



City of Scotts Valley Active Transportation Plan

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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.



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

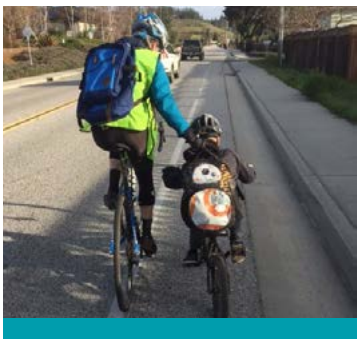
Demographics

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.

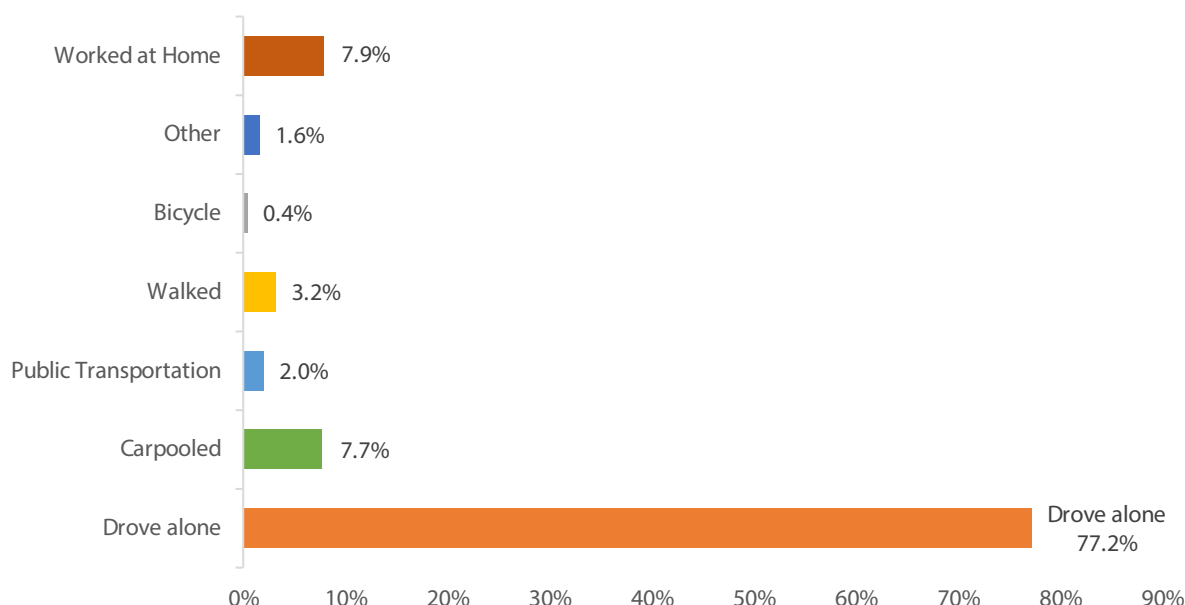
1. Census American Community Survey 2014–2018 Age & Sex, Table S0101.

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

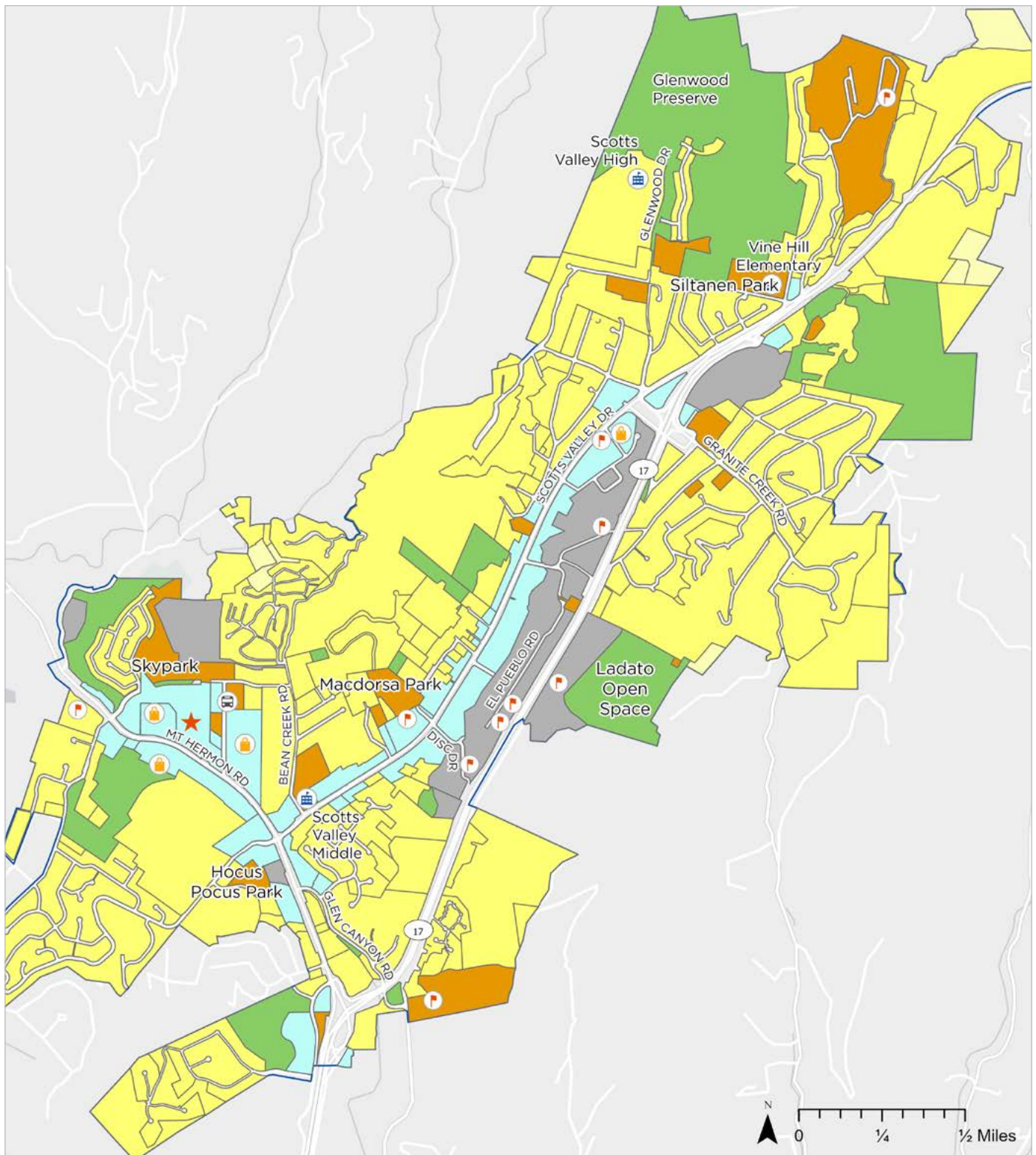
Scotts Valley is located in the Santa Cruz Mountains and covers approximately 4.6 square miles. The majority of land in Scotts Valley is designated for residential uses. The City enjoys a wealth of parks and open space, with 14% of land designated as green space. 7% of the City is designated for industrial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

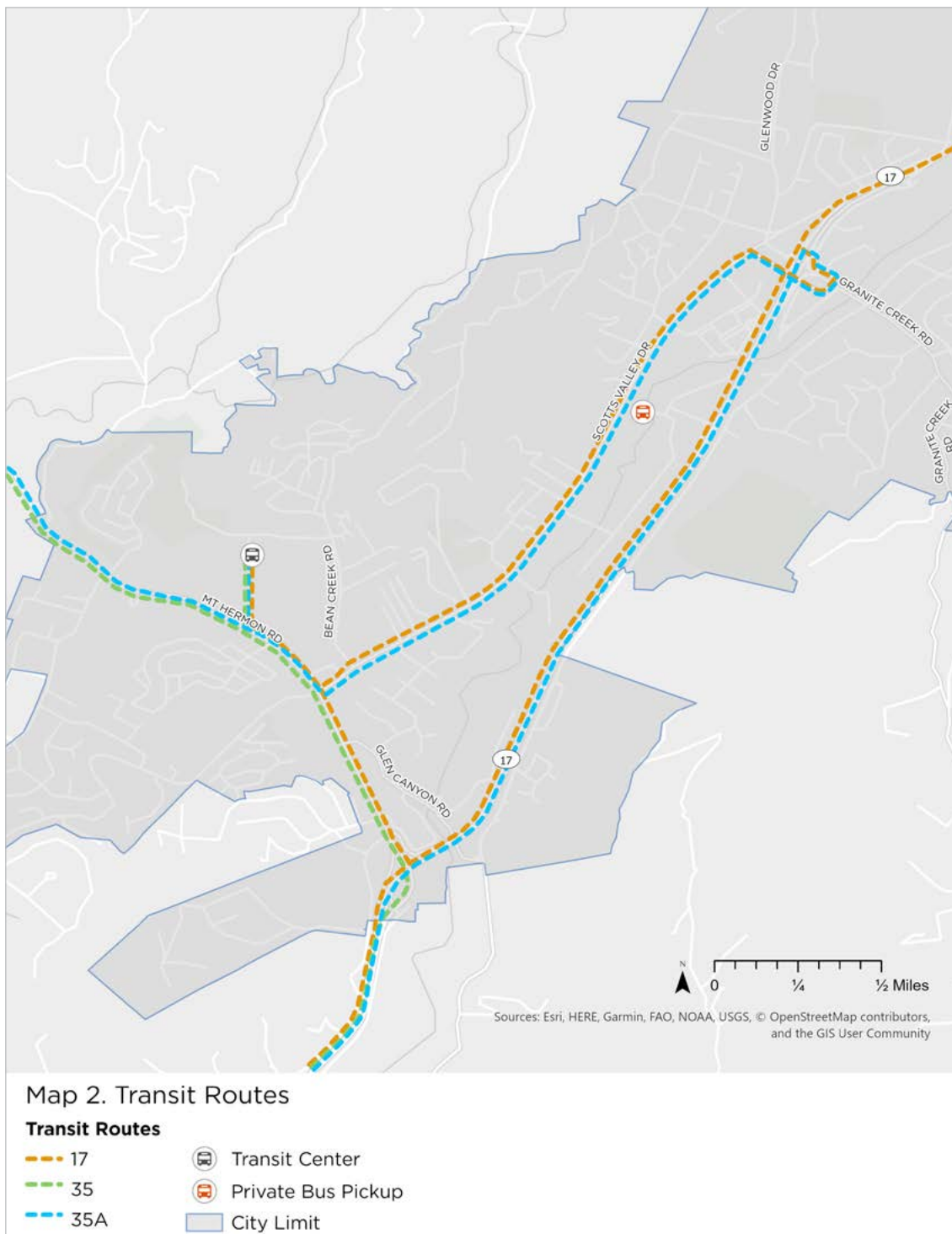
Major Destinations

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

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.



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

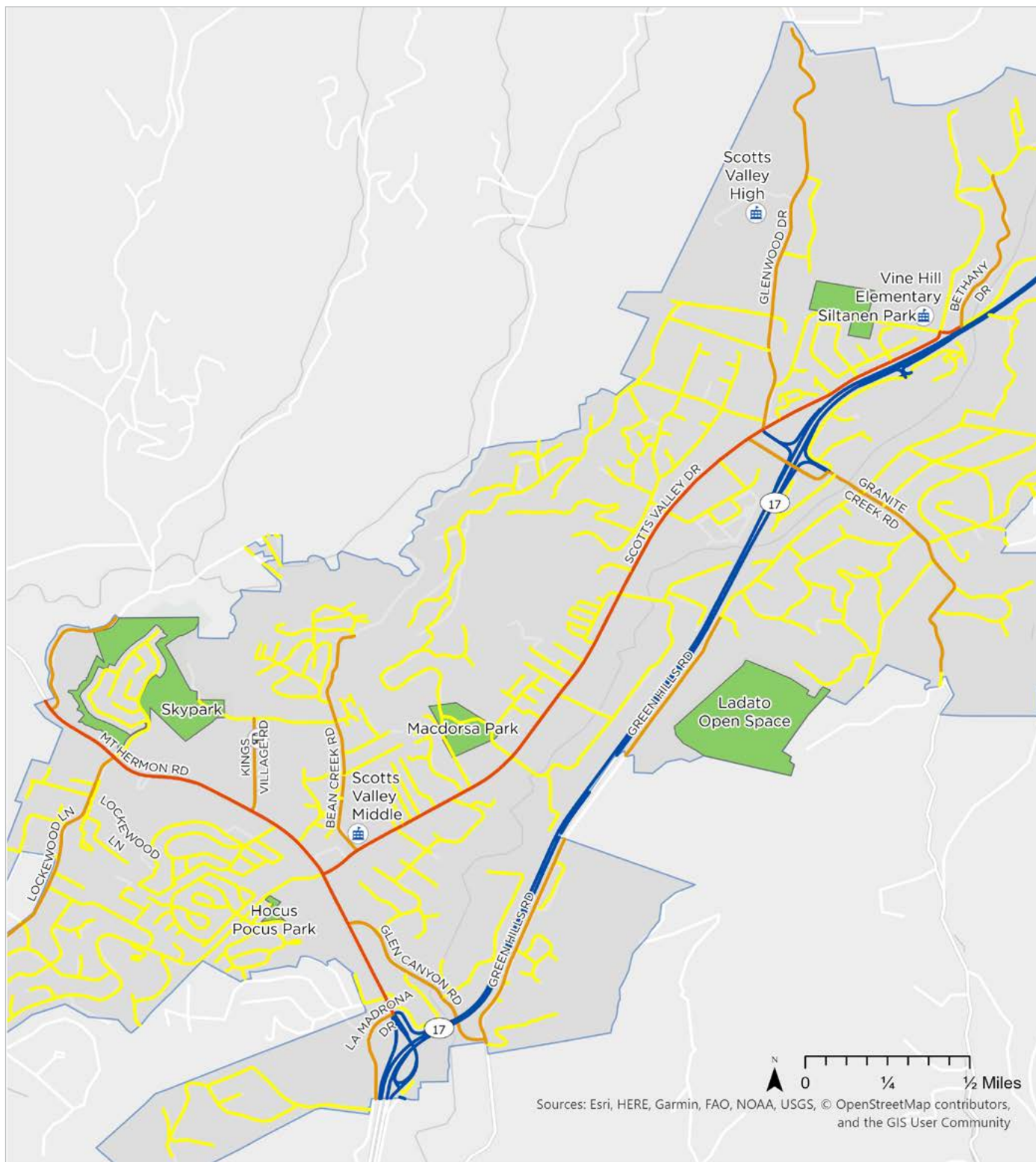
Street Classification	Description	Existing Average Daily Traffic Range
Arterial	Serves trips of moderate length. Some emphasis on land access. Often carries local bus routes and provides intra-community continuity, but does not typically access residential neighborhoods.	6,500 to 45,000
Collector	Provides 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."





