

## **Chapter 3**

# **CIRCULATION**

- TRANSPORTATION SYSTEM MANAGEMENT
- PARKING
- PUBLIC/SPECIAL NEEDS TRANSIT AND PASSENGER RAIL
- BICYCLE/PEDESTRIAN
- STREETS AND HIGHWAYS
- COMMODITIES MOVEMENT
- AIR TRAVEL
- IMPLEMENTATION

# CIRCULATION

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Language identified with (LCP) is not restricted to the Coastal Zone; language which includes the (LCP) initials is part of the Local Coastal Program and applies countywide unless specifically stated that the policy, etc. is limited to the coastal zone.

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## **AUTHORITY AND PURPOSE**

The Circulation element is intended to be the key policy statement of the County regarding transportation facilities and programs serving the unincorporated areas. It is an integral part of the General Plan and Local Coastal Program Land Use Plans that provides a basis for transportation related decisions and complements the other General Plan and LCP Land Use Plan elements. Specifically, the Circulation Element clarifies transportation issues raised in other General Plan elements and offers guidance towards solutions. The Circulation Element represents a long-range guide for the maintenance and improvement of the circulation system in Santa Cruz County.

State planning law requires a General Plan to contain a Circulation Element, which in its previous edition was referred to as the Transportation Element. This is to include "the general location and extent of existing and proposed major thoroughfares, transportation routes," and terminals, and other local public utilities and facilities. It can also include optional sections, such as measures to obtain greater efficiency from the existing transportation network and to minimize harmful impacts of excessive reliance on driving alone to work and other destinations.

The efficient movement of people and goods is critical to the economic health of the County. The transportation system also strongly affects growth patterns, the environment, and the quality of life.

As of 1990 the transportation system in Santa Cruz County served approximately 230,000 residents of whom 130,000 lived in the unincorporated areas. By the year 2010 the population is expected to increase to approximately 292,000 countywide with 150,000 living in the unincorporated areas. With no change in travel behavior, traffic volumes and the number of vehicle miles traveled are projected to increase approximately 37% while vehicle hours of delay (a measure of congestion) is expected to increase at a significantly higher rate.

Regional population growth, increases in tourism, future development and the increase in vehicle miles traveled per person are all factors that increase traffic. Along with traffic increases come increases in fuel consumption, air pollution, noise, accidents, impacts on residential neighborhoods and increases in delays.

The emphasis of the Circulation Element is to accommodate the expected increases in travel demand by developing alternative transportation modes that are competitive with automobile travel and wherever possible improving the efficiency of the existing system. Increasing capacity by constructing new facilities will also contribute to carrying future travel demand however the high cost of improvements and dwindling money for roads will not allow us to build our way out of future traffic problems.

The County cannot control the demands placed on its transportation system entirely on its own. For example, the Highway 1 freeway (maintained by the state) passes through its borders. Consistent with state initiatives, requirements have also been imposed by the Santa Cruz County Regional Transportation Commission (SCCRTC or Transportation Commission), which represents the Cities as well as the County. Parking demand and traffic levels are heavily affected by the actions of neighboring cities and counties, particularly their development plans.

This Circulation Element is based on the 1980 General Plan Transportation Element (as updated) and the Local Coastal Program Land Use Plan. The Circulation Element is in response to changes in other elements and also new plans from other government agencies. This update is based on work by County staff members from many departments, transportation consultants, and citizens, with policy decisions by the Board of Supervisors.

In recent years, a number of focused area studies have been adopted for the Soquel, Aptos, Ben Lomond, Felton, and Boulder Creek village areas. Citizens have had numerous opportunities to comment on all aspects of these plans through public hearings and the environmental review process. These village, town, community and specific plans are incorporated into the General Plan and LCP Land Use Plan Update by reference. Policies relating to the Circulation Element contained within these community plans shall supersede the policies contained herein, as applicable.

**RELATIONSHIP TO OTHER ELEMENTS OF THE GENERAL PLAN AND THE CAPITAL IMPROVEMENT PROGRAM**

The Circulation Element achieves consistency with other General Plan and LCP Land Use Plan elements through the use of common demographic assumptions. In particular it supports the transportation needs resulting from implementation of the Land Use Element.

