SCOTTS VALLEY, CA

Spring 2019

TOTAL POPULATION
11945

POPULATION DENSITY
2

TOTAL AREA *(sq. miles)*
4.6

 # OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	*Scotts Valley*
High Speed Roads with Bike Facilities	20%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	25%	26%
Bicycle Education in Schools	AVERAGE	AVERAGE
Share of Transportation Budget Spent on Bicycling	7%	5%
Bike Month and Bike to Work Events	AVERAGE	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST MONTHLY
Bicycle–Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 6K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	**2** /10
EDUCATION *Motorist awareness and bicycling skills*	**3** /10
ENCOURAGEMENT *Mainstreaming bicycling culture*	**4** /10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	**5** /10
EVALUATION & PLANNING *Setting targets and having a plan*	**2** /10

KEY OUTCOMES

	Average Bronze	*Scotts Valley*
RIDERSHIP *Percentage of commuters who bike*	1.3%	0.8%
SAFETY MEASURES CRASHES *Crashes per 10k bicycle commuters*	1093	204
SAFETY MEASURES FATALITIES *Fatalities per 10k bicycle commuters*	20	0

KEY STEPS TO BRONZE

» Adopt a Complete Streets policy and create implementation guidance. 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. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

» The data that Scotts Valley reported on its road network was incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in Scotts Valley. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

SUPPORTED BY eco counter AND LEAGUE MEMBERS

KEY STEPS TO BRONZE CONTINUED

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

» Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.

» Expand education and encouragement outreach methods and programs that specifically target families, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

» Scotts Valley indicated that a Safe Routes to School plan will be completed in 2019 and a complementary Active Transportation Plan will be completed in 2020. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Make sure these plans leverage each other in order to provide the best improvements possible.

» The forthcoming Active Transportation Plan will set a goal for the percentage of trips by bike in Scotts Valley. In Caltrans Strategic Management Plan released in 2015, they adopted the goal of tripling trips by bike by 2020. Scotts Valley should consider a goal of similar scope and timing.

» When a mode share goal is adopted, ensure that there is data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network. Your application indicated that several count methods are used, but only reported data from schools.

» As you develop plans and implement projects, make sure that community planning staff reach out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» **League of American Bicyclists:** http://www.bikeleague.org

» **Guide to the BFC Report Card:**
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf

» **Building Blocks of a Bicycle Friendly Community:**
http://bikeleague.org/content/building-blocks-bicycle-friendly-communities

» **The Five E's:** http://bikeleague.org/content/5-es

» **Community FAQs & Resources:** http://bikeleague.org/content/community-faq-resources

» **Smart Cycling Program:** http://bikeleague.org/ridesmart

» **Advocacy Reports and Resources:** http://bikeleague.org/reports