Map 3. Existing Street Network

Roadway Classifications

- Freeway
- Arterial
- Collector
- Local

- Transit Center
- Public School
- Park
- 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.

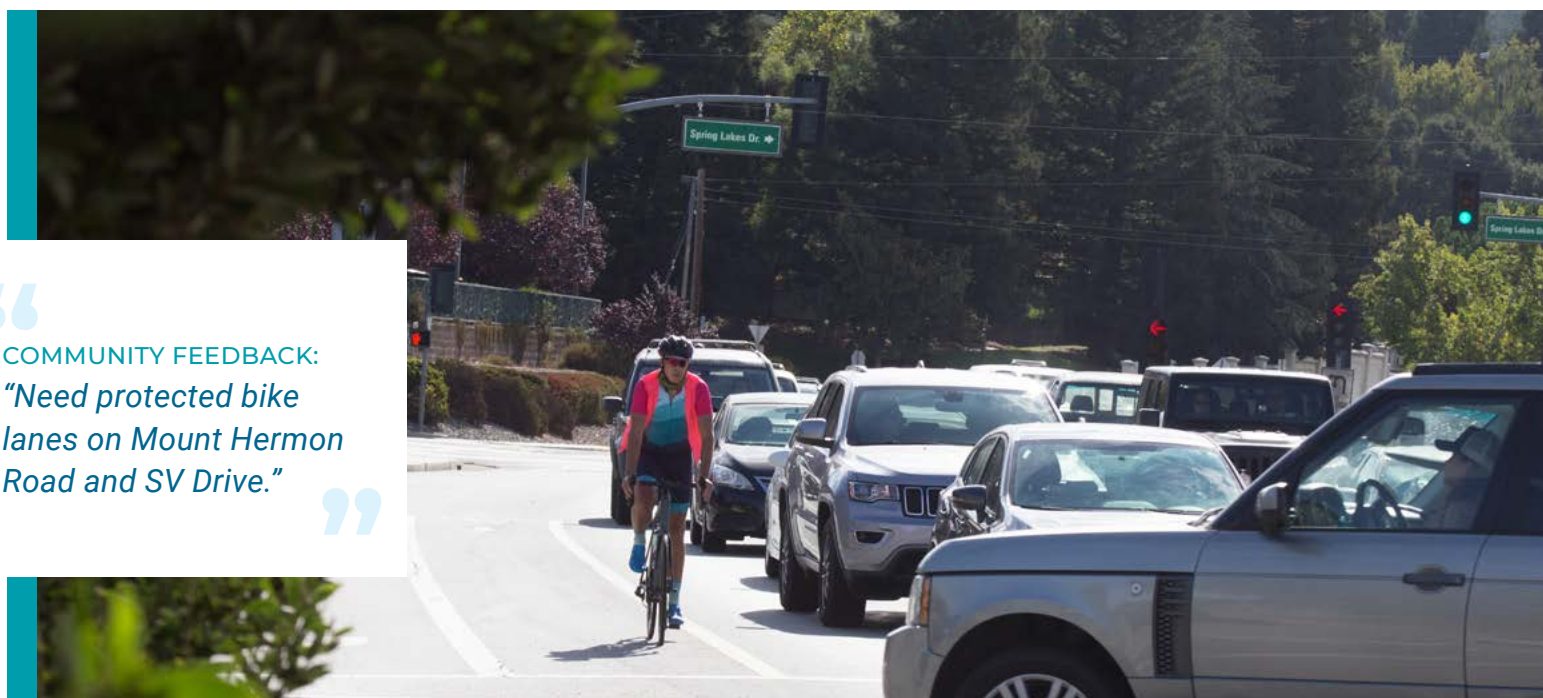
The two main arterial streets in Scotts Valley, Mount Hermon Road and Scotts Valley Drive, both include Class II bicycle lanes and provide access to most of the major destinations in Scotts Valley. Bike lanes are best suited for confident cyclists and can be challenging for less experienced riders, especially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

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.

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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

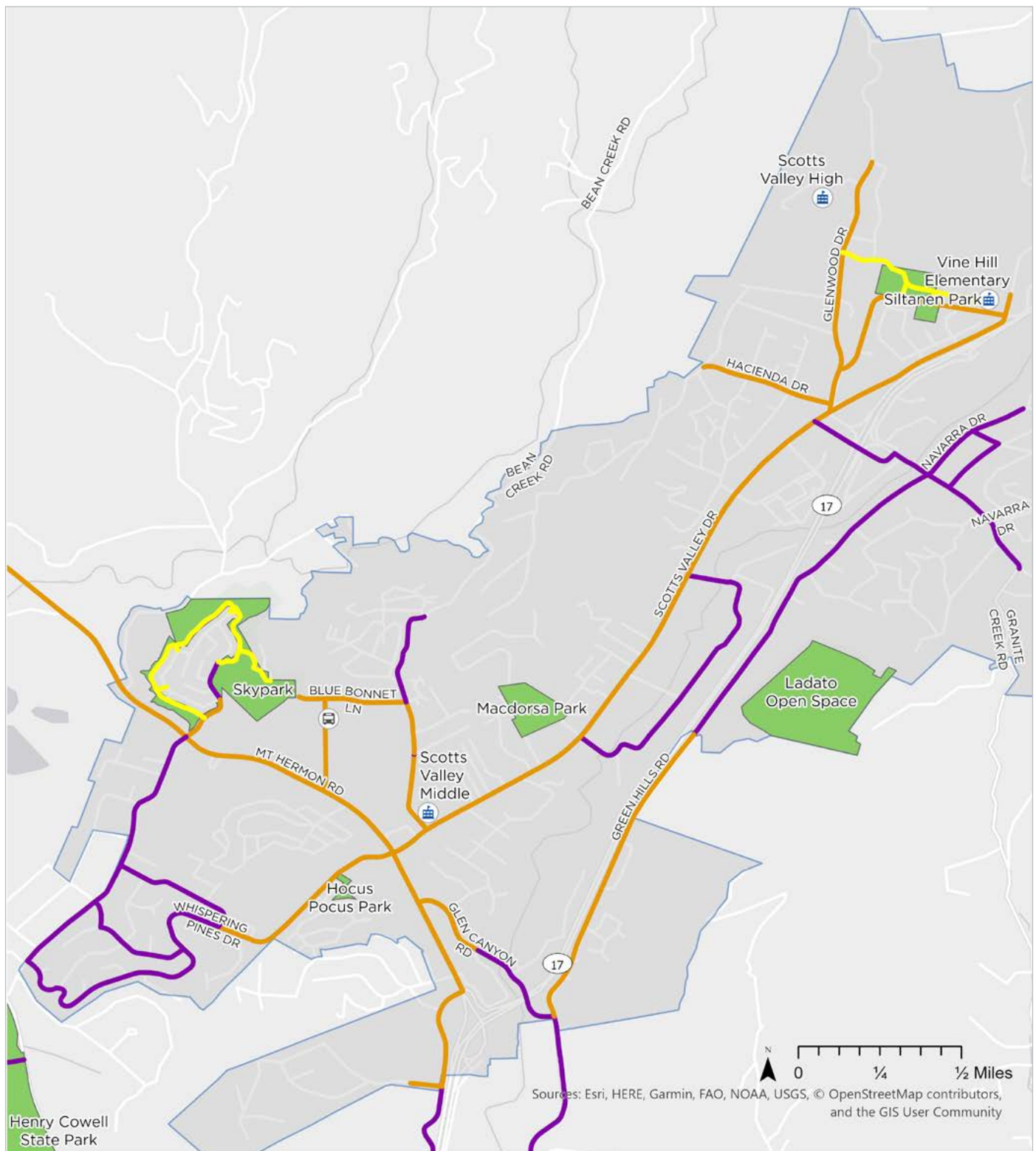
- » A route designated for bicycle travel that is shared with motor vehicles. This treatment is used on streets where other bicycle facilities are not feasible.
- » Bike routes are identified through signage and can also include shared lane bicycle markings, or "sharrows."



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>



Map 4. Existing Bicycle Facilities

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Transit Center
- Public School
- Parks
- City Limit

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 Montevale.

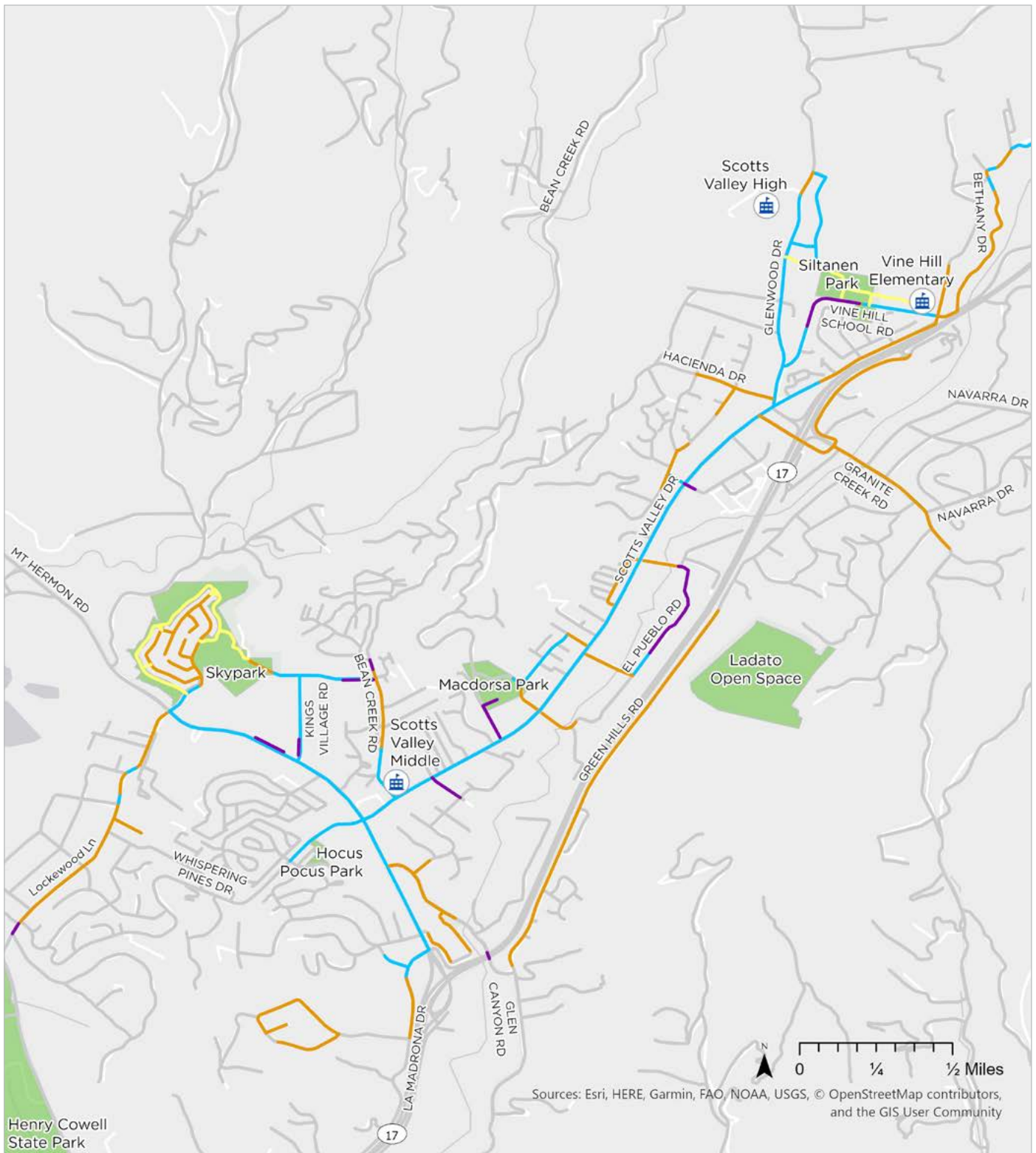
Pedestrian accessibility on private property is also an issue. Most of the shopping centers in Scotts Valley are designed with large parking lots between stores and the street and lack sidewalks or paths to connect pedestrians to their destination. This can make the overall experience of walking for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





Map 5. Existing Pedestrian Facilities

- Class I Shared Use Path
- Sidewalk - Both Sides of Street
- Sidewalk - One Side of Street
- Key Sidewalk Gaps
- Public School
- Parks
- City Limit

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.

