



The Scotts Valley **Mobility Element** establishes a framework for a balanced transportation system in Scots Valley that meets the needs of residents, workers, and visitors. It aims to support a range of transportation choices, including vehicle travel, transit, bicycling, and walking. The Mobility Element envisions a transportation system that enhances resident’s quality of life, supports a vibrant local economy, and promotes environmental sustainability goals.

MOBILITY

MOBILITY ELEMENT

Introduction

State law requires that the Mobility Element include “the general location and extent of existing and proposed major thoroughfares, transportation routes, (and) terminals..., all correlated with the Land Use Element of the Plan” (Govt. Code, Sec. 65302[b]). In addition, the California Complete Streets Act (AB 1358), passed in 2008, requires all General Plan updates after January 1, 2011 to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel” and defines “users of streets, roads, and highways” to include pedestrians, bicyclists, users of public transportation, motorists, children, persons with disabilities, and seniors.

The passage of SB 1000 in 2016 requires local governments to address environmental justice considerations related to circulation such as access to transportation systems, air quality related to transportation, delivery routes and transit options for nutritional food access, and promotion of physical activity.

Correlation with the Land Use Element

Creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning. Due in part to the connection between transportation funding and greenhouse gas reduction established in SB 375, vehicle miles traveled (VMT) is an important metric of impact in the circulation element. Because the circulation element is required to correlate with the land use element, it needs to account for the features such as connectivity between residential uses, services and employment centers.

The circulation elements helps to articulate equitable access for all community members. Pedestrian and bicycle routes should connect residential areas with jobs centers, parks, schools, and other destinations. Truck routes should be directed away from noise- and emissions-sensitive residents and designated instead to serve areas designed for commercial and industrial uses. The design speed of a roadway should equal its target speed (in other words, a street should be designed to accommodate intended auto speeds, not faster speeds).

Background and Context

Street Classifications

The roadway network in Scotts Valley consists of freeways, arterials, collectors, and local streets as classified by their function, commonly referred to as the functional roadway classification system (FCS). This traditional FCS is based on the mobility and access functions of

roads for motor vehicle, transit, bicycle, and pedestrian traffic and allows the City to properly design and manage roads to ensure safety and ease of maneuverability.

The street classifications described in [Table M-1: Scotts Valley Roadway Classifications](#) are illustrated in [Figure M-1: Scotts Valley Roadway Network](#).

Table M-1: Scotts Valley Roadway Classifications

Street Classification	Description	Existing Average Daily Traffic Range	Examples of Scotts Valley Streets
Freeway	Serves major centers of activity with the highest traffic volumes and longest trip lengths. Integrated internally and between major rural and urban connections. Service to abutting lands is subordinate to travel service to major traffic movements.	More than 80,000	Highway 17
Arterial	Trips of moderate length at a lower level of mobility than principal arterials. Some emphasis on land access. Often carries local bus routes and provide intra-community continuity but does not typically access residential neighborhoods.	6,500 to 45,000	Mt. Hermon Road Scotts Valley Drive
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	Glenwood Drive, Bethany Drive, Granite Creek Road, Green Hills Road, Kings Village Road, Bean Creek Road, La Madrona Drive, Lockewood Lane
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	All other streets.

Public vs. Private Roadways

As of 2019, the City of Scotts Valley is responsible for the maintenance of approximately 32 centerline miles of paved roads. This includes 4.57 miles of arterials, 12.18 miles of collectors, and 15.27 miles of local residential streets (City of Scotts Valley, 2017 Pavement Management Program Implementation). Of these roads, nearly 60% are considered in good to very good condition, 14% in fair condition, 17.6% in poor condition, and 9.8% in very poor or failed condition.

As shown in [Figure M-X: Public and Private Roads in Scotts Valley](#), there are a significant number of streets that are privately owned and maintained. Many of these private roads were established prior to City incorporation (1966) and some of which are owned and managed through a property owners association or similar entity; however, many are not.

