shockingly cheap."

Until then, 10-foot speed humps like the ones on Vine Hill School Road are very inexpensive. Two broad speed humps could be done immediately until the ATP design with its 10-foot lanes and bollards are installed.

It is time to act now and get this done! Please do so for the safety of our children, seniors, Middle Schoolers and all who walk and bike on Bluebonnet Lane!

Sincerely,

Eric Nilsson

From: [Scott Dickie](#)
To: [Tracy Ferrara](#); [SVCH-cityhall](#); [Jack Dilles](#); [Randy Johnson \(EXT\)](#); [Donna Lind \(EXT\)](#); [Jim Reed \(EXT\)](#); [Derek Timm](#)
Subject: Please reinstate ATP plan for Bluebonnet Ln
Date: Wednesday, January 27, 2021 4:57:01 PM

To whom it may concern,

I am a Bluebonnet resident and I am concerned that some of the proposed changes that would have help to keep our street safer were removed from the ATP plan.

So many cars speed on Bluebonnet Ln. and do not look for pedestrians or bikers. I often feel uncomfortable walking with my children. So many pedestrians and bikers use this road. I believe it may help to improve safety if you all vote to accept the previously proposed ATP plan with 10 foot vehicle lanes and physically separated bicycle lanes. Please help to keep us safe.

Take care,
Scott Dickie

From: [Michael Olhava](#)
To: BluebonnetBeanCreekCommunity@gmail.com
Cc: terrara@scottsvally.org; [SVCH-cityhall](#); [Jack Dilles](#); rli@comcast.net; rli@comcast.net; dilindesind@earthlink.net; jimreeds@gmail.com; [Derek Timm](#)
Subject: Safety & Traffic on Bluenonnet Ln and Bean Creek Rd
Date: Wednesday, January 27, 2021 11:45:21 AM

The other day a woman came by my house to discuss this. Unfortunately I could not give her time as I worked late the day prior.

I have been reading the flyer that she gave me but there are many questions that I have to support this cause.

The flyer mentions "ATP". But to a person who just received this....I have no idea what "ATP" means.

The flyer also mentions that the City staff agreed to it in 9 monthly meetings with ATP (again the acronym i don't know what it stands for).

The flyer mentioned that a city staff person unilaterally deleted this recommendation from the community?? How terrible. Really? A community concern gets swept under the rug?

The National Association of the City Transportation Officials recommends a particular safety concern and this is completely shunned by the City Council?

Supportive talking points mentioned in the flyer:

Repainting stripes in October? what October? 2020 or 2021

Safely cross streets. I know people speed...like everywhere but what is the proposal here?

Don't make us shut in's. There are sidewalks all the way to Skypark. The roads are for cars and I have never once witnessed a car not slowing down for a pedestrian. People in SV are usually very conscious of pedestrians

Last talking point was inadequate safety or infrastructure.....If this is the case then I am fully supportive of the city of Scotts Valley making the necessary improvements.

The fact that someone (people) have gone through so many measures to get this information out to the community tells me there is a problem that needs to be addressed.

The fact that someone decided it was not an important item to be discussed about public safety is unsettling. Whoever the city staff person who decided that it would not be in the plan Councilmembers see and vote on should be talked to.

I am adding my name to this list for group letter. I agree that traffic is getting worse in this community and I do believe that the City should take steps to make sure it is safe for ALL. (Especially for the kids and seniors).

Michael Olhava
Homeowner 111 Bean Creek Road
831 226 4432

January 23, 2021

Dear City Council Members and Staff:

Please include my letter in the agenda packet for the ATP presentation to City Council.

PROFESSIONALS' PLAN PRESENTED IN ORIGINAL ATP

- Goal: Make Bluebonnet safer for pedestrians and cyclists
- Means: Place bollards outside the bike lane to
 - Prevent vehicles from continuing to drive in the bike lanes (photos below)
 - Prevent current speeding problems by narrowing Bluebonnet to ATP's original specifications