The County Capital Improvement Program lists planned capital improvements, including roadway and roadside improvements. It includes programmed improvements that have been costed and scheduled and un-programmed improvements.

**RELATIONSHIP TO OTHER PLANS AND PLANNING FRAMEWORK**

During the 1960s and 1970s, Santa Cruz County experienced rapid population growth. In more recent years, growth has slowed, however, traffic volumes have continued to increase. This is consistent with the national trend that Vehicle Miles Traveled (VMT) have grown at roughly double the rate of population growth.

While the area is fortunate to have avoided the severe congestion experienced by the larger metropolitan areas of California, a large percentage of the freeways, highways, and arterial streets are significantly congested during peak periods. Residents also are naturally concerned about safety and mobility on other modes besides the automobile.

In response to statewide concerns about such issues, a structured transportation planning process has been set up in the "urbanized" counties of California to address transportation issues in a regional and interjurisdictional context. This is by the nature of transportation systems an inter-jurisdictional approach, which is critical to success. While the General Plan and LCP Land Use Plan Circulation Element is principally concerned with the unincorporated areas of the County, there are other key documents that evaluate the region's transportation system. These include the following:

The Regional Transportation Plan (RTP), updated in August 1990, is intended to be the basic policy document for major improvements to the transportation system throughout Santa Cruz County. This document covers

the unincorporated County and the Cities, over the next twenty years. The RTP is developed by the Santa Cruz County Regional Transportation Commission, the State recognized Regional Transportation Planning Agency. The RTP is updated approximately every two years.

The Congestion Management Program (CMP), prepared by Santa Cruz County Regional Transportation Commission addresses a state mandated effort to reduce congestion through a balanced program of capacity enhancements, careful land use planning and promotion of alternative transportation modes. The CMP identifies a network of state highways and principal arterials where Levels Of Service (LOS) are to be monitored and compared to adopted standards. The CMP also includes the Regional Transportation Improvement Program (RTIP) and other Capital Improvement Projects. The CMP is updated annually.

The Air Quality Management Plan (AQMP), includes nine transportation control measures, with a general thrust to limit both additional roadway capacity and population/employment growth. The AQMP responds to state and federal mandates. It is prepared by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) for Monterey, San Benito and Santa Cruz Counties.

Other agencies directly involved in Transportation Planning and implementation in Santa Cruz County include:

- The Association of Monterey Bay Area Governments (AMBAG)
- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- Federal Highway Administration (FHWA)
- Santa Cruz Metropolitan Transit District (SCMTD)
- Private providers, cities of Scotts Valley, Santa Cruz, Capitola and Watsonville.

## SUMMARY OF THE ELEMENT

The Goals and Strategy section provides an overall framework for the Circulation Element and coordinates policies for different modes. It includes goals regarding Balanced Transportation, Transportation Financing, and Minimizing Impacts.

The Transportation System Management (TSM) section is the cornerstone of the Circulation Element and Transportation Planning in general. TSM addresses the need to make more efficient use of the existing transportation system both through low cost, "fine tuning" improvements and through efforts to promote alternatives to driving alone, especially during the peak periods. The TSM section relates to different modes of travel and includes application of a trip reduction ordinance. Throughout the element, the provision of transit, pedestrian, and bicycle facilities is stressed.

The Parking section discusses the provision of adequate, convenient parking facilities, but also addresses the role of parking management in discouraging unnecessary auto use. It also encourages parking supply which is more efficiently utilized and located to minimize costs and environmental impacts.

The Transit and Intercity Rail section provides policies and programs that cover development of the transit system, promoting transit, increasing mobility and rail service development. Increased transit services are called for, including specialized services and facilities for low-mobility groups such as disabled persons and the elderly. Transit is to be encouraged through bus passes, carpool programs, and subscription bus services to large employers and tourist activity areas. The Intercity Rail portion of the element describes passenger rail lines on the Santa Cruz-Watsonville corridor and connections to Santa Clara and Monterey Counties.

The Bicycle/Pedestrian section includes policies and programs regarding the promotion of bicycle use, bicycle safety, and pedestrian facilities. Bicycle facilities, including pathways and secure parking, are required as part of new development. A yearly development program for the County Bikeway System, as well as education, registration, and bikeway maintenance programs, are proposed.