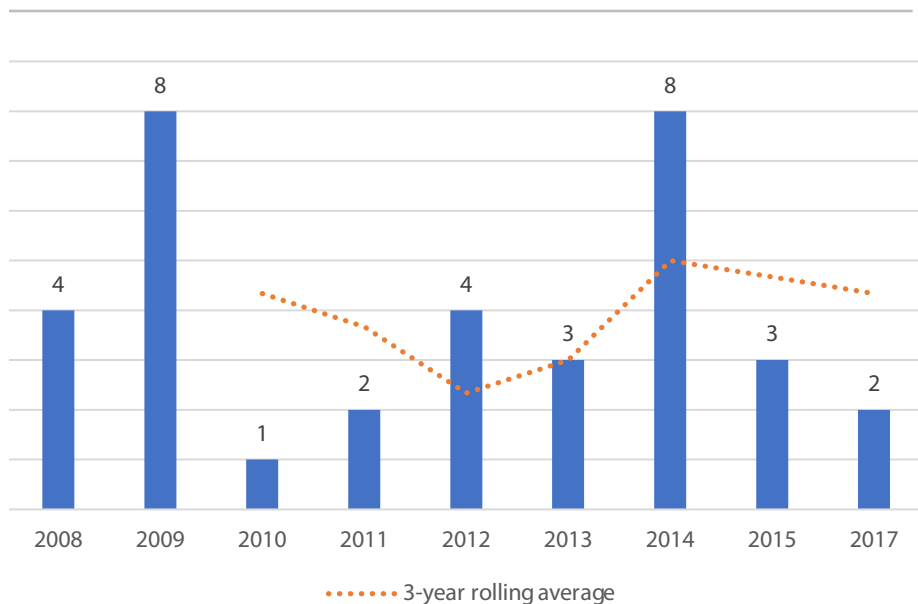
People biking and walking are disproportionately involved in collisions. Over the 10-year period, there were 327 total injury collisions in Scotts Valley involving drivers, cyclists, and pedestrians. While only a small percentage of trips are taken on foot or by bike, people walking or biking were involved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

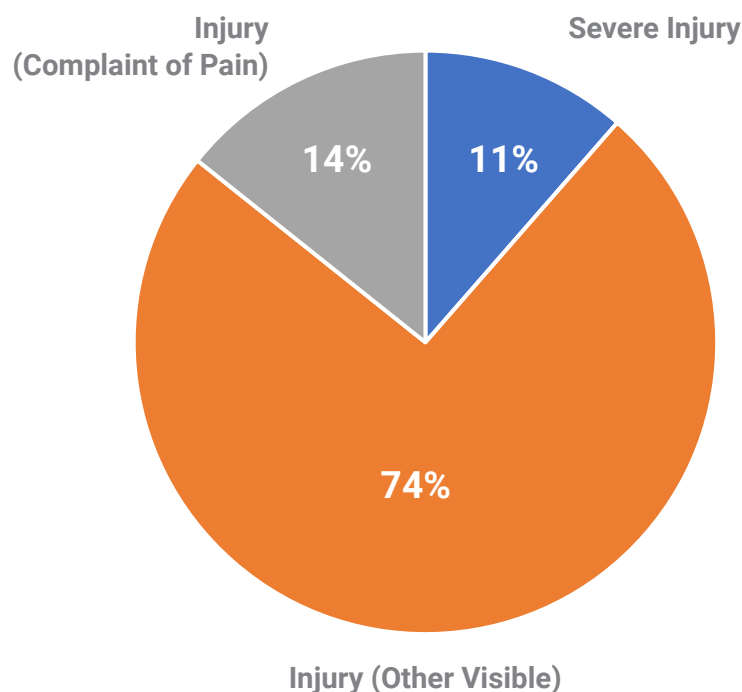


Collision Trends

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

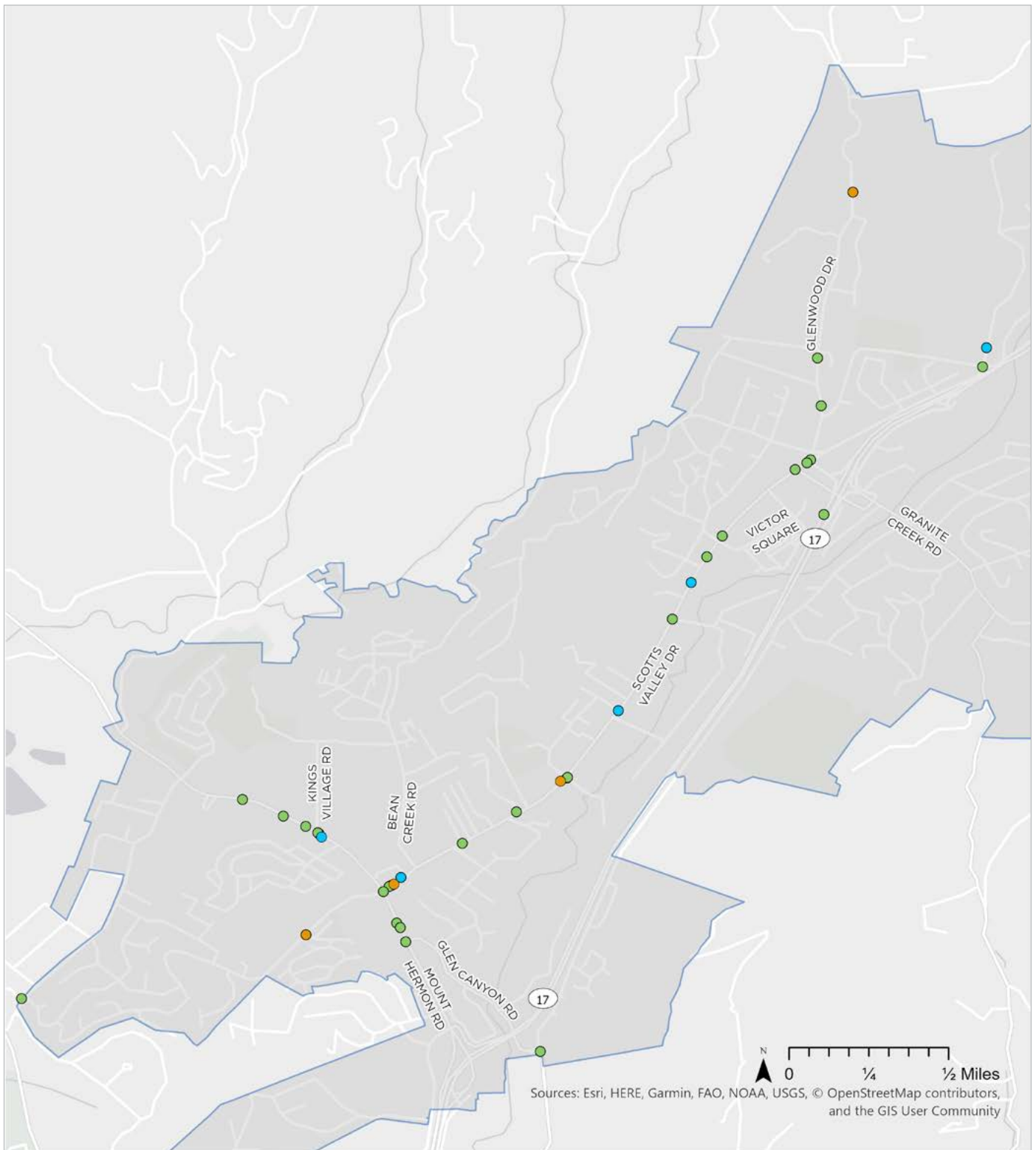
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people on bikes.** While bicycle trips are a small percentage of the total trips in Scotts Valley, cyclists are disproportionately involved in severe injury collisions.
- » **38% of bicycle-related collisions involve youths 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)

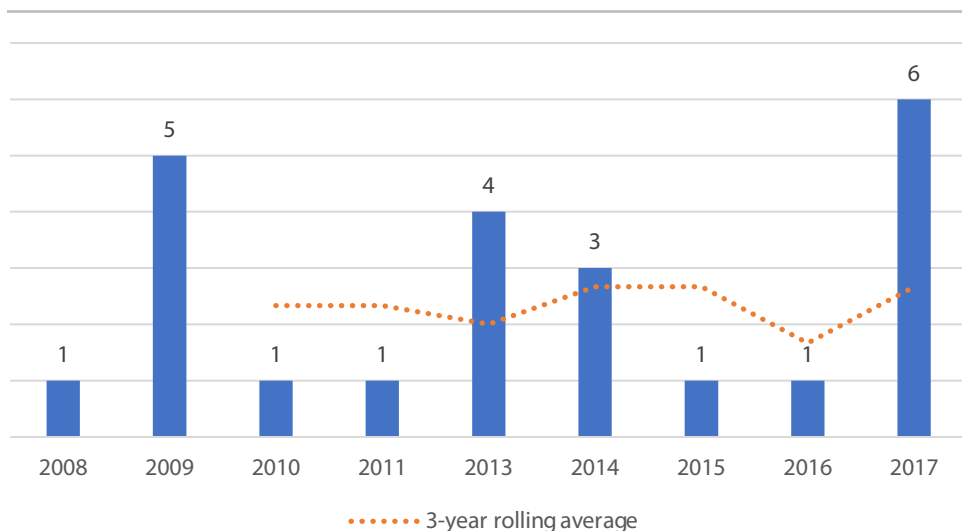
- Severe Injury (4)
- Minor Injury (26)
- Complaint of Pain (5)

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 Lockewood 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.”

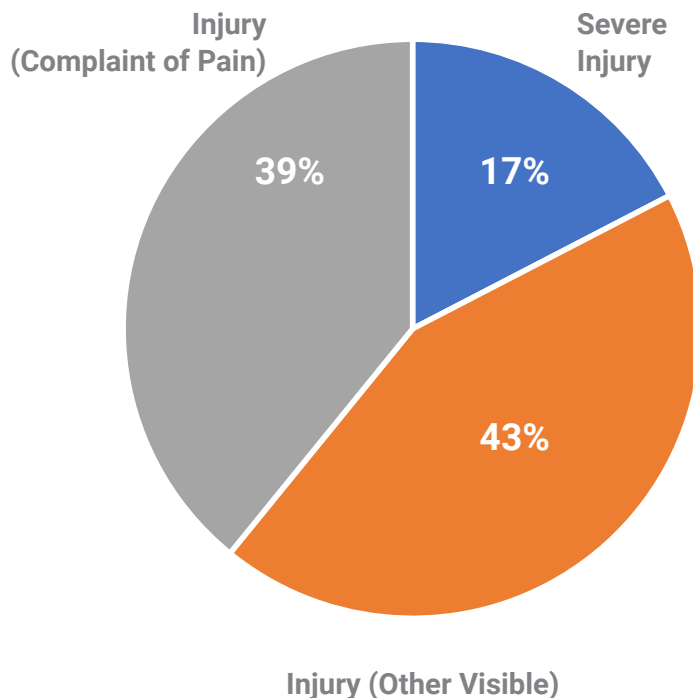


Collision Trends

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

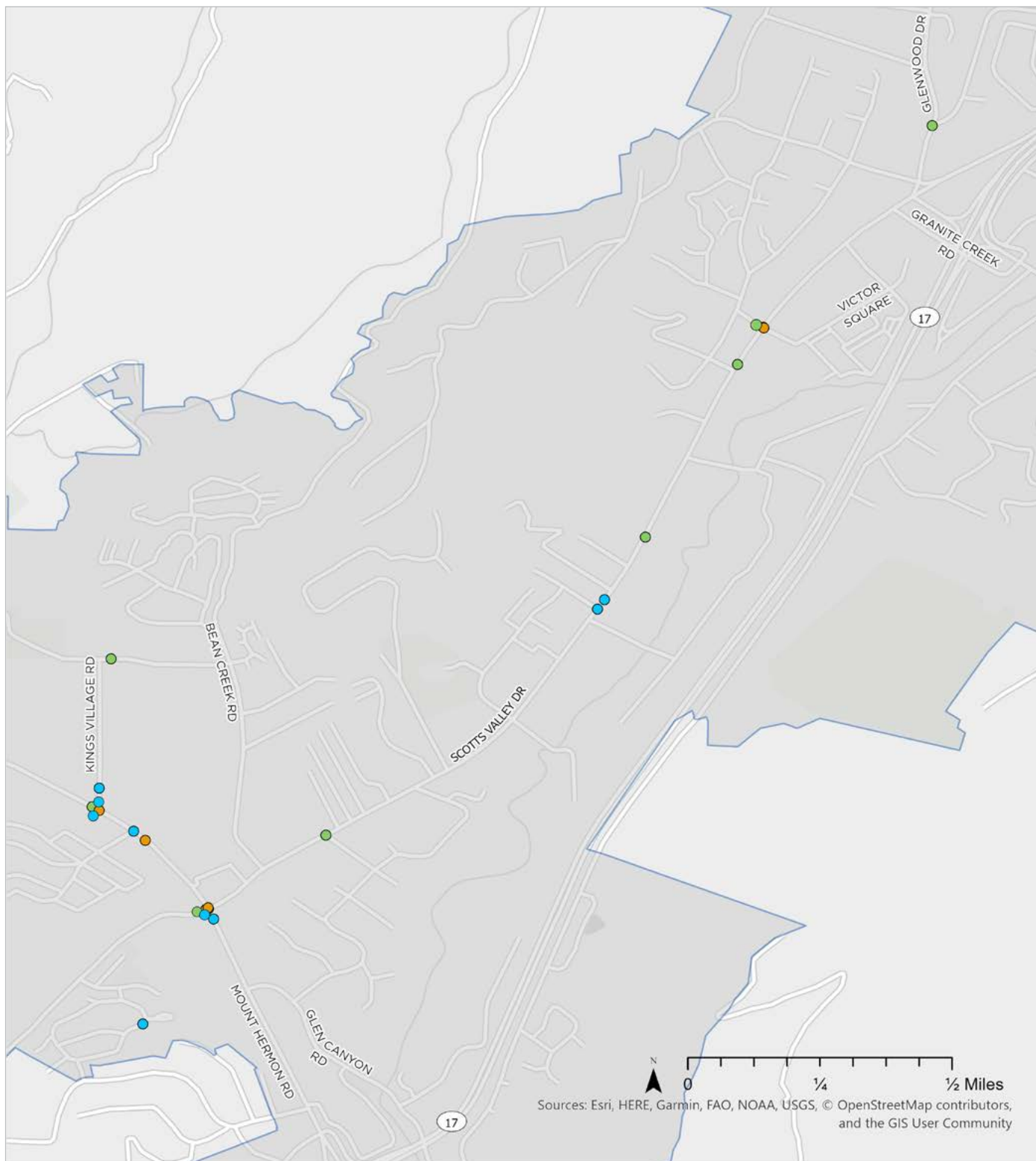
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people walking.** While walking trips are a small percentage of the total trips in Scotts Valley, pedestrians are disproportionately involved in severe injury collisions.
- » **34% of pedestrian collisions involve youths 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.



Map 7. Pedestrian Collisions

Pedestrian Collisions 2008-2017 (23 Total Collisions)

- Severe Injury (4)
- Minor Injury (10)
- Complaint of Pain (9)

City Limit



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.