Traffic Analysis Methodology

Traffic conditions are measured by average daily traffic (ADT), peak hour traffic volumes, level of service (LOS), average delay, and volume to capacity (V/C) ratio. Average daily traffic is the total number of cars passing over a segment of the roadway, in both directions, on an average day. Peak hour volumes are the total number of cars passing over a roadway segment during the peak hour in the morning (AM) or afternoon/evening (PM). Based on traffic counts and location, the peak hours may vary, but typically the weekday AM peak occurs between 7:00 am and 9:00 am and weekday PM peak occurs between 4:00 pm and 6:00 pm.

Level of Service

To evaluate the performance of roadways and levels of traffic congestion, Scotts Valley uses a measurement known as level of service (LOS). LOS is a scale that measures the amount of auto traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Based on these measurements, it is possible to determine the impact of auto traffic at intersections throughout Scotts Valley.

LOS is typically represented by a letter scale that ranges from LOS A to LOS F. [Table M-1: Signalized and Unsignalized Intersection LOS Criteria](#) summarizes the relationship between the control delay and LOS for signalized and unsignalized intersections.

Table 15-1: Signalized and Unsignalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)	
		Signalized	Unsignalized
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010

Vehicle Miles Traveled

In 2013, the State of California passed Senate Bill (SB) 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service (LOS) – in transportation analysis under the California Environmental Quality Act (CEQA). The State has issued guidelines calling for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area.

The State’s intent in making this switch is to promote:

- The reduction of greenhouse gas emissions.
- The development of multimodal transportation networks (i.e., networks that serve a variety of users including pedestrians, bicyclists, transit riders and drivers).
- A diversity of land uses (i.e., neighborhoods and cities with housing, jobs, shops and services near each other).

As of June 1, 2020, SB 743 requires jurisdictions to evaluate transportation impacts under CEQA using vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated as an alternative to LOS for evaluating transportation impacts, which go into effect June 1, 2020. With this change in criteria, auto delay will no longer be considered a significant impact under CEQA. Particularly within areas served by transit, these alternative criteria must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Public Resources Code Section 21099(b)(1).)

More information can be found at: <http://opr.ca.gov/ceqa/updates/sb-743/>

Complete Streets

The California Complete Streets Act (AB 1358) requires Scotts Valley to plan for multimodal transportation networks in the General Plan. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

By adopting a complete streets policy, Scotts Valley can ensure that the City’s rights-of-way are designed and operate to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project can help make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

More information can be found at: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

Safe Routes to School

Safe Routes to School (SRTS) is a concept to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

According to Caltrans, thirty years ago (~1990), 60% of children living within a two-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to or from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable



childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self-reliant, independent adults.

Safe Routes to School programs are intended to reverse these trends by funding projects that improve safety and efforts that promote walking and bicycling within a collaborative community framework. It is through local champions working with a coalition of parents, schools, professionals in transportation, engineering, health, and law enforcement, that the most sustainable projects are expected to emerge.

There are two separate Safe Routes to School Programs administered by Caltrans: 1) The State-legislated program referred to as SR2S, and 2) The Federal program referred to as SRTS.

The City of Scotts Valley has been successful in receiving grant funds to improve access to schools. The most recent Safe Routes to School project, completed in [REDACTED], was the installation of sidewalks along Vine Hill School Road and Tabor Drive (adjacent to Vine Hill Elementary School) and a path through the Glenwood Preserve to Glenwood Drive.

Traffic Calming Methods

Figure M-X: **Traffic Calming Methods** illustrates various method to help to slow down traffic and create a safer environment for non-vehicular users such as pedestrians, bicyclists, and the disabled.

Figure M-X: Traffic Calming Methods





Truck Routes

The City of Scotts Valley does not have an ordinance that establishes designated truck routes. Truck routes restrict vehicles that are within a gross vehicle weight, licensed commercially as a truck, and used for carrying goods for pickup and delivery. Such an ordinance would require trucks to only drive on truck-designated streets, except when necessary for egress and ingress by direct route to and from a restricted street for the purposes of loading or unloading.

A majority of the existing truck traffic travels along the existing arterial roads, particularly Scotts Valley Drive and Mt. Hermon Road.

Transit Service

Bus transit service and paratransit service for people with disabilities in Scotts Valley is provided by Santa Cruz Metropolitan Transit (Metro). Metro serves all of Santa Cruz County and the cities of Scotts Valley, Santa Cruz, Capitola, and Watsonville. Metro partners with the Regional Transportation Commission (SCCRTC), the Association of Monterey Bay Area Governments (AMBAG), UC Santa Cruz Transportation and Parking Services (TAPS), and the Santa Clara Valley Transportation Authority (VTA) in overall transportation improvement planning and transit services.