The Streets and Highways section includes policies and programs covering the road system, capacity, Level of Service (LOS), neighborhood traffic control, signage, safety, recreation access, and minimizing impacts. Local, collector, and arterial streets are defined and standards are set for access and interior circulation. A set of roadway improvements are recommended, with additional details to be supplied by the Live Oak and Pajaro Valley Community Plans. A formal Level of Service policy is suggested to limit congestion and require mitigating improvements by development projects. The concentration of commercial uses, and development of mixed uses and neighborhood facilities are encouraged.

The Commodities Movement and Air Travel sections include policies and programs calling for standards and requirements for truck use and access, the protection of public airport clear zone areas, and an Airport Environs ordinance.

A final Implementation section discusses staging of improvements, funding and responsibilities, and plan revision processes.

Separate illustrations in the Circulation Element are provided for the Aptos, Soquel, Live Oak, Carbonera/Felton, and Pajaro Valley areas. These indicate current and planned functional street classifications, major roadway improvements, major transit facility locations, and existing and planned bikeways.

Local Coastal Program (LCP) Land Use Plan policies and programs related to shoreline access are included. Specific LCP Land Use Plan policies and programs are noted by the initials LCP.

## GOALS AND STRATEGIES

### TRANSPORTATION SYSTEM GOALS

The following are goals for improving the transportation system. These relate to the objectives, policies and programs listed later in the element.

- **Transportation System:** Provide a convenient, safe, and economical transportation system for the movement of people and goods, promoting the wise use of resources, particularly energy and clean air, and the health and comfort of residents.
- **Mode Choice:** Provide the public with choice in transportation modes on a well-integrated system.
- **Limit Increase in Auto Use:** Limit the increase in auto usage to minimize adverse impacts. Increase transit ridership, carpooling, vanpooling, walking and bicycling, etc.
- **Efficiency:** Provide for more efficient use of existing transportation facilities.
- **Regional Goals:** Meet the requirements of regional plans, such as the Congestion Management Program, Air Quality Management Plan and Regional Transportation Plan. Integrate planning for transportation, land use, and air quality goals.
- **Parking:** Manage parking supply to provide reasonably convenient parking for groups such as shoppers and visitors who are most sensitive to the parking supply levels, while encouraging alternatives to solo commuting and limiting impacts on neighborhoods.
- **Access:** Provide for the special transportation needs of the elderly and disabled.
- **Bikeway System:** Develop and implement a comprehensive bikeway system that promotes bicycle travel as a viable transportation mode and meets the recreation and travel needs of the citizens of Santa Cruz County.
- **Safety:** Reduce the number and severity of bicycle accidents.

- **Finance:** Plan a system within the County's ability to finance and operate, distributing the costs of transportation system improvements equitably among Santa Cruz County and neighboring jurisdictions.
- **Aesthetics:** Minimize impacts on visual, historic, and archaeological resources.
- **Coordination:** Coordinate transportation improvements in area plans with the General Plan and LCP Land Use Plan and regional transportation plans.

### TRANSPORTATION SYSTEM RECOMMENDED STRATEGY

The strategy of this plan is to reduce congestion and traffic delay by forging a balance between travel demand and available transportation facilities. In response to shrinking financial resources and the significant environmental and social impacts of constructing new transportation facilities, the County must look at increasing the efficiency of existing transportation systems. This can be accomplished by providing improved alternative transportation modes such as transit, car/vanpooling, bicycling, and walking, also by discouraging solo driving, and by encouraging use of alternative work schedules and telecommuting. This strategy recognizes the reliance of the County on the automobile and thus supports selected increases in traffic capacity and parking supply, but at a level designed to encourage use of alternative modes. A strong bikeways plan is incorporated. Protecting residential neighborhoods against excessive through traffic is also a goal, but needs to be balanced against the need to maintain convenient local access for residents and guests.

## TRANSPORTATION SYSTEM MANAGEMENT

It is the goal of the County to reduce automobile trips and congestion by improving alternative transportation modes, developing effective travel demand management strategies and whenever possible improving the efficiency rather than increasing the size of the existing road system.

### Objective 3.1 Vehicle Miles

To limit the increase in Vehicle Miles Traveled (VMT) to achieve as a minimum, compliance with the current Air Quality Management Plan.