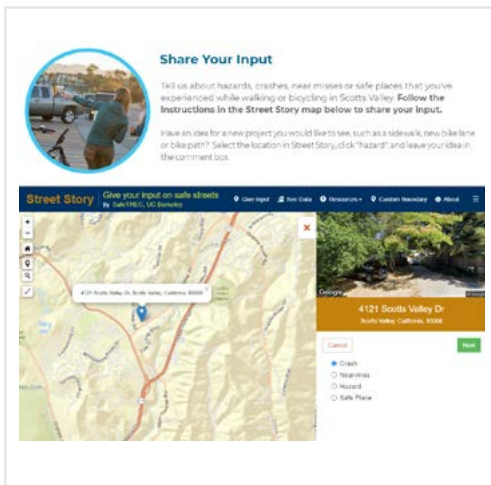
Outreach at these events included the community survey as well as a mapping exercise to solicit input on barriers to biking and walking and ideas for new projects. Members of the stakeholder committee assisted with outreach and were instrumental in collecting community input.

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.

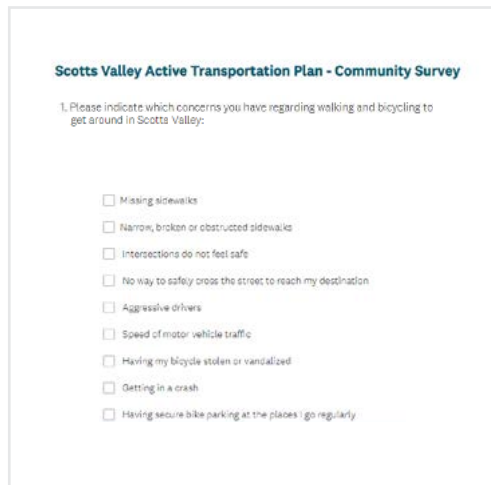


Online Outreach



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.



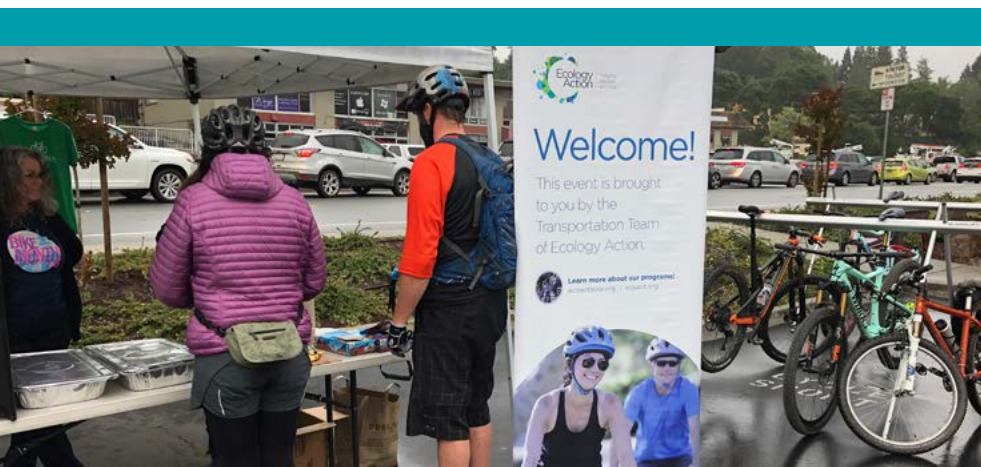
Community Survey

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

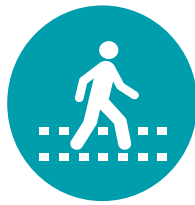
Across all of our outreach efforts, we heard:

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.



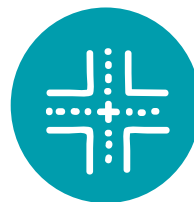
Separated bikeways and side-walks: Nine out of ten working groups at the public meeting included separated biking and walking routes as a component of their vision for the future of Scotts Valley. Separated biking and walking routes include a physical barrier between people walking and biking and motor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



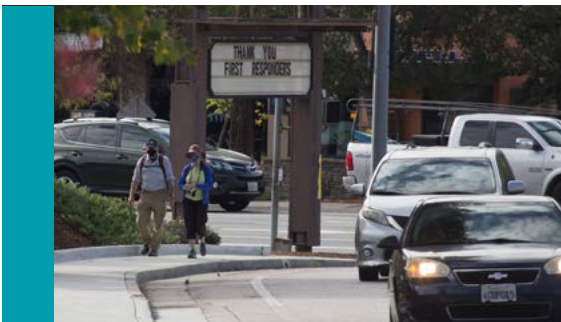
Safety

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://scrtc.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, and the planning team developed the Plan Goal for increased walking and biking. The additional 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.

Plan Goal

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.

General Plan Goals and Policies

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 sharrow 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

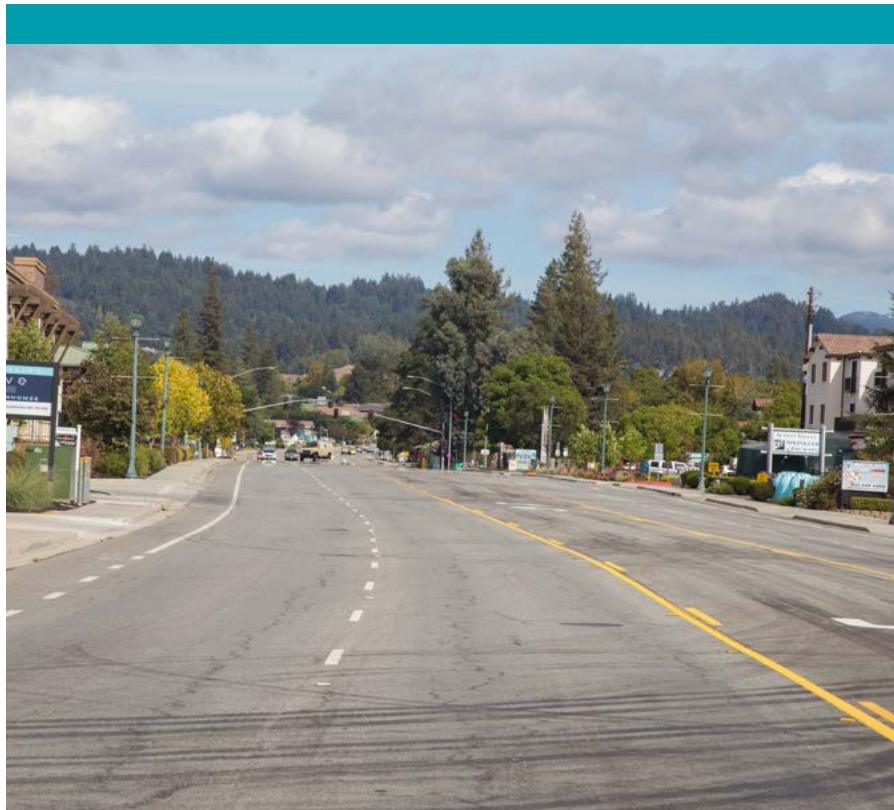
Multi-Modal Recommendation #1:

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



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

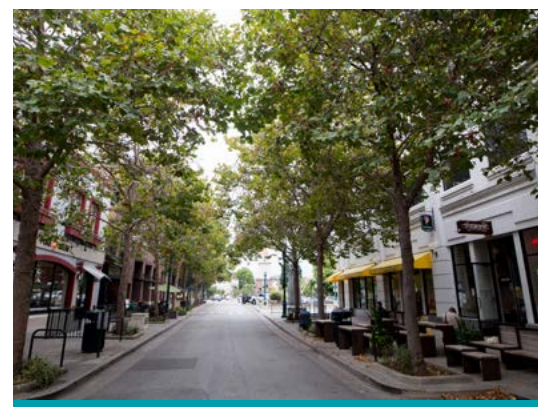
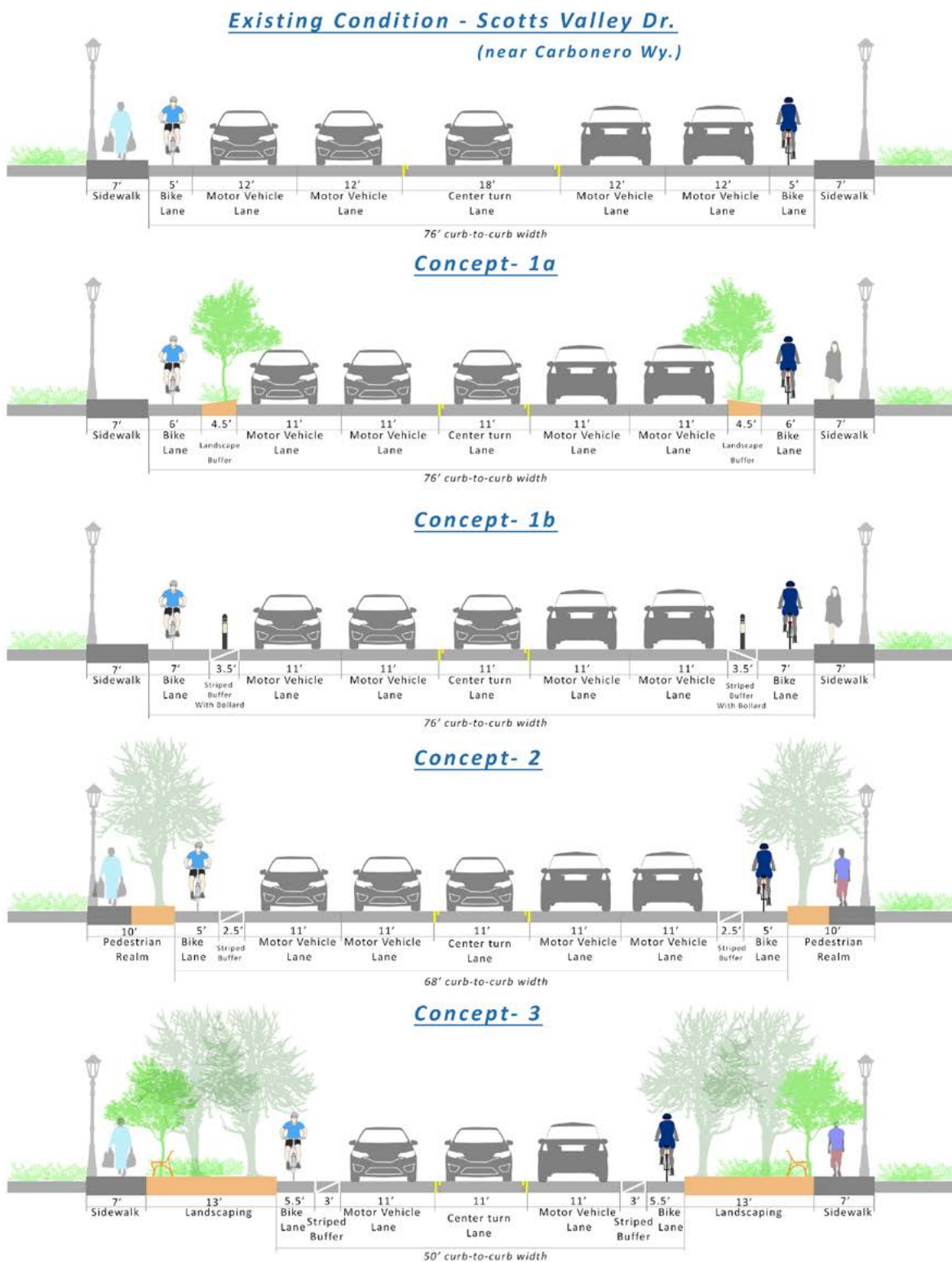


Figure 6: Recommendations for pedestrian and bicycle facilities on Scotts Valley Drive



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.



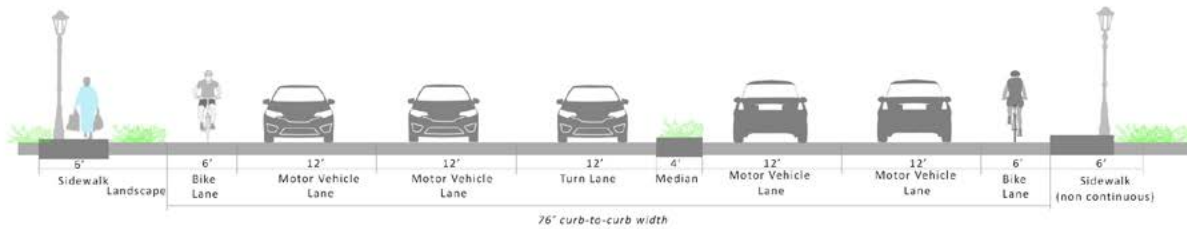
As a long-term option, a Plan Lines study could dedicate additional right-of-way to pedestrian and bicycle facilities as properties redevelop along Mount Hermon Road. If it is not feasible to install separated bikeways by narrowing motor vehicle lanes, this Plan recommends conducting a Plan Lines study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



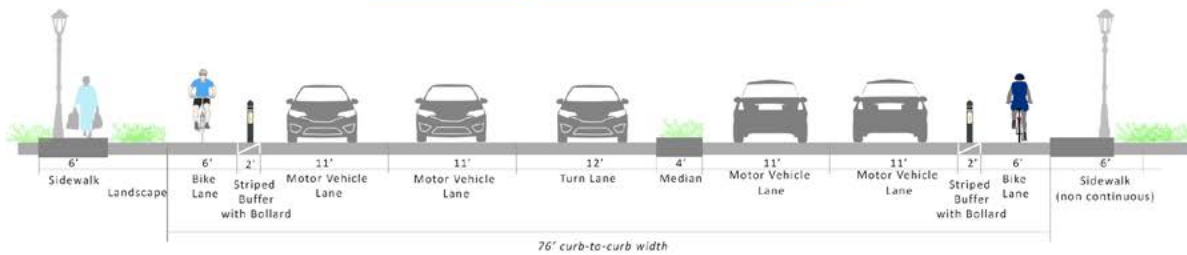
Figure 7: Recommendations for pedestrian and bicycle facilities on Mount Hermon Road