The Cavallaro Transit Center, located at 246 Kings Village Road is an important, regionally-serving center that is a stop for Route 17 (the Amtrak Highway 17 Express to San Jose) and Routes 35 and 35A, which provide transit access to the San Lorenzo Valley and the City of Santa Cruz.

Bicycle Network

As of 2019, the City of Scotts Valley maintains 1.27 miles of Class I bike lanes and 17.44 miles of Class II bike paths (City of Scotts Valley Public Works Dept., May 2019). The City's Bicycle Transportation Plan (BTP, 2012) sets goals, objectives, policies, and actions for increasing the safety and convenience of bicycle commuting in the area, and to improve network connectivity, address dangerous or hazardous areas, and increase education and bicycle resources. It addresses five broad categories; namely:

- System Continuity
- Design Construction, and Maintenance
- Commuting
- Bicycle Parking
- Funding

- Safety and Education

In addition to remaining consistent with major City planning documents, the BTP implements the policies and programs of the City’s General Plan. The BTP is intended to aid City of Scotts Valley planners and engineers in prioritizing bicycle improvement projects with the goal of increasing bicycle commuting, recreation, tourism and safety.

The City of Scotts Valley created a Bicycle Transportation Account (BTA) to implement the California Bicycle Transportation Act, Streets and Highway Code Sections 890-894 (1994). BTA money may be used for infrastructure projects aimed at improving bicycle commuting and safety. Only projects which are listed and described in the local Bicycle Transportation Plan are eligible to receive BTA funding. The Scotts Valley BTP is consistent with the criteria stated in the California Streets and Highways Code section 891.2. Therefore, the projects listed within the BTP are eligible for BTA funding.

The BTP identifies existing and proposed bikeways as shown in [Figure M-X: Scotts Valley Existing and Proposed Bikeways](#). All new bike-related capital improvement projects are presented to the Santa Cruz Bicycle Committee prior to construction for comment and education.