#### Policies

##### 3.1.1 Land Use Patterns (Jobs/Housing Balance)

Encourage concentrated commercial centers, mixed residential and commercial uses, and overall land use patterns which reduce urban sprawl and encourage the reduction of vehicle miles traveled per person.

##### 3.1.2 Telecommuting/Tele-Shopping

Support local communication system developments (telecommuting and computer/phone shopping) to reduce the vehicle miles traveled.

##### 3.1.3 Neighborhood Facilities

Support the development of neighborhood facilities such as parks, schools, and neighborhood commercial services.

##### 3.1.4 Services

Encourage phone order, catalog, and home delivery services through tradeoff programs such as agreements to reduce parking requirements and other incentives, if such services are provided, in the review of new and expanded commercial development.

##### 3.1.5 Flex Time

Encourage new developments, where appropriate, to implement strategies such as staggered or flexible work hours and/or restricted hours of operation in order to reduce traffic congestion, particularly during peak periods.

#### Program

a. Establish a program to reduce the auto vehicle miles traveled for County business. (Responsibility: General Services)

## **Objective 3.2 Vehicle Occupancy**

To increase the average number of persons per commute vehicle to 1.35 persons per vehicle while pursuing a goal of reducing automobile trips to a maximum of 60 percent of all trips through encouragement of alternative transportation by transit, bicycles and walking.

### **Policies**

#### **3.2.1 Trip Reduction**

Require all existing and proposed development to comply with all provisions of the Trip Reduction ordinance.

#### **3.2.2 Mode Split**

Encourage large employers to provide incentives to carpoolers, bicyclists, pedestrians and transit riders such as priority parking, company car use, bicycle lockers, bus passes etc. in conjunction with the Trip Reduction ordinance.

#### **3.2.3 Employee Carpool Program**

Encourage large new developments to establish employee pool programs for car, van or bus pools.

#### **3.2.4 Park and Ride**

Encourage the use of parking areas in new and existing large developments for Park and Ride purposes.

### **Programs**

- a. Maintain support for a countywide carpool program. (Responsibility: Planning Department, Board of Supervisors)
- b. Give priority to carpools in the issuance of parking permits at County facilities and provide preferential carpool parking areas in County parking areas, consistent with the demand. (Responsibility: General Services)
- c. Develop a program to provide Park and Ride facilities for carpoolers as well as transit users, with priority being given to designated areas. (Responsibility: Planning Department, Transportation Commission, Transit District)
- d. The County as a major employer will join a Transportation Management Associations (TMA) and encourage other public-private TMA associations to increase the number of persons per vehicle. (Responsibility: Planning Department, County Administrative Office)
- e. Develop and apply a Trip Reduction ordinance to require larger employers and new development to encourage use of alternative commute programs. (Responsibility: Planning Department, County Administrative Office)
- f. Promote and facilitate ridesharing activities, operational improvements, flexible hours, telecommuting and other traffic reducing strategies for existing employers in Santa Cruz County. (Responsibility: Planning Department, County Administrative Office)



## PARKING

### Objective 3.3 Balanced Parking Supply

To require sufficient parking to meet demand, but limit parking supply and use available parking as efficiently as possible to support trip reduction objectives. Give higher priority to special groups, such as carpoolers and disabled.

#### Policies

##### 3.3.1 Reduced Parking Requirements

Reduce parking requirements for existing or new large uses that provide for improvements in transit, ridesharing, pedestrian/bicycle facilities and/or participate in an approved TSM/TDM program. Consider a reduction only where possible neighborhood conflicts will be avoided.

##### 3.3.2 Shared Parking

Support shared parking facilities, rather than on-site parking, in the primary commercial/visitor areas, in order to meet parking needs with fewer total spaces. Consider a reduction in parking requirements in such areas that where complementary mixed uses can be demonstrated.

##### 3.3.3 Park & Ride Lots

Provide intercept Park & Ride lots to serve visitors, employees and commuters.

##### 3.3.4 Joint Use

Encourage joint use agreements to share parking at existing facilities for new and existing developments where complementary parking demand patterns allow this.

