

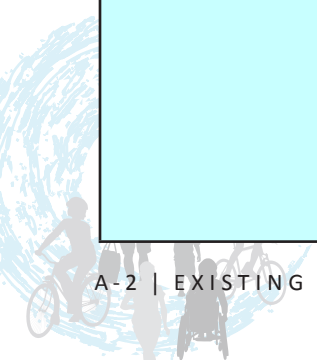


APPENDIX A

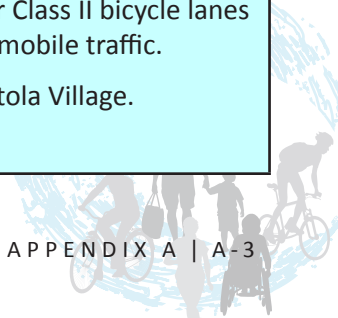
Existing Jurisdictional Goals

Existing implementing Entities contained within this Appendix are from documents with specified goals, objectives, and policies. Therefore, this list does not contain all of the existing documents contained within Section 2 and Appendix B of this Master Plan.

REPORT NAME	DATE	GOALS
Aptos Village Plan	1/23/2010	No clearly defined goals. See document for Core Elements and Implementation
Arana Gulch Draft Master Plan	6/2010	<ul style="list-style-type: none"> • Public Use • Provide a trail system that allows public access within habitat areas in a manner that does not result in significant degradation of habitat values. • Provide trail connections through Arana Gulch that provide access from adjacent communities to the coastline and the Monterey Bay National Marine Sanctuary Trail. • Provide multi-use trail connections that would comply with the American with Disabilities Act (ADA) requirements, and provide pedestrian, wheelchair and bicycle access. • Provide areas for nature viewing and interpretive displays to complement and blend with the natural environment. • To protect sensitive habitat areas, restrict dogs to on-leash use at all times on designated trails. • Close unauthorized, non-designated pathways. • No new vehicle parking within the Arana Gulch boundaries will be provided, as there is adequate existing parking near the entrances.
California Coastal Act		<p>Legislative findings and declarations; goals</p> <ul style="list-style-type: none"> • The Legislature further finds and declares that the basic goals of the state for the coastal zone are to: • (a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources. • (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state. • (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners. • (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast. • (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.



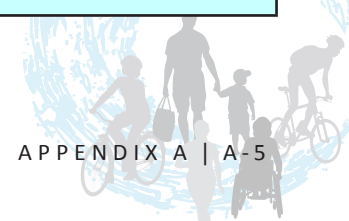
REPORT NAME	DATE	GOALS
City of Capitola Bicycle Transportation Plan	2/10/2011	<ul style="list-style-type: none"> • Improve bicycle circulation, connectivity and access • Increase bicycle ridership and replace motor vehicle trips with bicycle trips. Achieve a city-wide goal of 5% of all trips and 20% of work trips made by bicycle by 2020. • Improve bicycle safety • Design a city-wide multi-modal transportation system that accommodates bicycles Maintain new and existing bicycle infrastructure • Goal 1: Improve bicycle circulation, connectivity and access <ul style="list-style-type: none"> • Objective 1.1: Construct and mark bicycle routes in conformance with the County-wide Bicycle Route Signage Program and state standards, as outlined in the Manual of Uniform Traffic Control Devices (MUTCD) and the California Supplement. • Objective 1.2: Locate bikeways as bicycle lanes adjacent to the main traveled way unless a more direct and useful separated bicycle path can be provided. Where bicycle lanes are not possible due to right-of-way restrictions, etc., include a wide curb lane, or shared lane pavement marking • Objective 1.3: Coordinate with other jurisdictions to adopt a system of bikeways that complements the County system. • Objective 1.4: Coordinate the planning, design and construction of bikeway facilities with all implementing agencies. • Objective 1.5: Install in all existing and proposed signalized intersections inductive loop sensors or video sensors (devices to trigger traffic signal phasing) that are positioned to detect bicycles, and are appropriately stenciled. • Objective 1.6: 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 Capital Improvements Program to prioritize construction or retrofits for completion of specific routes. • Objective 1.7: Build all bridges with enough width to safely accommodate bicycle travel. Comply with or exceed the Caltrans standard requirement of a 4-foot (1.2m) minimum bicycle lane, or a 5-foot lane if a gutter is present. • Objective 1.8: Where possible exceed the minimum lane width for Class II bicycle lanes to allow more bicycle traffic and separation from parked cars and automobile traffic. • Objective 1.9: Improve the flow of bicycle traffic through the Capitola Village.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Goal 2: Increase bicycle ridership and replace motor vehicle trips with bicycle trips. Achieve a city-wide goal of 5% of all trips and 20% of work trips made by bicycle by 2020. <ul style="list-style-type: none"> • Objective 2.1: Require that event sponsors provide safe bicycle access and secure bicycle parking at special events • Objective 2.2: Encourage employers to offer incentives to employees who ride a bicycle instead of driving a car to work. • Objective 2.3: 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 new developments. • Objective 2.4: 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. • Objective 2.5: Provide convenient, secure bicycle parking at private and public facilities and commercial districts through parking ordinance requirements. • Objective 2.6: Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points. • Objective 2.7: Identify several street parking spaces located in front of commercial and retail stores to be converted into bicycle parking. • Objective 2.8: Increase modal split of Capitola employee commuter trips to 25% of all trips made by bicycle, transit, walking or carpool by 2020. • Objective 2.9: Replace Capitola vehicle fleet trips with bicycle trips when feasible. • Objective 2.10: Work with New Brighton Middle School and local Bicycle advocacy groups to establish a year-round incentive and tracking program for students to encourage active transportation.