Pedestrian Circulation

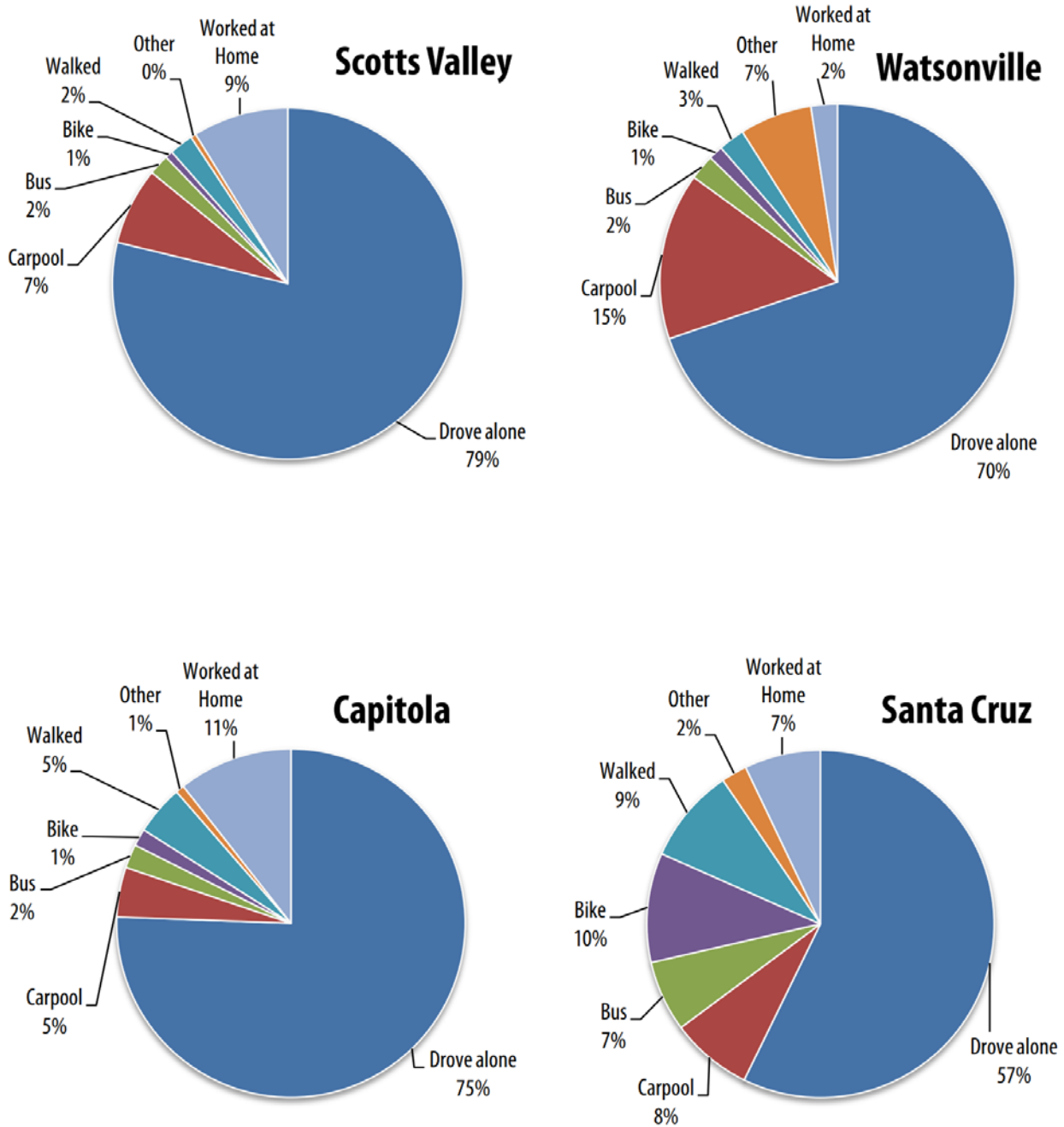
Pedestrian circulation is accommodated primarily through sidewalks and dedicated pathways. The City relies on the State Streets and Highways Code, which requires property owners to maintain sidewalks fronting their property. However, sidewalks are largely limited to commercial areas and most residential neighborhoods throughout Scotts Valley do not have sidewalks.

To address issues associated with accessibility, particularly for seniors and those persons with disabilities, the City created the Scotts Valley ADA Accessibility Committee in 2008. This Committee identifies opportunities to increase accessibility throughout the City and make recommendations to the City Council.

Modes of Travel

Mode share is a term used to define how individuals travel. The American Community Survey (ACS) provides a comparison of the ways Santa Cruz County residents get to work. The convenience of driving alone still attracts the majority of people and the percent of people driving by themselves to work has not changed significantly since 2000. As shown in the [Figure M-X: Mode Share of Travel for Cities in Santa Cruz County](#), Capitola and Scotts Valley have the greatest number of residents working from home but also the greatest percentage of drive alone trips. This mode share data shows people’s travel preferences are influenced by the type of land use and transportation facilities that are available in their community.

Figure M-X: Mode Share of Travel for Cities in Santa Cruz County



Source: AMBAG 2040 Regional Transportation Plan

Goals, Policies & Actions

Goals, policies, and actions included below are derived from one of three formats: original from the 1994 General Plan (as identified with parentheses indicating original 1994 numbering); revised from the 1994 General Plan (as identified with parentheses indicating original 1994 numbering followed by “revised”); or, as new goals, policies, and actions proposed for the 2035 General Plan.

Goal M-1 Provide a balanced, multi-modal and transportation system that is well integrated, efficiently designed and enhances mobility in a sustainable manner.

Policies

Region

Policy M-1.1 Regional Infrastructure Alternatives

Support regional efforts to increase alternatives to infrastructure, which reduces single occupant vehicle trips, conserves energy, and reduced air pollution.

Policy M-1.2 Regional Agency Coordination

Participate with the Santa Cruz County Regional Transportation Commission, the Association of Monterey Bay Area Governments, and Santa Cruz County to create and implement programs that coordinate the multi-modal transportation needs and requirements across jurisdictions, including but not limited to the Regional Transportation Plan and the Metropolitan Transportation Plan.

