

## Traffic dominates Glenwood talks

*Scotts Valley - 1990*

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SCOTTS VALLEY — Developers of the proposed Glenwood project insist two well-placed turn-out lanes and two revamped signal lights would keep their 156-home development from wreaking traffic havoc.

But residents at the Thursday night meeting of the Planning Commission expressed concern over possible side effects, ranging from bottlenecks to missed turn-offs.

Late into the meeting, members of the public, developers and planners tried to work out perceived kinks in the proposed traffic plan, especially the additional left-hand turn lane from Scotts Valley Drive onto rural Glenwood Drive.

The Glenwood project, if approved, would be built across the street from the new Scotts Valley high school, which is under construction off Glenwood Drive. Traffic controls would include an added left-turn lane and new traffic signal on the west side

of Highway 17, and a new right-turn lane and signal on the east side of the freeway.

The low-key meeting was a far cry from the commission's last two public hearings, which drew crowds of more than 100 and almost 50 speakers, all of whom spoke against the project. But Thursday's meeting was down to just 40 people, most of whom left before the meeting was over. Attendance has dwindled mostly because the commission wrapped up the public commentary portion of its hearings two weeks ago.

The Planning Commission expects to meet two or three more times on Glenwood. If all goes as scheduled, the commission will soon recommend whether to accept various aspects of the project, including the Environmental Impact Report. The project would then go before the City Council in early October.

Project opponents say Scotts Valley, especially rural Glenwood Drive, doesn't have the resources to take on traffic generated by a new high school and a 156-home project,

especially with commuters leaving their Glenwood homes and high school students arriving in the mornings.

Developers insist that strategically located lanes and new traffic lights will preserve traffic quality or even improve it. Armintha Jensen, a project consultant and civil engineer, said adding a right-turn light and lane from the northbound Highway 17 off-ramp onto Granite Creek Road would actually increase the intersection's efficiency.

She also said adding an extra left-turn lane and light from Scotts Valley Drive onto Glenwood Drive would prevent the high school and Glenwood from creating long waits and bottlenecks at the intersection.

Jensen said that the quality of the intersection would go down significantly if the turn-out lane was not added. She also said a left-turn lane could be achieved by slightly narrowing the other lanes, while still leaving room for vehicles — including some trucks — to make a U-turn.

Commission chairman Michael Shulman

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said he was concerned about the new left-turn lane stacking up with cars, preventing drivers from positioning themselves in time to take a quick second left turn onto Hacienda Drive.

Scotts Valley resident Thomas Phalen, who has done his own traffic studies at the intersection, said he feared double left-hand lanes and turn signals would speed up traffic onto Glenwood Drive, worsening an already troublesome intersection.

Phalen said the intersection is already a problem, thanks in part to drivers shooting down Glenwood Drive toward Scotts Valley Drive. "The light there is a long wait and people try to speed right through it," he said.

Phalen said he was convinced nothing could be done to make that intersection any better. "The roads in that area were all built when Scotts Valley was a small community," he said. "Now you are adding a high school and over 100 homes. That intersection wasn't designed to facilitate additional traffic."