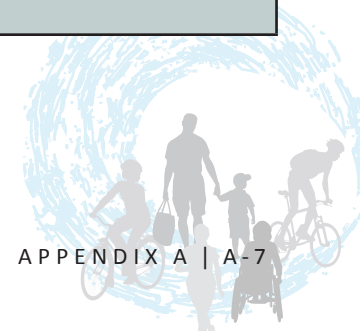
REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Goal 3: Improve bicycle safety <ul style="list-style-type: none"> • Objective 3.1: Support bicycle rider safety training programs for elementary and middle school students. • Objective 3.2: Encourage establishments that teach driver education to include lessons on sharing the road and the rights and responsibilities of bicyclists according to the California Vehicle Code. • Objective 3.3: Continue to support stable funding for local bicycle safety and education programs. • Objective 3.4: Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and adhere to the “Guidelines to Protect the Safety of Bicyclists, Pedestrians, and Disabled Travelers during Road Construction.” • Objective 3.5: When feasible, avoid lengthwise concrete seams in bicycle lanes and require prompt repair (including pavement) and restriping of bicycle lanes before the project is considered complete. • Objective 3.6: Limit on-street parking on arterial and collector streets, encourage parking alternatives, pursue off-street parking development as methods to provide Class II bicycle lanes and do not eliminate joint bicycle lanes/parallel shoulder parking unless the new bicycle lanes are effectively as wide or wider. • Objective 3.7: Limit the number of driveways when planning new commercial and multiple-family residential developments in order to reduce automobile-bicycle conflicts. • Objective 3.8: Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated. • Objective 3.9: Encourage bicyclists to take the lane on Class III bikeways by exceeding the minimum standard distance sharrows shall be placed from the curb as defined in the Manual of Uniform Traffic Control Devices (MUTCD) Section 9C.07. • Objective 3.10: Encourage car parking arrangements which increase the visibility of pedestrians and bicyclists. Consider reverse angled parking. • Objective 3.11: Remove botts dots from streets during scheduled road maintenance.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Goal 4: Design a city-wide multi-modal transportation system that accommodates bicycles <ul style="list-style-type: none"> • Objective 4.1: 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. • Objective 4.2: Include bicycle access in all fixed guideway planning and design. • Objective 4.3: Make provisions for bicycle commuter facilities in any and all future planning documents regarding the Capitola Mall and Transit Station. • Objective 4.5: Require new recreation and visitor-serving developments in the Coastal Zone to support alternative transportation to the beaches and other tourist destinations. • Objective 4.6: Ensure that all major corridors provide a choice of transportation modes and are designed with multi-model amenities such as bus stops, turnouts and shelters, and bicycle lanes and sidewalks. • Goal 5: Maintain new and existing bicycle infrastructure <ul style="list-style-type: none"> • Objective 5.1: Ensure that bicycle facilities remain in a usable condition through regular maintenance and sweeping. • Objective 5.2: Retain all existing bikeways along with roadway improvement projects. • Objective 5.3: Secure a portion of local and State funding for bikeway maintenance. • Objective 5.4: Maintain bicycle parking facilities.