Policy M-1.3 Regional Agency Funding

Work with the Santa Cruz County Regional Transportation Commission, Santa Cruz County, Caltrans, Association of Monterey Bay Area Governments, and other relevant organizations to seek funding in support of local mobility improvement projects.

City

Policy M-1.4 Transportation and Economic Development

Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development for both residents and visitors.



Policy M-1.5 Transportation and Land Use

Encourage higher intensity residential, commercial and mixed-use development near existing activity and transit centers and along corridors well served by non-motorized transportation infrastructure and public transportation.

Policy M-1.6 Capital Improvement Program

Use the City's capital improvement program to develop and maintain an integrated transportation system that is within the City's ability to finance and operate. (CO-86 and CP-87)

Policy M-1.7 Transportation Funding

Pursue all available public and private sources of funding for transportation system development, improvement, and maintenance to minimize fiscal impacts on the City's general funds. (CP-89)

Policy M-1.8 Transportation Grants

Pursue state and federal grants by assigning a staff member the task of monitoring and applying for appropriate programs which are complementary to the City's funding needs for transportation and mobility. (CA-93, revised)

Policy M-1.9 Adjacent Land Uses

Transportation improvements should be designed to minimize impacts on adjacent land uses to the extent practical and feasible. (CP-109)

Projects

Policy M-1.10 Electric Vehicle Facilities

Encourage new commercial development to provide facilities that support alternative mobility options such as electric vehicle stations, rideshare zones, bike and scooter rental facilities, etc.

Policy M-1.11 Residential Vehicle Charging Facilities

Encourage new residential development to provide facilities for electric vehicle charging.

Actions

Action M-1.1 Electric Vehicle Charging Stations

Work with local business and employers to establish charging stations, preferably employing sustainable energy generation, for electric vehicles in public parking lots in accordance with the future growth in the number of electric vehicles.

Action M-1.2 Trip Reduction Ordinance

In partnership with local business organizations, actively coordinate with local businesses to encourage compliance with the City’s Trip Reduction Ordinance.

Action M-1.3 Alternative Transportation Incentives

Implement financial and parking incentives to encourage drivers to use alternative transportation, including bicycles, electric vehicles, transit systems and ridesharing.

Goal M-2 Provide “complete streets” that serve all modes of transportation, including vehicles, public transit, bicyclist, and pedestrians.

City

Policy M-2.1 Complete Street Initiatives

Support projects, program, policies, and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of local roadway 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 street” characteristics. Consider innovative or non-traditional design options, particularly where the level of safety for uses can be demonstrated.

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 street 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 street 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.

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 pedestrians, bicyclists, or public transit.

Actions

Action M-2.1 Complete Street 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 street facilities such as bicycle paths and local transit facilities.

Action M-2.4 Safe Routes to Schools

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-3 Provide a roadway system than enhances mobility and protects residential neighborhoods.

Regional

Policy M-3.1 Vehicle Miles Traveled Standard

Work in cooperation with the Santa Cruz County Regional Transportation Commission, the Association of Monterey Bay Area Governments, and Santa Cruz County to create and implement a consistent vehicle miles traveled metric for analyzing traffic impacts.

Policy M-3.2 Coordination with Santa Cruz County

Maintain the City street and highway system to integrate with the road system already established by Santa Cruz County. The Public Works Director shall ensure a coordinated system design. (CA-142)

Policy M-3.3 Mt. Hermon Road Maintenance

Seek funding and/or shared maintenance expense agreements with the County and Caltrans for Mt. Hermon Road corridor which serve as a primary access for the San Lorenzo Valley. (CA-144)

Policy M-3.4 Caltrans Coordination

Continue to work with Caltrans to improve the Granite Creek and Scotts Valley Drive intersection, as well as Caltrans on/off ramps located within the City limits. (CA-143, revised)

City

Policy M-3.5 Arterial Streets

Actively discourage diversion of traffic to local streets by maintaining maximum capacity on arterial streets and locating high traffic-generating uses on arterial streets.

Policy M-3.6 Street Widening

Whenever possible, implement solutions that improve the efficiency of the roadway network without major widening.