ALTERED PUBLIC WORKS PLAN HAS SERIOUS FLAWS

- Stated Goal of altered staff's plan: **Make NO structural changes to Bluebonnet Lane because wider vehicles use Bluebonnet.**
- Fact: The Public Works Director told ATP to delete the professional's short-term design for Bluebonnet *after* the city had 9 monthly meetings with ATP with the engineer's recommendations in place and after the TSAC had endorsed ATP's full plan.
- Fact: Signs posted on Bluebonnet and Bean Creek say that no trucks over 6 tons are permitted on these roads.
- Fact: All trucks going on Bluebonnet Lane must travel on Bean Creek Road, which is 10.5 feet wide
- Flaw: If a truck finds that bollards or any other barrier erected to stop vehicles from crossing over the bike lanes makes Bluebonnet too narrow, then **Bean Creek will also be too narrow.** Once large trucks start up Bluebonnet Lane, there is no place to turn around. They are forced to continue on Bean Creek. **Most of the traffic turns right on Bean Creek and goes past the middle school, which makes entering and exiting the school even more unsafe.**
- Fact: **This city staff plan contradicts the endorsement and input of**
 - AARP consultant
 - TSAC members and committee
 - Planning Commission members
 - **ATP committee members** who, with the single exception of Jack Dilles who abstained in order to consult with the city council members, **voted unanimously to reinstate the recommendation of the professional engineer and traffic planner to narrow Bluebonnet to 10 feet.**
 - The Director of Public Works responded to Planning Commission members who urged that something be done about speeding on Bluebonnet Lane by saying,

"There's an ATP program that we spent over \$100,000 on preparing. And in that actual program, we've delineated all of the items brought forward with you tonight as far as **narrowing lanes**, crosswalks, signage, speed issues. All those items have been, are reflected in that ATP plan...We have listened to these. These are very important issues. They are illustrated in this plan that we're working on right now...We are taking this very seriously."

Link to Planning commission meeting:

https://us02web.zoom.us/rec/share/5uBMBE7x53xOYoHPuEX2c4gNXabnaaa813AYq6BYxRpJQ1nnhUlsbCrAtC_MiUdl)

(The whole Bluebonnet Portion is enlightening. Speeches begin at 28 minutes. Planning Commissioners' comments at 45 minutes. Public Works Director at 47 minutes, then more planning commissioners.)

We are grateful that the city plans to complete the sidewalk at the top of the hill and that a speed hump was installed at the Metro driveway in hopes of slowing down cars making a right turn onto Bluebonnet.

We very much appreciate the City posting the NO 6-Ton Truck signs, repainting the bike lane lines. and the speed pole, but they are not effective at slowing traffic.

Once again, please listen to the recommendation of the professional engineer and traffic planner to narrow Bluebonnet Lane to 10' to slow speeding cars so that the residents of Bluebonnet, Vicki Court, Hidden Oaks, and Montevalle, many of whom are elderly or have young children, are safe.

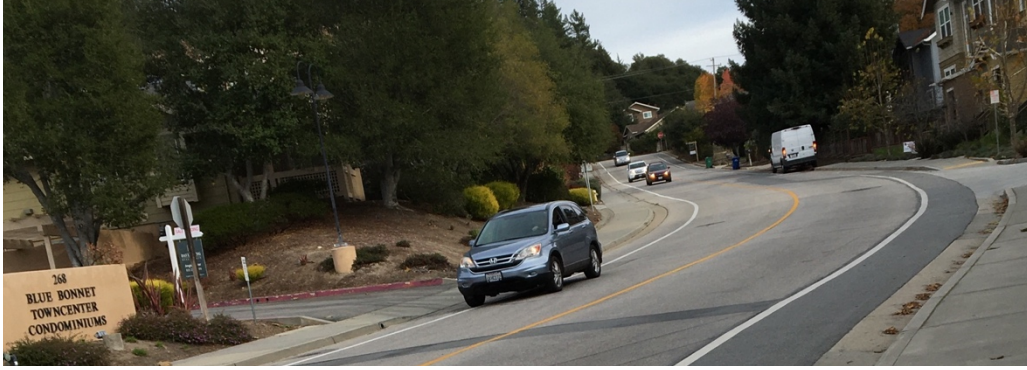
Also include their recommendation for physical separators for the bike lanes that meet industry standards, which are derived from safety data. (https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf) Finally, don't forget the safety of the middle school students who petitioned you to make their route to the library and Skypark safe.

Do not waste the \$100,000 that the City spent on the ATP.

Thanks,

Elizabeth (Betty) Johansen





From: [Cheryl Hackworth](#)
To: [Tracy Ferrara](#); [SVCH-cityhall](#); [Jack Dilles](#); [Randy Johnson \(EXT\)](#); [Donna Lind \(EXT\)](#); [Jim Reed \(EXT\)](#); [Derek Timm](#)
Subject: Bluebonnet Bean Creek Street Safety
Date: Sunday, January 24, 2021 8:07:22 PM

The current street design of Bluebonnet reflects that of a low density, infrequently used location. Bluebonnet is a highly trafficked location with the transit center, farmer's market, community center, library, and high density residential homes. This necessitates a street design that accommodates this usage while keeping all users safe. The plan to remedy this discrepancy was in process when it was abruptly halted. A single city staff member should not be able to override the desires and extensive work of numerous members of the community and City Council. As a single mother to a young toddler, I am planning on spending most of the rest of my life on this street watching my daughter grow. My retired mother is seriously considering moving across the street from us, on Bluebonnet. It is exceedingly important to me this is a safe street for my young daughter and her neighborhood friends to live on and play near. It must also be safe for the retired and senior community in these nearby homes. After repeated communication throughout the past year with the City Council from myself and other community members, nothing has changed. Speeding continues, making this street and this area unsafe for families with small children. This is a family community and we should have street designs to reflect that type of regular usage. Anything less is inviting injury or worse. Thank you for your careful consideration of these plans and the long term consequences of your decisions.