##### 3.3.5 Neighborhood Parking Spillover

Reduce parking spillover into neighborhoods by using residential permit parking where there is a demonstrated need and by requiring commercial uses and institutions to provide sufficient on-site or adjacent parking.

##### 3.3.6 Americans With Disabilities Act

Require parking facilities to meet the requirements of the Americans With Disabilities Act, and require that pedestrian ways be designed into parking lots of all developments to enable pedestrians to get to their destinations in a safe manner.

**Programs**

- a. Investigate locations for new shared parking facilities in visitor/retail districts. (Responsibility: Planning Department, Redevelopment Agency)
- b. Update County parking requirements to review the number of spaces required. (Responsibility: Planning Department, Public Works)
- c. Identify and develop Park & Ride lots and shuttle service for both summer visitors and in the Highway 1/17 corridors year-round for commuters. (Responsibility: Planning Department, Public Works, Board of Supervisors, Transit Service)
- d. Develop a County program and support a state program to develop and maintain parking facilities serving recreation areas which ensure traffic safety, bicycle safety pedestrian safety, adequate parking supply and minimum disruption to surrounding neighborhoods. (Responsibility: Planning Department, Public Works, Board of Supervisors)
- e. Support time-limited and paid parking programs as a disincentive for unnecessary automobile use. (Responsibility: Board of Supervisors)
- f. Develop and maintain parking regulations and development guidelines to:
  - (1) Reserve the roadways for the movement of persons and goods.
  - (2) Mitigate adverse impacts such as drainage, visual, etc., resulting from the development of parking areas.
  - (3) Encourage efficient transportation alternatives such as bicycles, carpools, transit, and compact vehicles. (Responsibility: Planning Department, Board of Supervisors.)

## **PUBLIC AND SPECIAL NEEDS TRANSIT AND PASSENGER RAIL**

### **Objective 3.4 Transit Network Capacity**

To plan and develop an integrated countywide transit system which may include fixed guideway as well as buses, and is capable of accommodating as much as 30% of all trips and at least 10% in public transit and 1% in school transit, consistent with the Regional Transportation Plan by 2005.

#### **Policies**

##### **3.4.1 Transit Facilities and Roadway Design**

Include transit facilities in the design of road improvements along designated existing and proposed bus routes.

##### **3.4.2 Transit Centers/Park & Ride Lots**

Support development of additional transit centers and Park & Ride lots, as well as improving informal Park & Ride lots and making permanent where feasible.

##### **3.4.3 Metro School Service**

Support Metro service changes to better serve schools.

##### **3.4.4 On-Site Transit Facilities**

Require developers of major traffic generating activities to provide fixed transit facilities, such as bus shelters and pullouts, consistent with the anticipated demand. Locate these facilities in areas convenient to pedestrians' use.

##### **3.4.5 Bus Pullouts**

Require developers of new large projects located on transit routes to dedicate the right-of-way and construct a bus pullout bay.

##### **3.4.6 Transit Incentives**

Provide transit use incentives to the Government Center for County employees.

##### **3.4.7 Balance Land Use**

Designate land uses and zoning which cluster areas of employment, areas of commercial use, and recreation areas.

##### **3.4.8 Transit Extension**

Encourage increased transit to rural areas in order to improve access to health care, job markets, educational opportunities, and recreational opportunities.

##### **3.4.9 School Bus Service**

Support additional and dedicated funding for local school districts to continue and increase school bus transit.

**Programs**

- a. Advocate legislation and programs which increase the funding available for transit in Santa Cruz County. (Responsibility: Board of Supervisors)
- b. Strictly enforce parking regulations limiting or restricting auto or truck parking in signed bus loading areas. (Responsibility: Board of Supervisors, Sheriff's Department)
- c. Include provision for signal pre-emption by transit vehicles in all signal improvements. (Responsibility: Public Works)
- d. Establish design criteria for transit facilities such as bus turnouts and shelters for inclusion in the County Design Criteria. (Responsibility: Public Works, Planning Department)
- e. Pursue all available funding for transit-related improvements to road facilities. (Responsibility: Public Works, Transit District)
- f. Encourage major traffic generators to provide incentives for transit use. (Responsibility: Planning Commission)
- g. Support the development of inter-county bus transit service. (Responsibility: Board of Supervisors, Transit District)

## **Objective 3.5 Mobility-Impaired Persons**

To increase the potential for mobility of traditionally low-mobility groups such as the disabled and the elderly.