Existing Condition - Mt. Hermon Rd

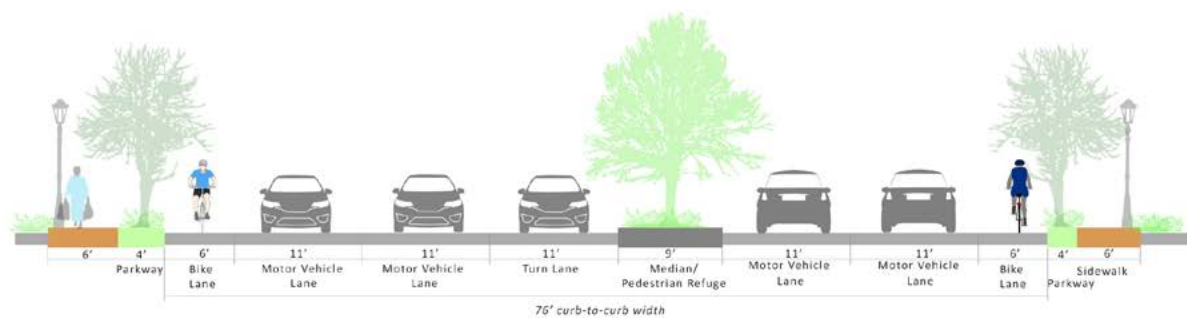
(near Kings Village Rd)



Alternate/Interim Concept



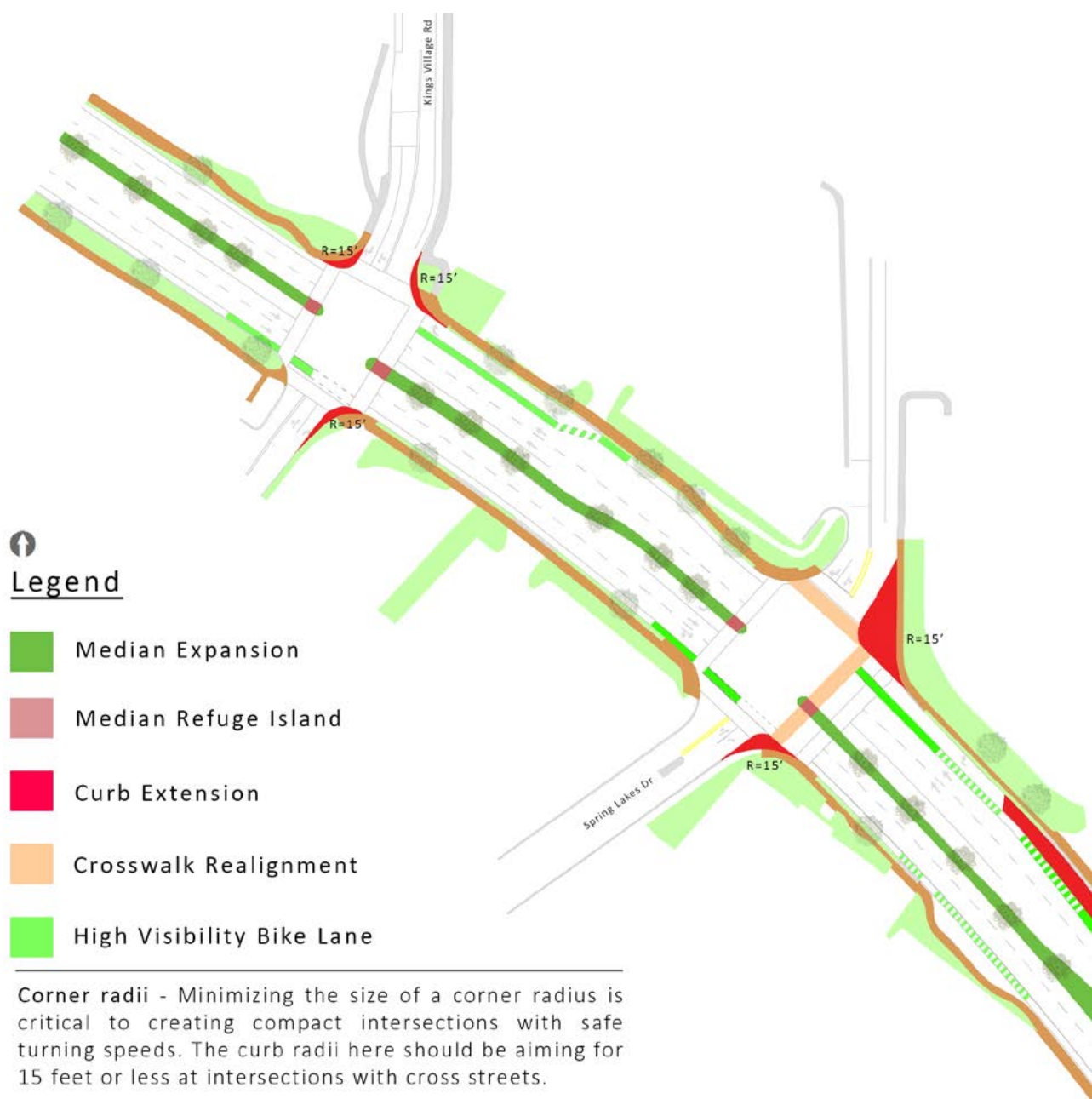
Planned Conditions - Town Center Specific Plan



Mount Hermon Road Intersection Improvements

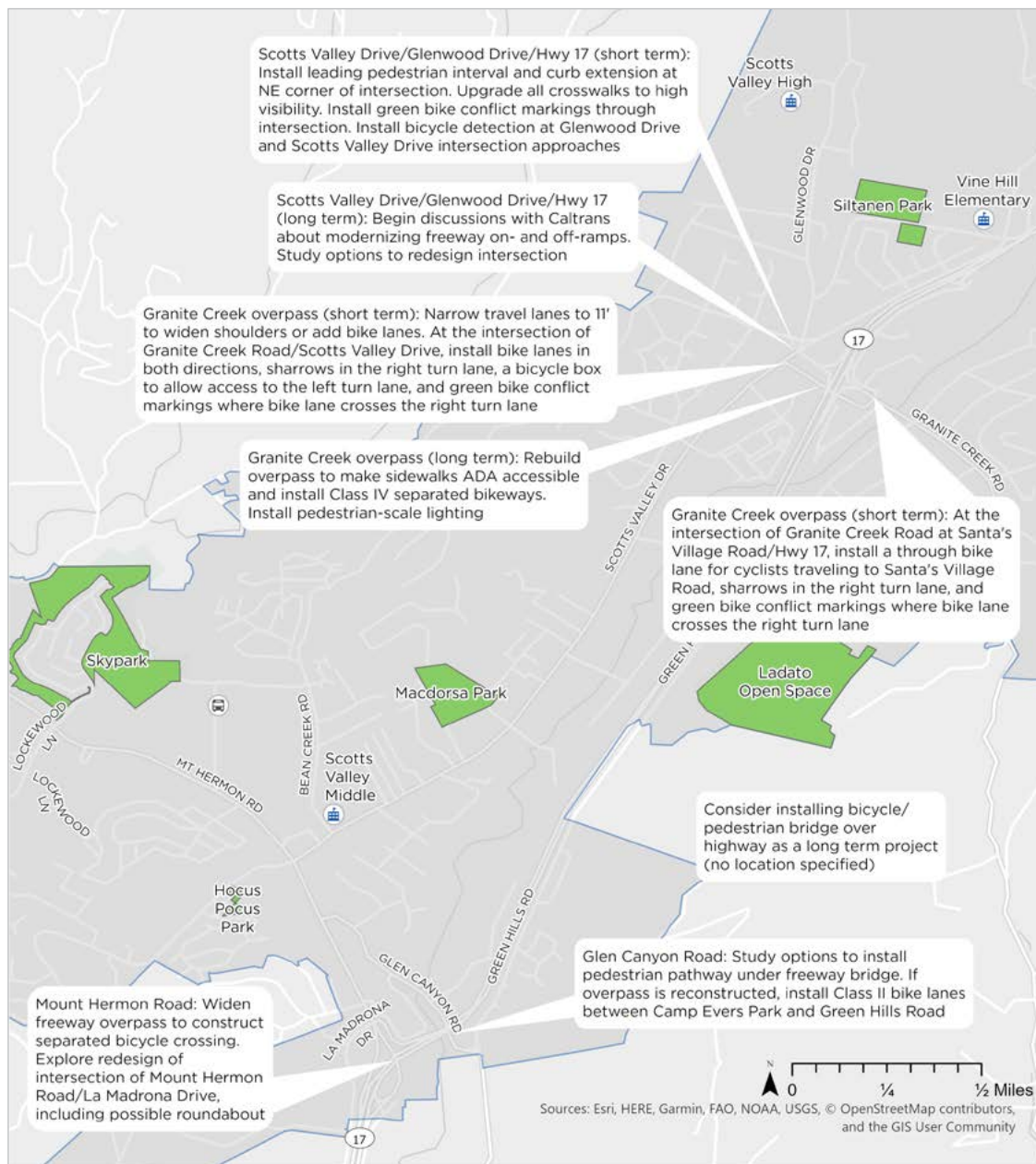
Pedestrians and bicyclists on Mount Hermon Road currently face long crossing distances and conflicts with drivers turning across bike lanes and marked crosswalks. Collision data and public comments show a need for improvements at the intersections of Mount Hermon Road and Scotts Valley Drive, Spring 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.

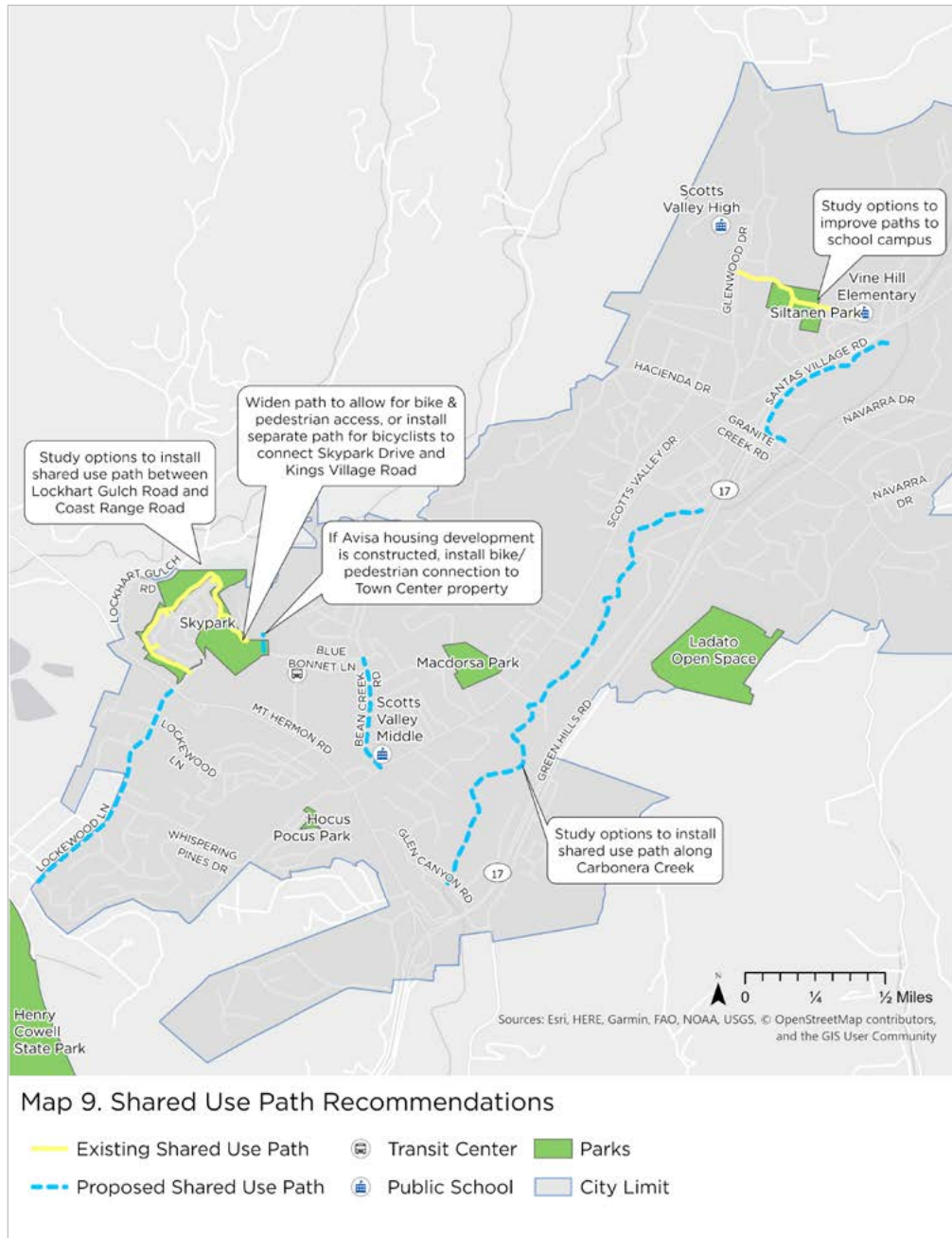


Map 8. Highway 17 Crossing Planning Level Concepts

- Transit Center
- Park
- Public School
- City Limit

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.