Respectfully,

Cheryl Hackworth

237 Bluebonnet Lane

From: [Jolie Witten-Hannah](#)
To: [Tracy Ferrara](#); [SVCH-cityhall](#); [Jack Dilles](#); [Randy Johnson \(EXT\)](#); [Donna Lind \(EXT\)](#); [Jim Reed \(EXT\)](#); [Derek Timm](#)
Subject: Bluebonnet Ln - ATP Plan Needed, Please Vote for Safety
Date: Wednesday, January 27, 2021 5:09:01 PM

To whom it may concern,

I am a Bluebonnet resident and I am concerned that some of the proposed changes that would help to keep our street safer were removed from the ATP plan.

I have lived off Bluebonnet Ln for over 5 years. Cars speed on the road and do not look for pedestrians or bikers especially near the Metro Exit/Entrance on BlueBonnet. I do not feel safe walking with my children on the road. So many pedestrians and bikers use this road. I believe it will help if you all voted to accept the previously proposed ATP plan with 10 foot vehicle lanes and physically separated bicycle lanes. Please help to keep us and our children safe.

Thank you,

Jolie Witten-Hannah
237 BlueBonnet Lane #405

From: [Kathryn Grifo](#)
To: [Tracy Ferrara](#); [SVCH-cityhall](#); [Jack Dilles](#); [Randy Johnson \(EXT\)](#); [Donna Lind \(EXT\)](#); [Jim Reed \(EXT\)](#); [Derek Timm](#)
Subject: Bluebonnet Ln - concerned resident
Date: Wednesday, January 27, 2021 4:47:41 PM

To whom it may concern,

I am a Bluebonnet resident and I am concerned that some of the proposed changes that would help to keep our street safer were removed from the ATP plan.

I have lived off Bluebonnet Ln for many years. It seems as though many cars speed on the road and do not look for pedestrians or bikers. I do not always feel safe walking with my children. So many pedestrians and bikers use this road. I believe it may help to if you all voted to accept the previously proposed ATP plan with 10 foot vehicle lanes and physically separated bicycle lanes. Please help to keep us safe.

Thank you,
Kathryn Grifo

City of Scotts Valley
INTEROFFICE MEMORANDUM

DATE: February 3, 2021

TO: Honorable Mayor and City Council

FROM: Kirsten Powell, City Attorney

**SUBJECT: INTRODUCTION OF ORDINANCE NO. 197 PROHIBITING
TARGETED RESIDENTIAL PICKETING**

SUMMARY OF ISSUE

A City Council Member has requested that the City Council consider the adoption of an ordinance prohibiting targeted picketing within 300 feet of the residence of a particular person. Targeted picketing is defined as picketing activity that is targeted at a particular residential dwelling and proceeds on a definite course or route in front of or around that particular residential dwelling. Picketing activity that is targeted at a particular residence may harass and intimidate such occupants, is inherently and unreasonably offensive to and intrusive upon the right to privacy in the home and may cause the occupants of such home to experience great emotional distress. Such unwelcome and targeted picketing activity creates a 'captive audience' situation because the occupants of a residence or household cannot readily move to another residence or household in order to avoid the unwelcome picketing activity being directed at them.

The ordinance, as drafted, is narrowly tailored to protect the safety and tranquility of residents while leaving open ample alternative channels of communication. The ordinance is content neutral and merely restricts the time, place and manner of picketing. Adopting this ordinance will protect residents from being individually targeted while not prohibiting other lawful demonstrations. Ordinances similar to this have been adopted by many cities in the State of California and around the Country and have withstood legal challenge.

FISCAL IMPACT

There is no fiscal impact associated with the adoption of this ordinance.

STAFF RECOMMENDATION

It is recommended that City Council introduce Ordinance No. 197, an Ordinance of the City Council of the City of Scotts Valley amending Title 9 of the Scotts Valley Municipal Code to add Chapter 9.06 regarding Targeted Residential Picketing.