REPORT NAME	DATE	GOALS
City of Capitola General Plan	9/28/1989	<p style="text-align: center;">Bicycles</p> <ul style="list-style-type: none"> • Objective: To promote a safe, efficient bicycle system as a viable mode of transportation within the City of Capitola. To the extent possible provision for bicycles will be made on all major roads in the City. The Bikeway Plan recommended is intended to connect to the County bikeway system and to provide a system through the City and to its major attraction points. <ul style="list-style-type: none"> • Policy 30-Support the development of the bikeway system as planned. • Policy 31-Every effort shall be made to provide for bicycles along all arterial and minor arterials. The desired objective is a Class II bikeway as depicted on page 69. <p style="text-align: center;">Implementation</p> <ol style="list-style-type: none"> 1. Develop a system of bikeways including bike lanes and bike routes along designed corridors as shown in the Capitola General Plan Bikeway Plan Map. Responsibility: Public Works 2. Bicycle safety efforts will be continued through the City Police Department and supported at the County level. 3. Bicycle facilities will be maintained by the Public Works Department. 4. Bicycle facility development will be included in the Capital Improvement Program by the Public Works Department. <p>5 Signalized intersections along designated bikeways shall be designed to be sensitive to bicyclists, where necessary. Responsibility: Public Works Department.</p> <ol style="list-style-type: none"> 1. Policy 32-Require bicycle parking or storage facilities at new private and public developments where appropriate. 2. Policy 33-Give equal consideration to bicycles moving through the village areas, as is given automobiles. 3. Policy 34-Bicycle facilities are not recommended on collector streets unless traffic volumes are close to the limits of collector street standards and/or bicycle traffic is estimated will be high or related to school or park access.

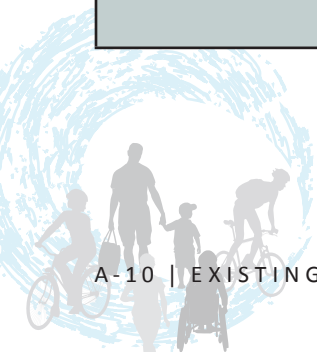


REPORT NAME	DATE	GOALS
City of Capitola Certified Local Coastal Program (LCP)	Amended 10/2005	<ul style="list-style-type: none"> • POLICY A: The City of Capitola shall adopt the policies of the Coastal Act (State Law - Public Resources Code [PRC] Sections 30200-30264) as the guiding policies of this Land Use Plan. If there is a need for interpretation beyond the policies in each component, the Coastal Act Policies will be used as the basis. (The complete text of the PRC Sections 30200-30264 is included in the Appendices.) • POLICY B Where policies in the Land Use Plan overlap or conflict, the policy that is the most protective of coastal resources shall take precedence. • POLICY C The Capitola LCP Land Use Plan shall be adopted as an amendment to the Capitola General Plan. • POLICY D: In reviewing or carrying out projects outside the coastal zone, the City shall consider the effect of such projects or actions on coastal zone resources in order to ensure that the policies of the Capitola LCP Land Use Plan are achieved. • POLICY E: Prior to the issuance of any permit for development in the coastal zone, the City of Capitola shall prepare necessary findings that the development meets the standards set forth in all applicable Land Use Plan polices. • POLICY F: The City of Capitola shall maintain a high level of opportunities for public participation throughout the entire Local Coastal Program and Implementation Planning process. • POLICY G: The Land Use Plan brings the City’s General Plan, Zoning Ordinances and other policies for lands within the coastal zone into conformance with the Coastal Act. It should be recognized that the Land Use Plan must be used in concern with other local, state and federal policies and regulations when evaluating any development proposal, If a conflict between policies arises, the adopted Land Use Plan policies shall be the prevailing policy.