Policy M-3.7 Closure of Sunridge Drive

Maintain closure of Sunridge Drive at Disc Drive and South Navarra Drive at Green Hills Road. (CA-128)

Policy M-3.8 Level of Service Standard

Continue to maintain the established level of service C or better at intersections throughout Scotts Valley; except for Scotts Valley Drive at Mt. Hermon Road and



Granite Creek Road at Scotts Valley Drive which shall be required to maintain a level of service D or better. (CA 149-150)

Policy M-3.9 On-Street Parking on Arterials

On-Street parking along arterials shall be prohibited. (CP-153)

Policy M-3.10 On-Street Truck Loading

On-Street truck loading and unloading shall be prohibited on major arterials during peak traffic flow hours and discouraged at all other times. (CP-155)

Policy M-3.11 Limited Access on Arterials

Encourage the consolidation of driveways, mid-block access points and non-signalized intersections along arterials to improve circulation and safety. (CP-162 and CA 163)

Project

Policy M-3.12 Traffic Impact Analysis

Require new development projects to prepare a traffic impact analysis when necessary per the requirements as defined in the City's Guide for the Preparation of Traffic Impacts Studies. (CA-152, revised)

Policy M-3.13 Fair Share Compensation

Require those benefiting from transportation improvements to pay a fair share of the costs. (CA-92)

Policy M-3.14 Traffic Impact Mitigation Fees

Collect traffic impact mitigation fees from developers of new projects. Use these fees to construct various transportation and mobility improvements. (CA-94, revised)

Policy M-3.15 Mitigation for Alternative Mobility Options

Through the environmental review process, consider mitigations for traffic impacts which encourage the use of public transit and non-motorized vehicles. (CA-111)

Policy M-3.16 Vehicle Miles Traveled Reduction

As part of new development and where impacts are identified, require projects to identify mitigation measures designed to reduce vehicle miles traveled. Examples include promotion of car share programs, employee-paid transit passes, implementation of a transportation demand management program.

Actions

Action M-3.1 Neighborhood Traffic

Consider installing traffic calming measures if cut-through traffic increases due to adjacent development.

Action M-3.2 Signal Timing

Implement a plan to install and maintain coordinated signal timing equipment on arterial corridors, particularly on Mt. Hermon Road.

Action M-3.3 Traffic Monitoring

Monitor traffic as new development is proposed or when increased traffic volumes are observed to ensure that planned improvements are scheduled prior to deterioration of level of service below the desired standard.

Action M-3.4 Transportation Impact Fee Program

Prepare and implement a transportation impact fee program to ensure that new development pays its appropriate fair share of the costs, also known as “fair share contribution,” of improvements needed to accommodate the development when considered in the context of a complete streets transportation system.

Action M-3.5 Financing

Finance circulation system improvements by using local revenues as a match to leverage federal and State funds.

Action M-3.6 Private Roads

Explore options to address the long-term maintenance and management of deficient private roads.

Goal M-4 Provide a roadway system that enhances community aesthetics and promotes a high quality of life.

City / Projects

Policy M-4.1 General Design

Ensure that new and reconfigured roadways and roadway improvements are safe, functional, and attractive. (CO-170, revised)



Policy M-4.2 Street Standards

Require streets to be dedicated and improved in accordance with City street standards.

Policy M-4.3 Consolidation of Properties on Scotts Valley Drive

Encourage the consolidation of properties along Scotts Valley Drive to improve circulation and limit the number of driveways, mid-block access points, and non-signalized intersections. (CP-162 and CA-163)

Policy M-4.4 Joint Driveways

During permit processing, require development to utilize joint driveways or frontage roads between properties, where appropriate. (CA-164, revised)

Policy M-4.5 Traffic Calming

Consider using traffic calming measures on local and collector streets, such as narrow street openings, turning prohibitions, one-way streets, landscaping, etc. to improve vehicular and non-vehicular traffic safety and enhance the aesthetic character of Scotts Valley's neighborhoods.

Policy M-4.6 Utility Work Coordination

Minimize disruption of newly paved or resurfaced streets by ensuring that road projects are coordinated with utility work.