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ORDINANCE NO. 197

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING TITLE 9 OF THE SCOTTS VALLEY MUNICIPAL CODE TO ADD CHAPTER 9.06 REGARDING TARGETED RESIDENTIAL PICKETING

WHEREAS, picketing activity that is targeted at a particular residence or household whose occupants do not welcome such activity may harass and intimidate such occupants, is inherently and unreasonably offensive to and intrusive upon the right to privacy in the home and may cause the occupants of such home to experience great emotional distress; and

WHEREAS, such unwelcome and targeted picketing activity creates a 'captive audience' situation because the occupants of a residence or household cannot readily move to another residence or household in order to avoid the unwelcome picketing activity being directed at them; and

WHEREAS, an ordinance limiting targeted picketing within 300 feet of a residence is a narrowly tailored regulation which protects the tranquility and safety of residents but leaves open alternative channels of communication.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Scotts Valley as follows:

SECTION 1. Title 9 of the Scotts Valley Municipal Code is amended to add a new Chapter 9.06 to read as follows:

"Chapter 9.06 Residential Targeted Picketing

Sections:

- | | |
|----------|---|
| 9.06.010 | Targeted Residential Picketing Prohibited |
| 9.06.020 | Picketing Before or About a Residential Dwelling Prohibited |
| 9.06.030 | Private Right of Action |
| 9.06.040 | Penalty |

"9.06.010 - Targeted residential picketing prohibited.

- A. No person shall engage in picketing activity that is targeted at and is within three hundred feet of a residential dwelling.
- B. For purposes of this chapter, the term "residential dwelling" means any permanent building being used by its occupants solely for non-transient residential uses.
- C. For purposes of this chapter, the term "targeted" picketing means picketing activity that is targeted at a particular residential dwelling and proceeds on a definite course or route in front of or around that particular residential dwelling.

- D. This chapter does not and shall not be interpreted to preclude picketing in a residential area that is not targeted at a particular residential dwelling.

9.06.020 - Picketing before or about a residential dwelling prohibited.

- A. It is unlawful for any person to engage in picketing before or about a residential dwelling of any individual in the City of Scotts Valley.
- B. Enforcement of this section shall be limited to those situations where the picketing proceeds on a definite course or route in front of a residential dwelling and is directed at that residential dwelling.
- C. This section does not and shall not be interpreted to preclude general marching through residential neighborhoods.

9.06.030- Private right of action.

- A. Any person who is aggrieved by an act prohibited by this Chapter may bring an action for damages, injunctive and/or declaratory relief, as appropriate, in a court of competent jurisdiction against any person who has violated, has conspired to violate, or proposes to violate the provisions of this chapter.
- B. Any aggrieved person who prevails in such an action shall be entitled to recover from the violator those damages, costs, attorneys' fees and such other relief as determined by the court. In addition to all other damages or relief, the court may award to the aggrieved person a civil penalty of up to one thousand dollars for each violation of this chapter.
- C. The remedies provided by this chapter are in addition to any other legal or equitable remedies the aggrieved person may have and are not intended to be exclusive.

9.06.040- Penalty.

In addition to any civil remedy created herein, the violation of any provision of §§ 9.06.010 or 9.06.020 shall constitute a misdemeanor and shall be punishable by a fine not to exceed \$1,000 or by imprisonment for a period not to exceed six months, or by both such fine and imprisonment. Each and every day such a violation exists shall constitute a separate and distinct violation of those sections. In addition to the foregoing, any violation of §§ 9.06.010 or 9.06.020 shall constitute a public nuisance and shall be subject to abatement as provided by all applicable provisions of law.”

SECTION 2. SEVERABILITY. If any provision, section, paragraph, sentence, clause or phrase of this ordinance, or any part thereof, or the application thereof to any person or circumstance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, or any part thereof, or its application to other persons or

circumstances. The City Council hereby declares that it would have passed and adopted each provision, section, paragraph, subparagraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, paragraphs, subparagraphs, sentences, clauses or phrases, or the application thereof to any person or circumstance, be declared invalid or unconstitutional.

SECTION 3. CEQA EXEMPTION. The City Council finds pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect thirty days after the date of its adoption. Prior to the expiration of fifteen days from the date of adoption, this Ordinance shall be published in three public places within the City.

THE ABOVE AND FOREGOING ORDINANCE was introduced for a first reading on the 3rd day of February 2021, and passed and adopted on the 17th day of February 2021, at a duly held meeting of the City Council of the City of Scotts Valley by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED: _____
Derek Timm, Mayor

ATTEST:

Tracy A. Ferrara, City Clerk

APPROVED AS TO FORM:

Kirsten Powell, City Attorney