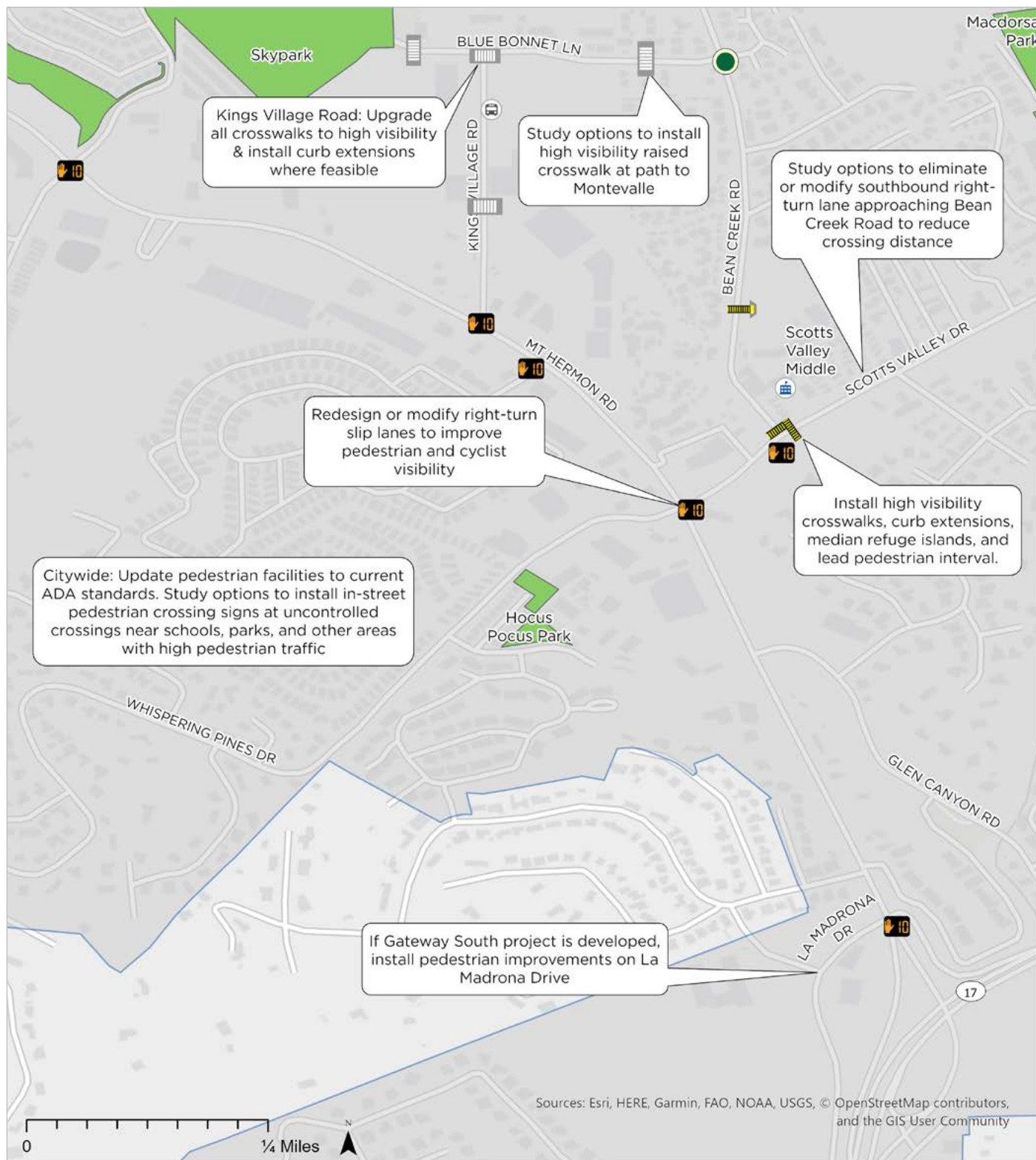


Pedestrian Hybrid Beacon

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.

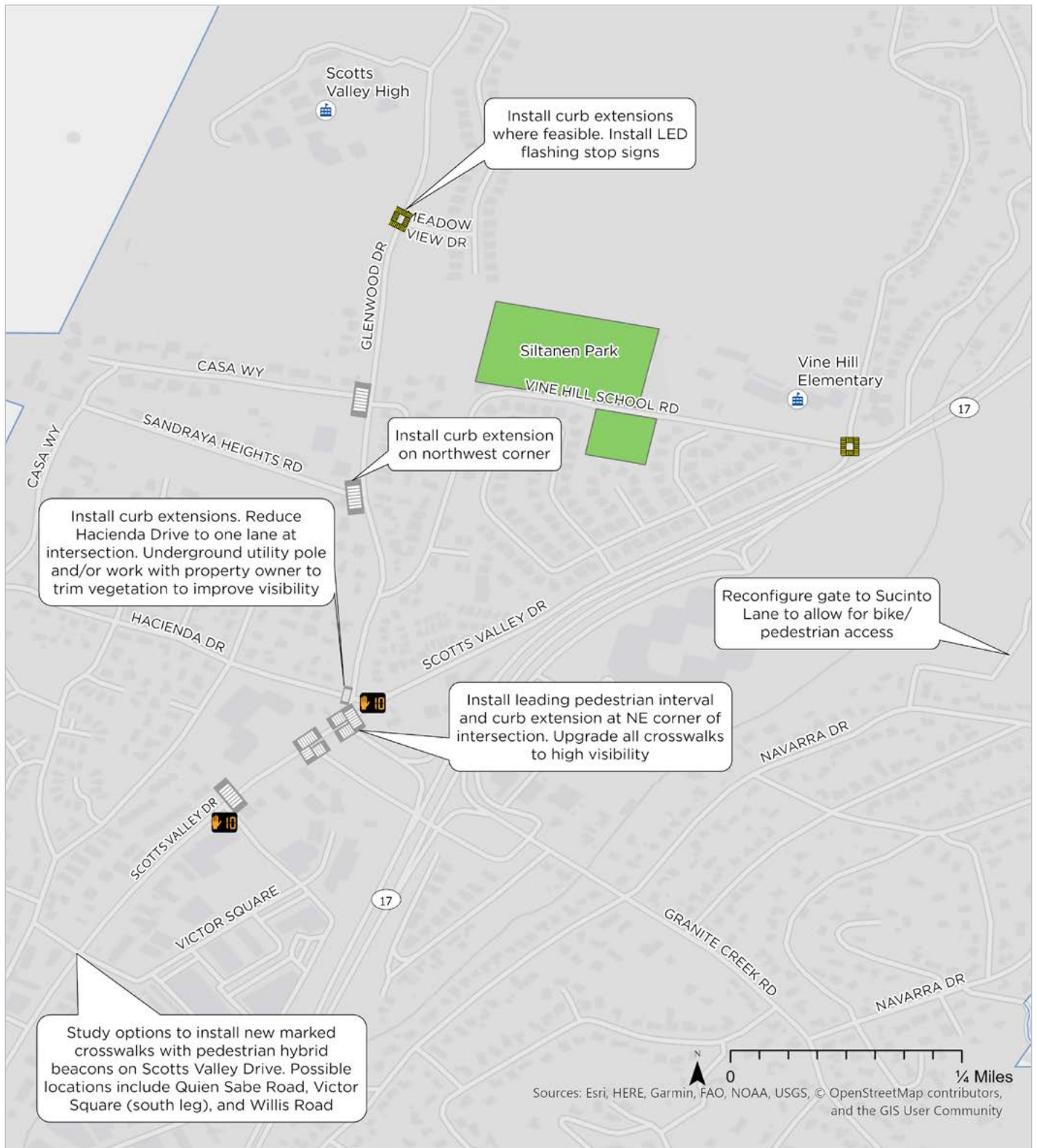
Figure 9: Sample cross-section of Scotts Valley Drive crossing with pedestrian hybrid beacon





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

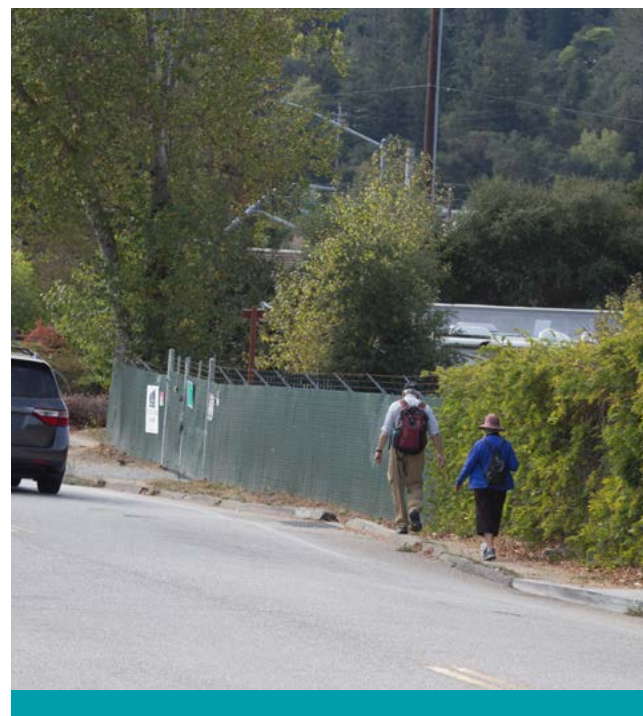
- Countdown Signal Heads
- High Visibility Crosswalk
- High Visibility School Crosswalk
- Transit Center
- Public School
- Parks
- City Limit

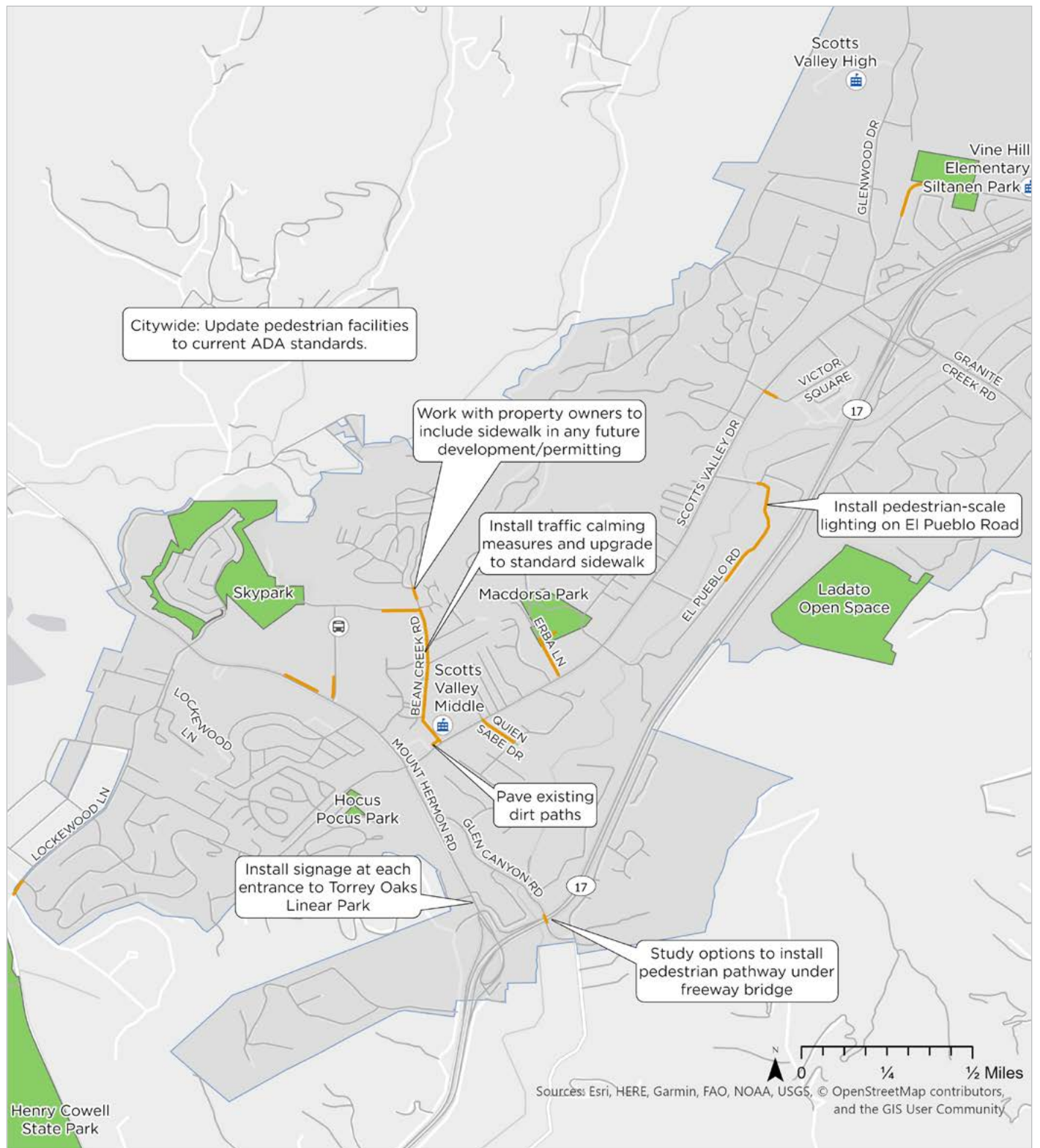
Pedestrian Recommendation #2: Fill key sidewalk gaps and install ADA upgrades.

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.





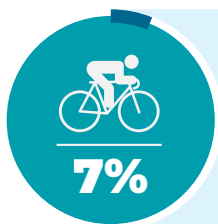
Map 12. Sidewalk Gap Closure Recommendations

- 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



Strong and Fearless

People who are comfortable biking on roadways without bike lanes.



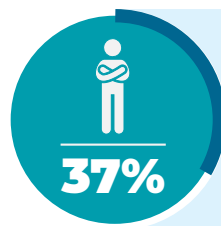
Interested but Concerned

People who are most comfortable on paths or low-traffic streets and who are interested in biking more.



Enthusied and Confident

People who are very comfortable biking on streets with bike lanes or other bike facilities.



No Way, No How

People who are physically unable to bike, are very uncomfortable biking, or are not interested in biking more.

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.