Policy M-4.7 Utility Undergrounding

As part of capital improvement projects or new development, require the undergrounding of utilities along roadways. (CP-171, revised)

Policy M-4.8 Long-term Vehicle Storage

Continue to enforce the City's ordinance prohibiting the long-term storage of construction equipment, tractor-trailers, camping trailers, vehicle dismantling facilities and similar unsightly uses which lack adequate screening from arterials, collectors, and local streets. (CA-188)

Policy M-4.9 Visual Screening

Require appropriate landscaping and/or barrier screening in all new projects to screen off objectionable views along roads, streets and highways. (CP-173)

Policy M-4.10 Signage

Prohibit the placement of unsightly advertising and street directional signs along roadways. (CP-179)

Policy M-4.11 Scotts Valley Drive and Mt. Hermon Road Corridors

Employ a cooperative planning effort among public and private interests to

implement appropriate land use controls and architectural techniques for improving and enhancing the scenic beauty and aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road. (CP-183)

Policy M-4.12 Highway 17 Corridor

Continue to work with Caltrans and adjacent land owners to; enhance the landscaping and visual character along the Highway 17 corridor, preserve the views from the freeway, and buffer nearby properties from noise and lights. Require new developments to screen their parking, roof-top equipment, storage and loading areas to improve and enhance views from Highway 17. (CP-191, CP-193, combined and revised)

Goal M-5 Improve and expand public transportation services for residents, workers, and visitors.

Regional

Policy M-5.1 Regional Cooperation

Support regional efforts to improve the availability, affordability, reliability, and convenience of public transportation service in Scotts Valley. (CP-197, revised)

Policy M-5.2 Cavallaro Transit Center

Support the continued presence of the Santa Cruz METRO Cavallaro Transit Center and work cooperatively to identify and implement measures to increase transit ridership through service and facility improvements and encouraging transit-oriented development on properties within one-quarter mile.

Policy M-5.3 Paratransit

Support paratransit alternatives such as the Santa Cruz METRO Paracruz program to ensure that public transportation in the City is responsive to the needs of the young, aged, handicapped and disadvantaged.

Project

Policy M-5.4 Encourage new developments to provide for and promote transit use, where feasible. This may include providing fixed transit facilities such as bus shelters and pull-outs, consistent with anticipated demand. When applicable, submit development plans to the Santa Cruz Transit District for review and incorporate transit facilities, as appropriate, per district standards. (CP-201 and CA 202, combined and revised)



Policy M-5.5 Private Bus Transit

Work cooperatively with private bus transit operators to ensure potential impacts to roadways, on- and off-street parking, and adjacent sensitive land uses are minimized.

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.

Policy M-6.2 Bike Improvement Funding

Pursue opportunities for bicycle grant funding from federal, state, and local agencies to implement bicycle system improvements. (CA-217, revised)

City

Policy M-6.3 Accessibility for All Bicyclists

Provide bikeways in Scotts Valley 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 commute-style bicycles. (CA-209, revised)

Policy M-6.6 Bicycle Lane Construction (1)

Include bicycle lane construction in all road improvement and expansion projects on designated bikeways and construct them in conformance with established safety standards. (CP-214 revised)

Project

Policy M-6.7 Bikeways Construction (2)

Where available, require new developments located along designated bikeways

to provide an appropriate bike way (path or lane) including rights-of-way and construction. (CP-212 and 214, combined and revised)

Policy M-6.8 Development Projects

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 Bicycle Transportation Plan

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

Action M-6.2 Capital Improvement Program

Incorporate projects identified in Scotts Valley’s Bicycle Transportation Plan into the City’s Capital Improvement Program.

Action M-6.3 Intersection Standards

Update the City’s road standards and Bicycle Transportation Plan to ensure accommodation for safe biking on City streets. Design features include 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 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.

Action M-6.5 Bike Safety

Work with the Scotts Valley Police Department 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 designed 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 within one quarter mile of all commercial areas and 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. (CP-165, CA-166, CP-167, CA 168)

Actions

Action M-7.1 Funding

Seek funding to expand and improve sidewalks, pathways, and other pedestrian facilities.

Action M-7.2 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-7.3 Pedestrian Access Survey

Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and identify how and these barriers could be removed.

Include top priority pedestrian projects in the Capital Improvements Program update.

Action M-7.4 Pedestrian Access Near Transit

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

Action M-7.5 Sidewalk Construction

Work to complete the construction of sidewalks along Mt. Hermon Road and all collector streets with pedestrian access connecting complimentary land uses wherever feasible or when development occurs. (CA-103, revised)