### **Policies**

#### **3.5.1 Americans With Disabilities Act Para-transit Service**

Support expansion of van and taxi service for those who cannot use regular fixed-route buses and reduction or elimination of 24-hour reservation notice.

#### **3.5.2 Wheelchair Ramps**

Require new development to include ramps at all intersections in new developments.

#### **3.5.3 Coordination**

Require those para-transit services using County funds and encourage others, such as school districts, transit districts and service agencies, to coordinate equipment, service areas, and maintenance facilities with other transit or para-transit operators, to the maximum degree possible.

### **Programs**

- a. Identify and eliminate wheelchair barriers adjacent to transit stops. (Responsibility: Public Works, SCMTD)
- b. Incorporate wheelchair ramps into all road projects as specified in the County Design Criteria. (Responsibility: Public Works)
- c. Support the Transit District's efforts to obtain funding for purchase, installation, and maintenance of properly functioning wheelchair lifts on buses. (Responsibility: Board of Supervisors)
- d. Continue to support specialized service to some low-mobility groups through the Lift Line program, Metro ADA programs and subsidized taxi programs. (Responsibility: Board of Supervisors, Transit District)
- e. Support coordination between all transit service providers including service organizations, and private and public agencies. (Responsibility: Board of Supervisors)

## **Objective 3.6 Transit Promotion**

To promote opportunities for regular transit use to commute to school, shopping, employment, and recreational resources.

### **Policies**

#### **3.6.1 Transit-Friendly Design**

Locate and design public facilities and new developments to facilitate transit access, both within the development and outside it.

#### **3.6.2 Recreational Transit Facilities**

(LCP) Require new recreation and visitor-serving development to support special recreation transit service where appropriate, including but not limited to, construction of bus turnouts and shelters, parking spaces for buses and shuttle service, and bus passes for employees and subsidies for visitor serving transit services.

#### **3.6.3 Recreational Transit Service**

(LCP) Require transit and bus parking facilities to be provided at all major hotel, motel, convention, and other tourist-serving areas in conjunction with development approvals. Work closely with the transit district to schedule and route buses for maximum coastal access. Monitor these routes to maximize transit ridership in coastal areas.

### **Programs**

a. Actively support recreational transit services such as Park and Ride facilities to recreation areas.  
(Responsibility: Board of Supervisors)

(LCP) b. Develop coordinated transit marketing efforts with the transit district, hotels, motels, restaurants, convention facilities, the University of California at Santa Cruz, and local merchants. Request recreation oriented sites and developments to include publicity and scheduling information for transit use in their advertising. (Responsibility: Board of Supervisors, Planning Department)

(LCP) c. Develop programs and funding which facilitate transit use by providing intermodal transportation or monetary savings such as the bicycle racks on buses and bus pass programs of the Santa Cruz Metropolitan Transit District. (Responsibility: Board of Supervisors, Planning Department, Transportation Commission, Transit District)

(LCP) d. Request coordinated operations and use of transit facilities by local transit and inter-County carriers. (Responsibility: Board of Supervisors, Planning Department, Transportation Commission, Transit District)

(LCP) e. Develop recreational transit services and funding in conjunction with local transit and inter-County carriers, such as park and ride facilities or beach shuttle to recreation areas. Consider any existing large parking areas, such as the Cabrillo College parking lots, as potential park and ride parking facilities. (Responsibility: Board of Supervisors, Planning Department)

(LCP) f. Promote and encourage special recreation oriented transit routes such as the Elephant Seal Express. (Responsibility: Board of Supervisors, Planning Department, Transportation Commission, Transit District)

## INTERCITY RAIL

### Objective 3.7 Rail Facilities

To preserve and protect existing rail facilities for recreational travel, for possible future passenger rail transportation and intra-County commuter use and other recreational and transportation purposes and to provide for appropriate rail connections to the University of California, Santa Cruz.

#### Policies

##### 3.7.1 Rail Ridership Potential

(LCP) Ensure that new development adjacent to rail lines is compatible with the General Plan and LCP Land Use Plan objective to preserve and protect existing railroad right-of-way and existing rail facilities for possible future recreational travel and for possible future passenger rail transportation for intra-County commuter use.