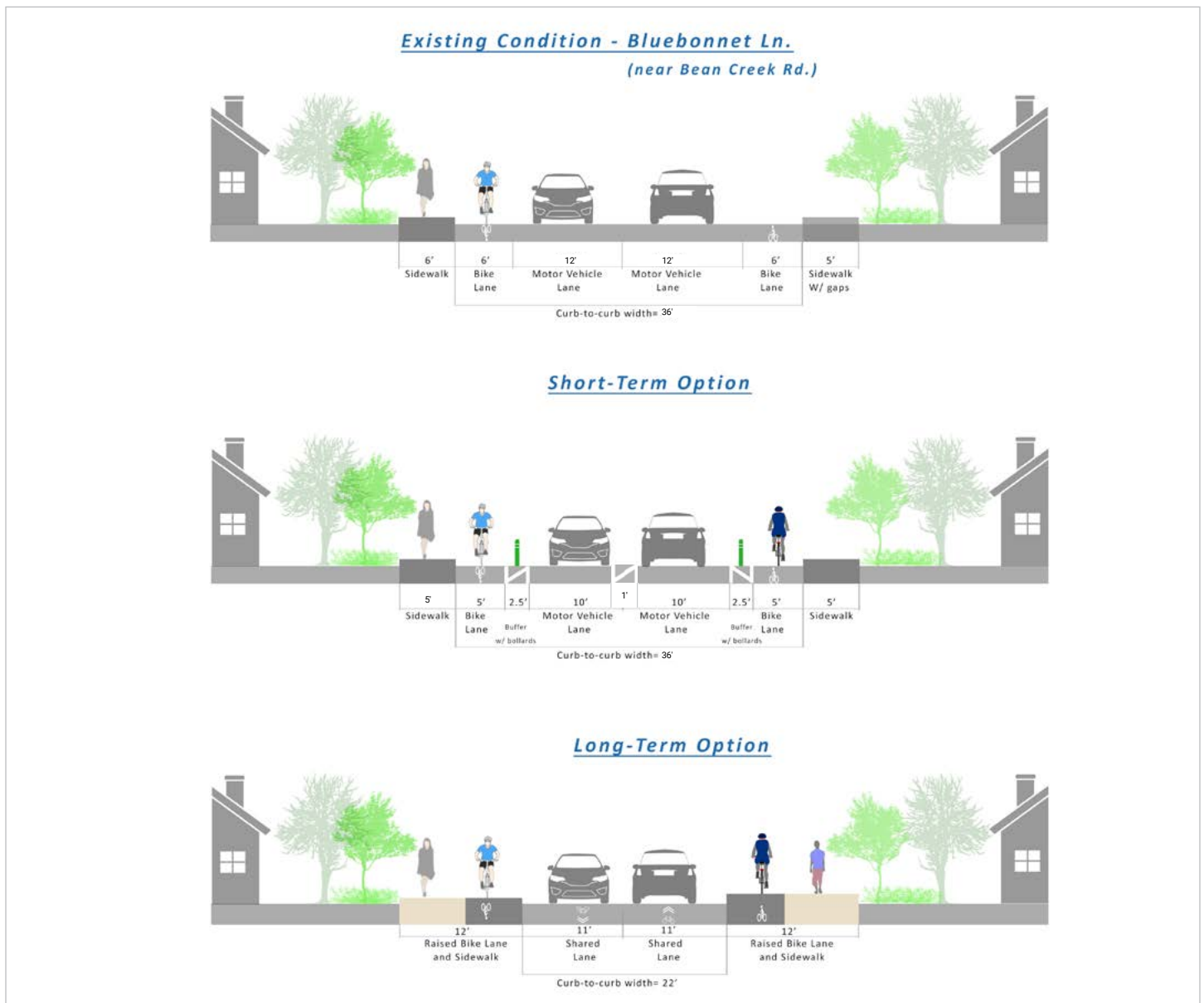
9. Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.



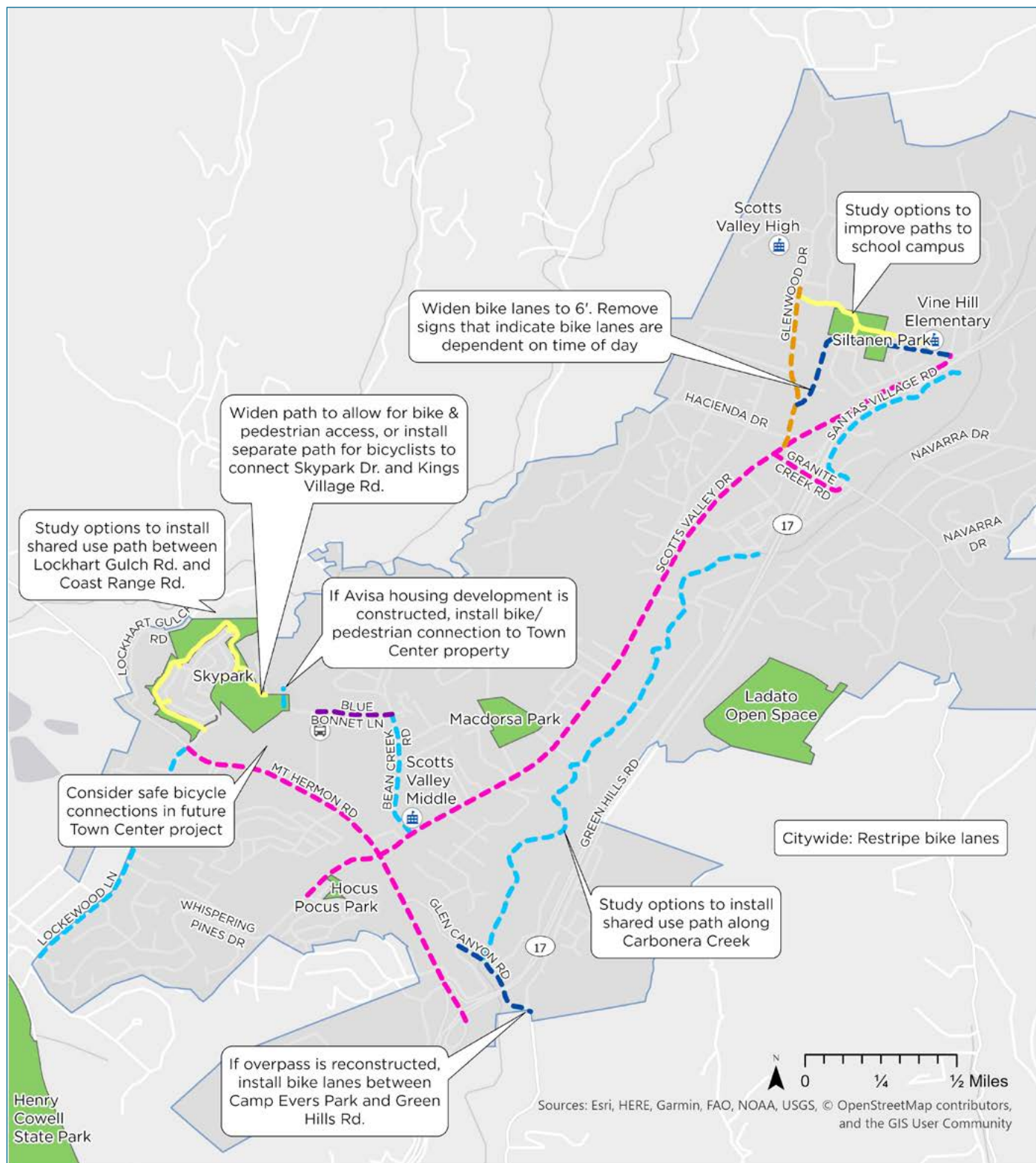
Class IV Separated Bikeway

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



The Active Transportation Plan presents several options for safety, access, and mobility in the Bluebonnet Lane area. These options include a traffic circle at Bean Creek Road, curb extensions at intersections, narrowed vehicle lanes, improved striping, bollards, high-visibility crosswalks, raised crosswalks, closure of the sidewalk gap, and raised bikeways. At the time of design for short- and long-term options for this segment, these treatments will be evaluated to develop a cohesive and effective approach to enhance safety and mobility for pedestrians, bicyclists, and motorists.



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



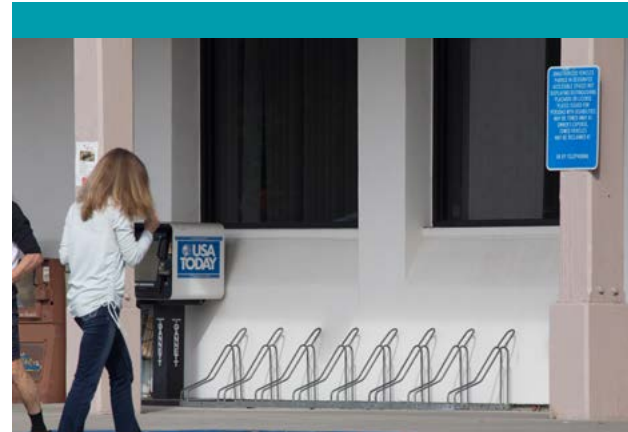
Map 15. Bicycle Spot Improvements - Northern Scotts Valley

-  Green-Backed Sharrow
-  Green Bike Conflict Markings
-  Transit Center
-  Public School
-  Parks
-  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.

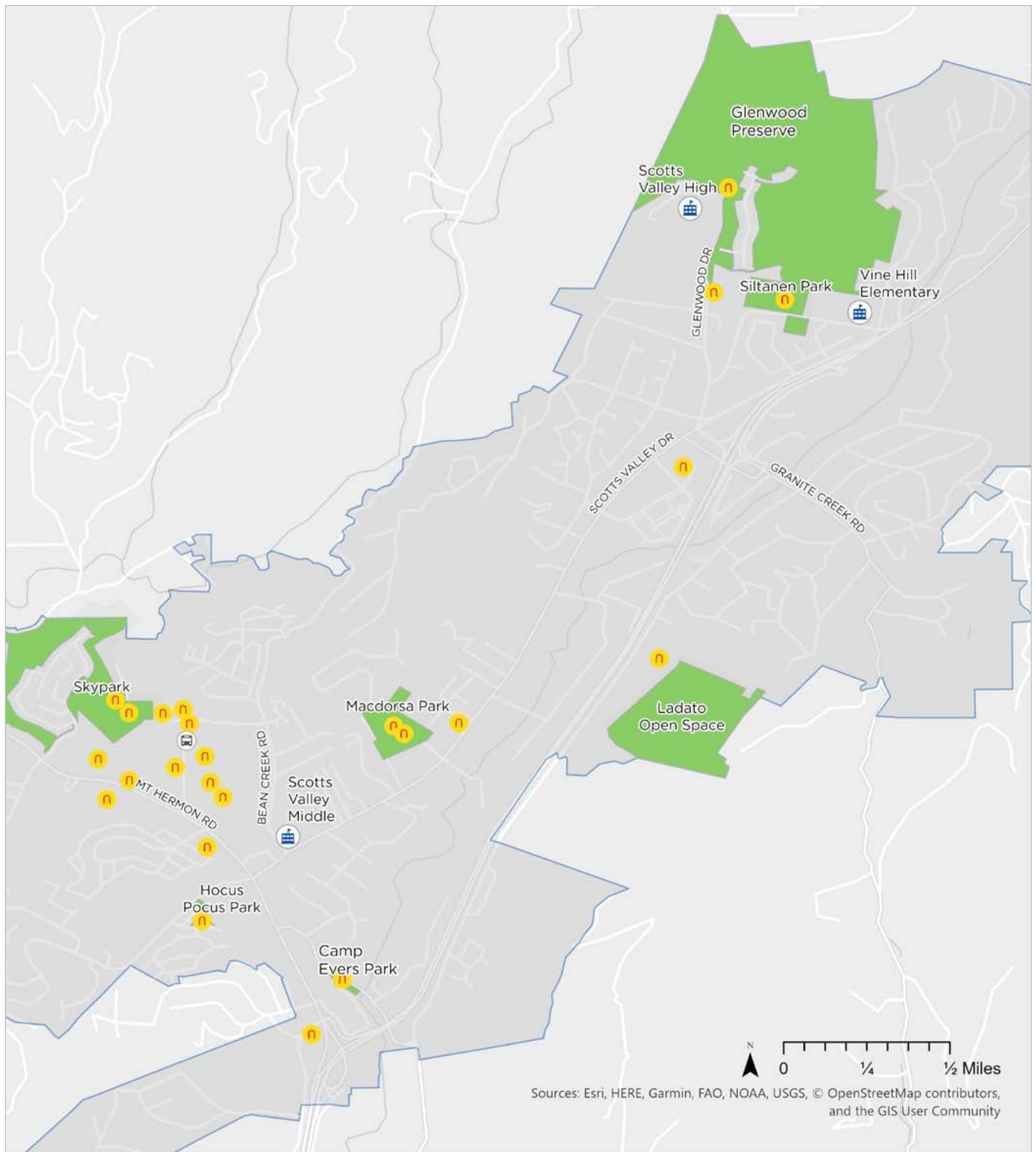
Transit centers are key locations for long-term bicycle parking, which enables commuters to bike to the bus station and leave their bikes for the day. There are currently bicycle lockers at the Cavallaro Transit Center, but they are in disrepair and are unusable. The City should partner with Santa Cruz 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
- City Limit
- Public School

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.

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 Monteville	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 IV separated bikeway using plastic bollards.
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.
<i>Granite Creek Road overpass (long-term)</i>	<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	Widen freeway overpass to construct separated bicycle crossing. Explore intersection redesign and possible roundabout.
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.

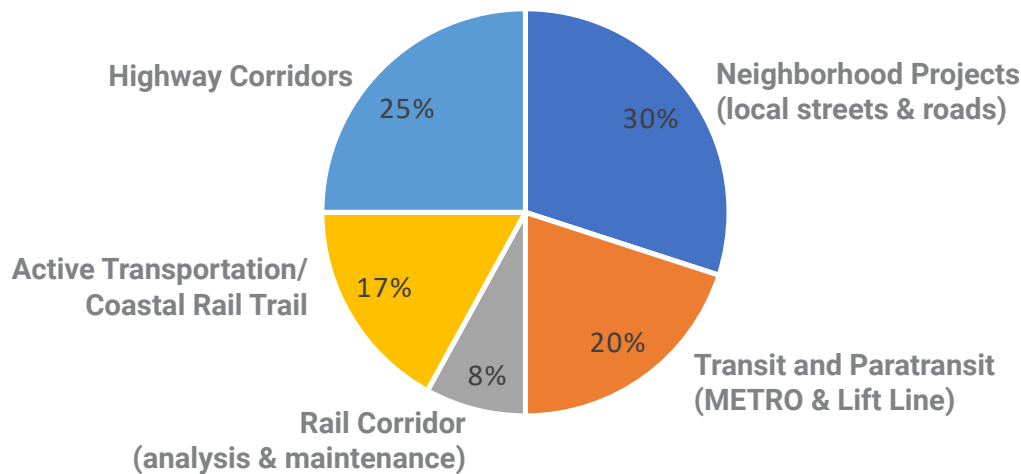
Table 5: Funding Sources for Active Transportation

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	●			

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 IV separated bikeway using plastic bollards.	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 Montevalle		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	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	15	70