##### 3.7.2 Noise Protection

(LCP) Require the design of new development near existing rail lines minimize the impact of existing and potential rail system noise and maximize setbacks for new development.

##### 3.7.3 Rail Planning - Santa Cruz/Watsonville

Support planning for a rail/fixed guideway system for the Santa Cruz/Watsonville corridor. Protect right-of-way.

##### 3.7.4 Rail Planning - Watsonville Junction

Support a station at Watsonville junction to be used by inter-region Amtrak (Pacific Coast and San Francisco Bay Area - Monterey County) and commuter trains. Support extension of Metro bus service and private bus service to station.

##### 3.7.5 Rail Planning - Over the Hill

Support the study of a rail connection over Santa Cruz Mountains.

##### 3.7.6 Rail Services - Felton to Santa Cruz

Support enhanced rail service from Felton to Santa Cruz, including station development at the Santa Cruz Beach Boardwalk.

##### 3.7.7 Rail Planning - Around the Hill

Support the study of passenger rail service between the San Francisco Bay Area and Santa Cruz via Gilroy and Watsonville to serve recreational travel.

#### Programs

a. Identify land use policies which will support future passenger rail use and prepare recommendations for General Plan and LCP Land Use Plan amendments at such time passenger rail use is approved and funded. (Responsibility: Planning Department, Transportation Commission, Board of Supervisors)

b. Participate in planning and consider funding for fixed guideway/rail service in the Santa Cruz/Watsonville corridor. (Responsibility: Planning Department, Public Works, Transportation Commission, SCMTD, Board of Supervisors)

c. Participate in the Santa Cruz to Los Gatos rail study and an around the hill recreational service study. (Responsibility: Planning Department, Public Works, Transportation Commission)

## **BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS**

Since 1975 the Santa Cruz County Regional Transportation Commission (SCCRTC) has taken an aggressive approach in its attempt to encourage and facilitate bicycle use by Santa Cruz County residents. The goal of this planning effort was to increase the bicycle use for work trips to 20% while increasing the general bicycle use to 5%. Current bicycle use accounts for approximately 2% of all trips. In 1993 the County of Santa Cruz Planning Department took over responsibility for planning bicycle facilities in the unincorporated County. Development of this program will include maintaining the goals to increase bicycle use and will also include a Master Plan of County Bikeways (MPCB).

Today traffic congestion, air pollution and energy costs have become more serious problems, and the bicycle has become a practical alternative mode of transportation. Comprehensive planning efforts will help the bicycle reach its full potential as an alternative transportation mode for commuting and shopping as well as for recreation. The Master Plan of Countywide Bikeways defines goals, objectives, policies and implementation programs involved in the planning, design and construction of an integrated system of regional bicycle facilities. The emphasis is placed on safe and convenient bicycle routes which complement other transportation modes (e.g., transit, carpool, etc.) to serve places of employment, commercial districts, schools, beaches and parks. A secondary purpose of the MPCB is to serve the recreational objectives of bicycling. This is done in concert with other countywide recreational programs such as regional parks riding and hiking trails.

The Master Plan of Countywide Bikeways component provides the policies and practices which help define the role of bicycle travel within the County. The MPCB defines a network of regional bikeways which coordinates with and complements adjacent County's and local (city) bike routes. The Master Plan of Countywide Bikeways supports General Plan and LCP Land Use Plan policies and covers both the incorporated and unincorporated areas of Santa Cruz County. Coordination of the plan's development and implementation with the various cities of Santa Cruz County is an important part of the process.

The Caltrans Highway Design Manual can be referenced for clarification and specific detail on design speeds, signing, striping and other related design issues. Laws pertaining to the use of bicycles and trail facilities can be found in the Vehicle Code of the State of California. The following is a general description of the characteristics of bikeways.

- A) A Class I Bikeway (Bike Path) provides a separated right of way for the exclusive use of bicycles and pedestrians.
- B) A Class II Bikeway (Bike Lane) provides a striped lane for one way travel on a street or highway.
- C) A Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic.
- D) A bike trail is an off road bikeway usually located in rural areas and intended for recreational use by bicyclist, pedestrians and equestrians. The Bike Trail system is part of the County's recreational facilities and is not designated on the MPCB.