Scotts Valley Safe Active Transportation Plan

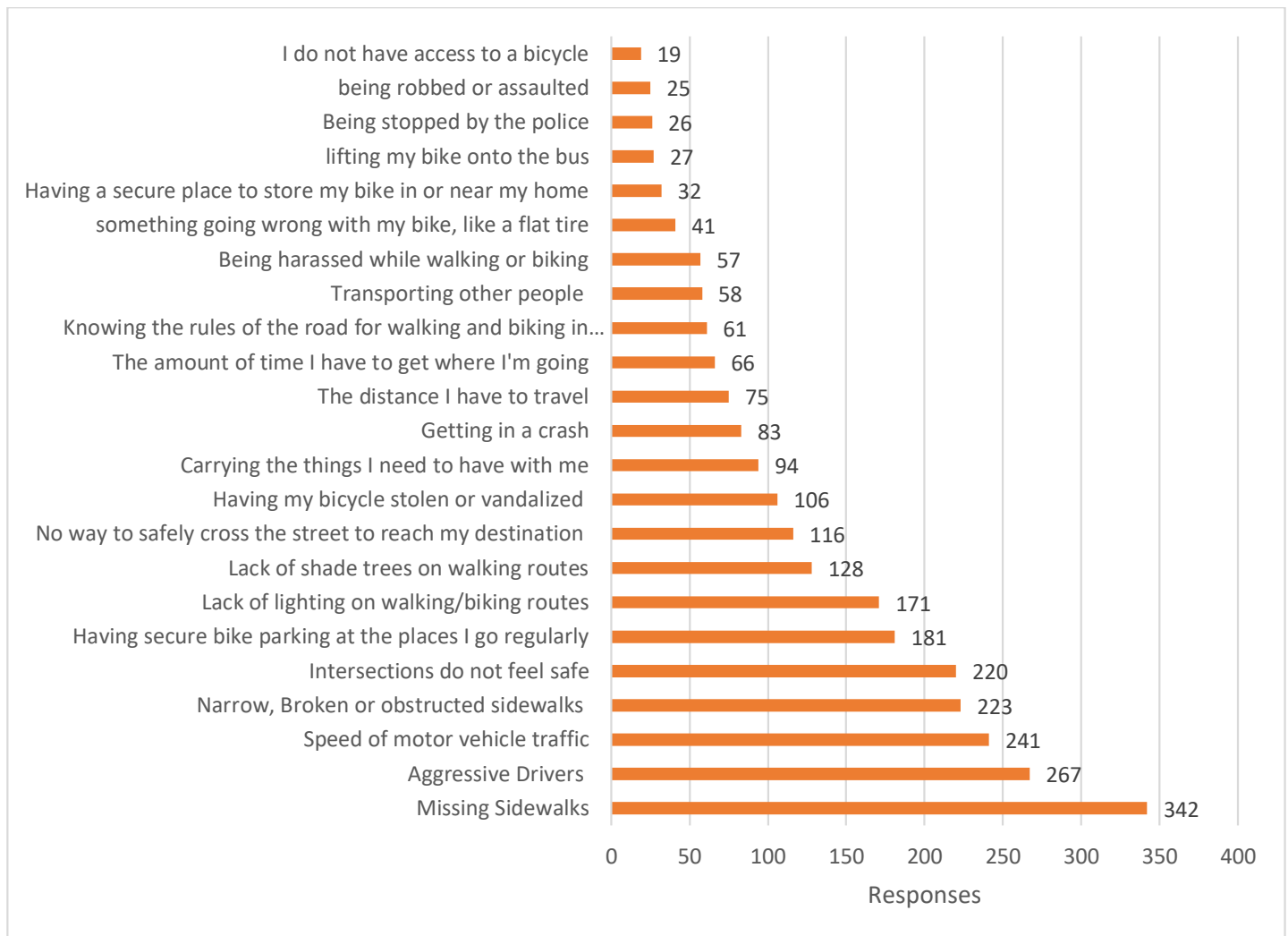
Project List with Prioritization Scoring

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

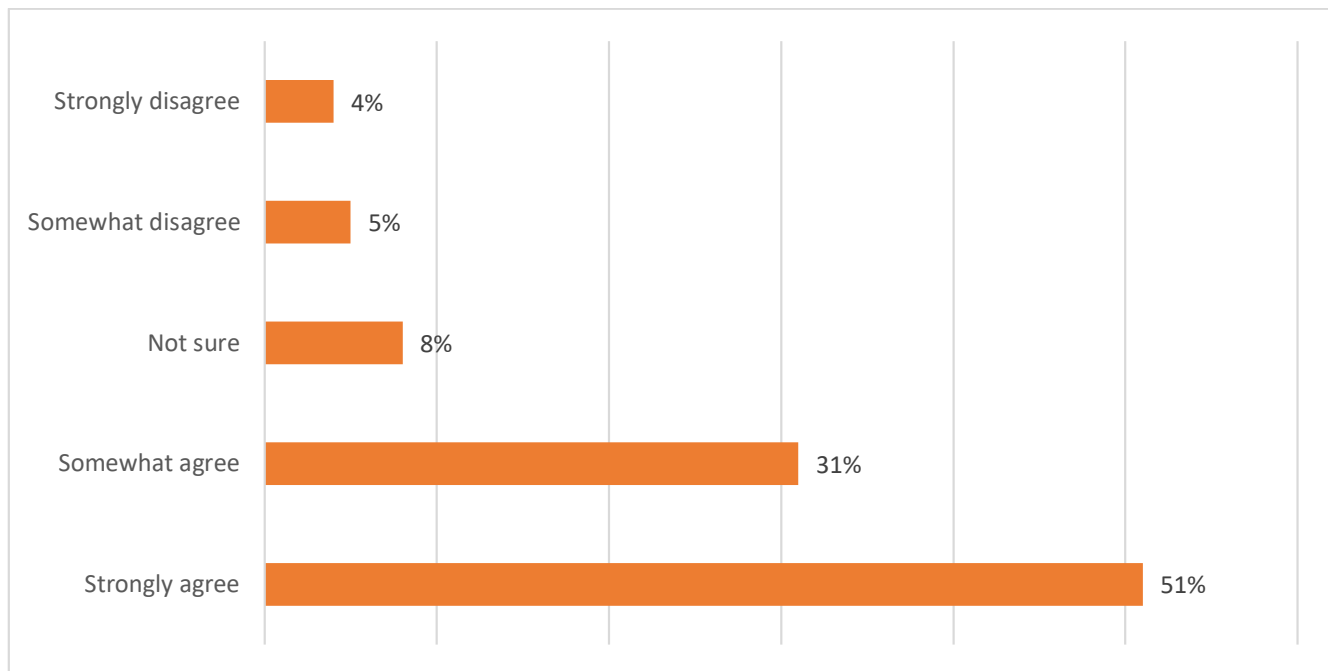
Scotts Valley Active Transportation Plan Community Survey Results

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.

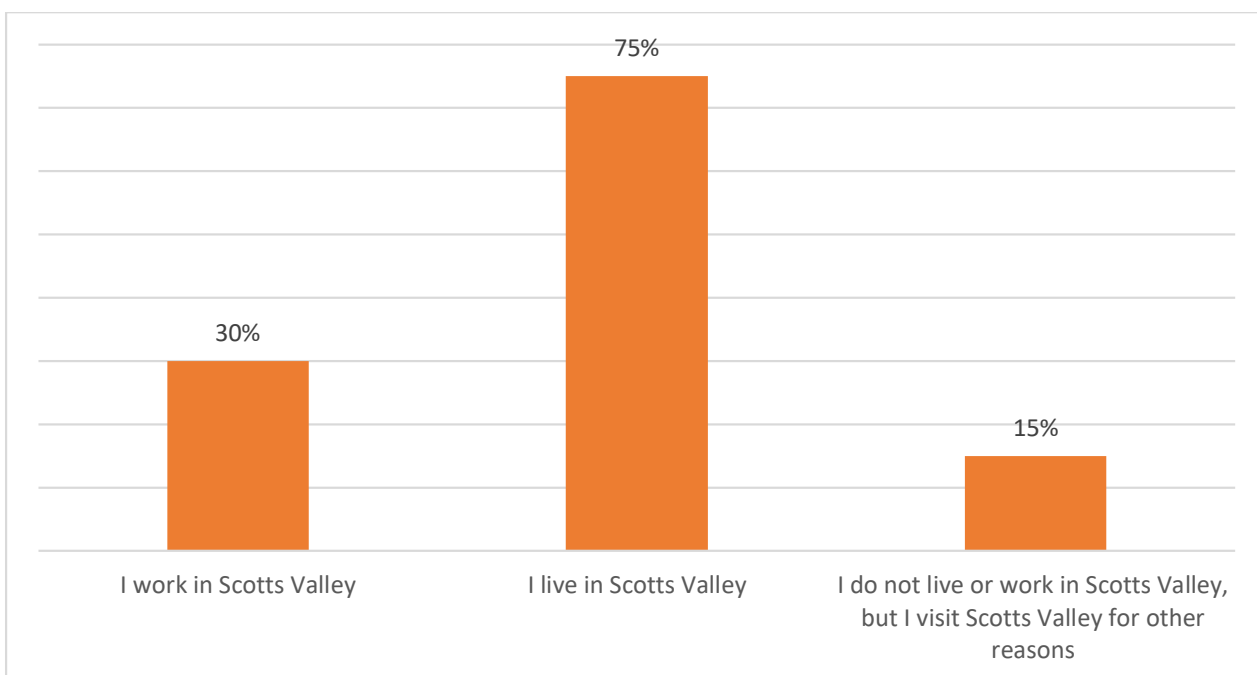
Question 1: Please indicate which concerns you have regarding walking and bicycling to get around in Scotts Valley:



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.*

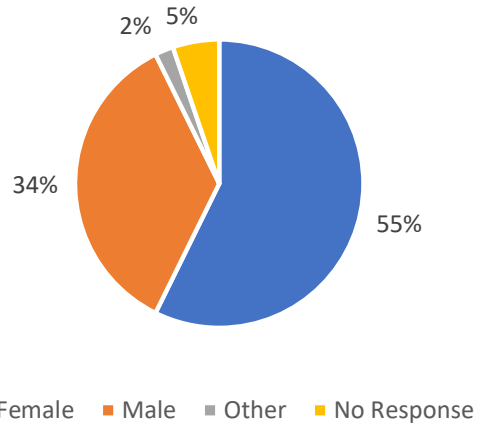


Question 3: Do you live or work in Scotts Valley?

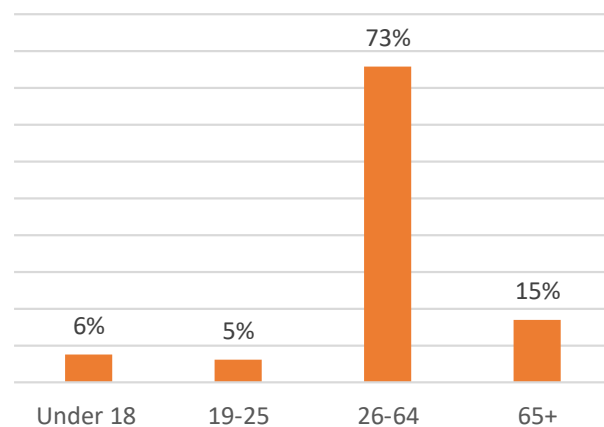


Respondent Demographic Information

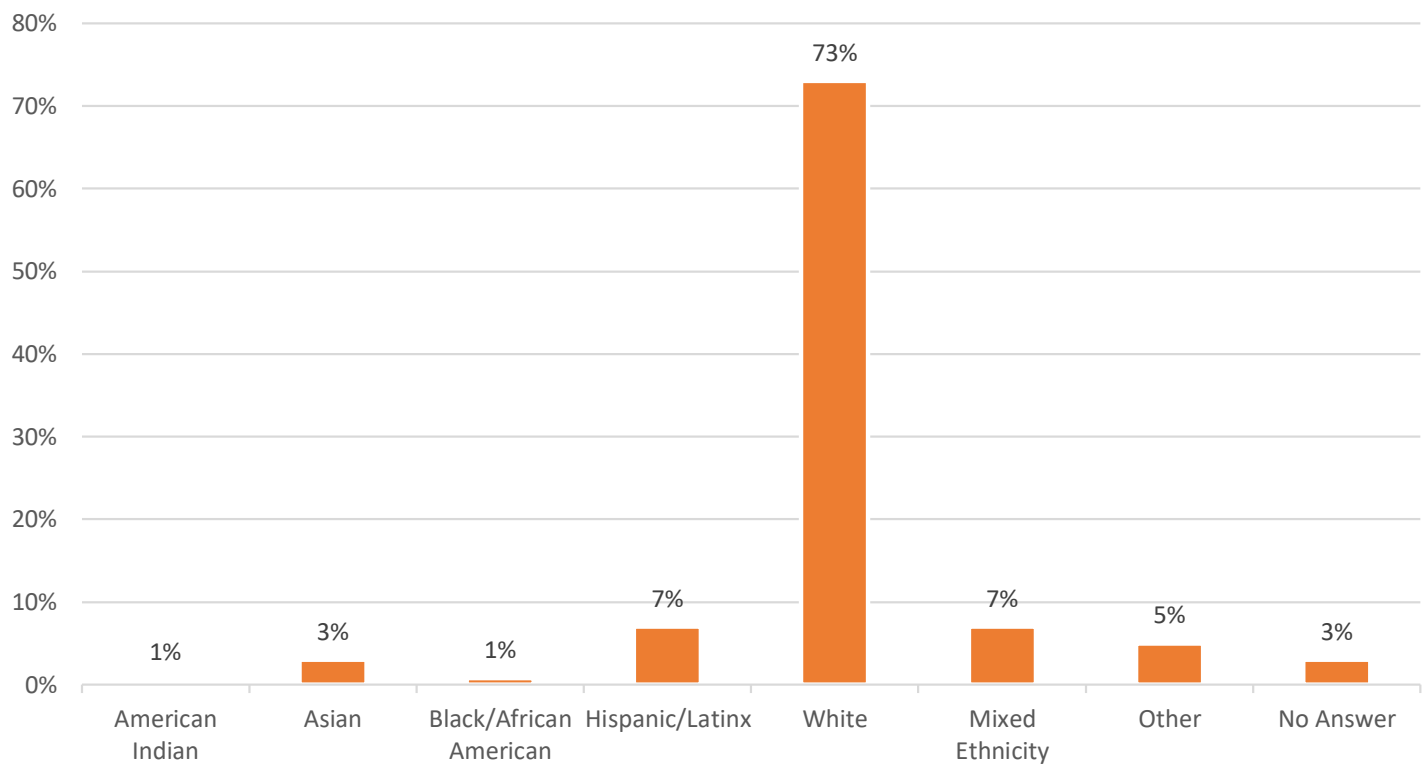
What is your gender?



What is your age?



What is your race?





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