Designated bikeways are shown on Figures 3-1, 3-2 and 3-3. The specific classification has not been determined for all designated bikeways due to the incompleteness of the bikeway and roadway system. Topographic, right-of-way and other considerations will be analyzed before classifying designated bikeways.



## **BIKEWAY SYSTEM**

### **Objective 3.8a System Development**

To develop a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network should be primarily for commuter travel designed to increase the potential of combining bicycle travel with other forms of transportation and also include the opportunity for recreational use.

### **Objective 3.8b Coordination**

To coordinate the County's bikeway planning efforts with local cities and adjacent counties and other agencies to provide an integrated regional bikeway system and to actively seek all available means of financing bikeways including state and federal grants.

### **Objective 3.8c Bicycle Use**

To encourage bicycle travel as a major form of transportation in order to increase bicycle use to 20 percent of all work trips and to increase general bicycle trips to 5 percent of all trips by the year 2010.

## **BIKEWAY SYSTEM DEVELOPMENT**

### **Policies**

#### **3.8.1 System Continuity**

Plan a bikeway network to integrate with other modes of transportation (train or transit stations and Park and Ride lots, etc.) in order to encourage and support the use of bicycling and reduce the use of motor vehicles.

#### **3.8.2 Commuting**

Design regional bicycle routes to connect residential areas with major activity centers (employment, educational, civic, etc.) by including bikeway network development as part of the Capitol Improvements Program to prioritize construction or retrofits for completion of specific routes.

#### **3.8.3 Modal Interaction**

Encourage other modes of transportation (buses, trains, etc.) to plan for, and provide space for carrying recreational and commuting bicyclists on public transportation systems. Include secure bicycle parking facilities with development of transit shelters incorporating Santa Cruz County Transit District design approval.

#### **3.8.4 User Convenience**

Encourage the provision of bicycle racks, showers, lockers and other storage facilities at destinations, where practical and economically feasible, when reviewing discretionary permits for major activity centers and employer sites. These facilities should be provided at a level consistent with the County goal of 5% total bicycle travel.

#### **3.8.5 Regional Continuity**

Coordinate with other jurisdictions to adopt a system of bikeways that is functional throughout the County and region.

**3.8.6 Regional Consistency**

Periodically revise the Master Plan of Countywide Bikeways component of the Circulation Element to reflect changing conditions, and to evaluate proposed development projects for compatibility with the MPCB through the subdivision, and development permit approval process.

**Programs**

- a. Provide for bicycle use when planning, designing, and constructing all County projects. Provide adequate, secure, and convenient bicycle parking at all existing County facilities. (Responsibility: General Services, Public Works)
- (LCP) b. Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points (i.e., County beaches, parks, recreation centers). (Responsibility: Public Works, County Parks)
- c. Establish a program to provide and maintain secure bicycle parking, as needed, at transit stops, to be secured as funds become available. (Responsibility: Transit Districts, Board of Supervisors, cities)
- d. Coordinate County bicycle programs and projects with those of the cities. (Responsibility: Planning Department, Transportation Commission)
- e. Review subdivision applications for consistency with the MPCB and require that new developments dedicate necessary right of way for bikeway facilities according to the MPCB classification and design specifications. (Responsibility: Public Works, Planning Department)
- f. Plan, design, and construct bikeways consistent with the adopted Bikeway Plan. Priority shall be given to bicycle commuting routes and routes to schools. Include bikeways on all new arterial and collectors with road construction and reconstruction designed and inspected for bicycle safety consistent with the Bikeway Plan and adopted Plan Lines. (Responsibility: Public Works)
- g. Prepare yearly development and maintenance programs for the Bikeway System which will be funded with Transportation Development Act funds, road funds, and other funds as available. (Responsibility: Public Works)
- h. Install in all existing and proposed signalized intersections bicycle detector loops (a device to trigger traffic signal phasing) that are recognizable by the cyclist. (Responsibility: Public Works)
- i. Develop a Master Plan of Countywide Bikeways that delineates existing and proposed Class I, II and III bikeways. (Responsibility: Planning Department, Public Works)

Figures 3-1, 3-2 and 3-3 represent the Master Plan of County Bikeways.