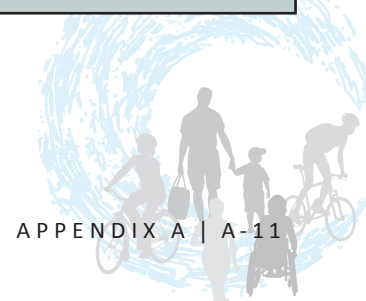


REPORT NAME	DATE	GOALS
City of Santa Cruz General Plan 2030	6/2012	<ul style="list-style-type: none"> • Goal M1: Land use patterns, street design, parking, and access solutions that facilitate multiple transportation alternatives <ul style="list-style-type: none"> • M1.1.2: Connect activity centers with pedestrian and bicycle paths. Cf. M4.3. • M1.1.3: Implement pedestrian and bicycle improvements that support transit ridership. • M1.2: Create livable streets. “Livable street” support the intent of Section 65302(b) of the California Government Code to create “complete streets” planned, designed, operated, and maintained to provide safe mobility for all users, including “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.” • Goal M2: A safe, sustainable, efficient, adaptive, and accessible transportation system <ul style="list-style-type: none"> • M2.1.2: Encourage use of alternative modes of transportation. • M2.1.3: Implement pedestrian, bike, mass transit, and road system improvements through the Capital Improvement Program. • M2.1.4: Support regional funding and implementation of key regional projects that can significantly benefit Santa Cruz and further the City’s mobility policies. • M2.1.5: Do not adopt, approve, or construct an Eastern Access to the university without a vote of the people in a citywide general election. • M2.3: Increase the efficiency of the multi-modal transportation system. <ul style="list-style-type: none"> • M2.3.1: Design for and accommodate multiple transportation modes. • M2.3.3: Incorporate pedestrian, bicycle, and mass transit facilities in the design of bridges and road projects. • M2.3.4: Encourage visitor-serving developments, such as hotels, to make bicycles and shuttle programs available to patrons. • M3.1.9: Consider reducing parking requirements for employers, developments, businesses, and major destination centers that implement effective alternative transportation programs. Cf. LU4, ED1.9.2, and M2.3.2, and 3.1.9.

REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Goal M4: A citywide interconnected system of safe, inviting, and accessible pedestrian ways and bikeways. <ul style="list-style-type: none"> • M4.1.1: Update and implement the Pedestrian Master Plan for development of a complete, continuous, and structurally adequate system of pedestrian paths and walkways. • M4.1.4: Encourage walking in Santa Cruz through educational outreach and promotional programs. • M4.2: Provide and maintain a complete, interconnected, safe, inviting, and efficient citywide bicycle network. Cf. CD5.1, CC8.4, PR4.1.2. <ul style="list-style-type: none"> • M4.2.1: Maintain and update as necessary the City’s Bicycle Transportation Plan. • M4.2.2: Work with appropriate agencies to seek funding for pedestrian and bicycle projects. • M4.2.3: Facilitate bicycling connections to all travel modes. • M4.2.4: Implement bicycle safety programs and cooperate with other agencies in the enforcement of bicycle safety. • M4.2.5: Study the development of parking alternatives (such as removal of parking from one side of the street) and off-street parking facilities prior to the removal of any on-street spaces. • M4.2.6: Provide regular sweeping, pavement repairs, striping, and signs along bike routes. • M4.3: Require pedestrian and bicycle improvements in major activity centers and activity areas. Cf. ED5.1, and M1.1, 1.1.2, 1.5.1, and 2.4.2. <ul style="list-style-type: none"> • M4.3.1: Promote the development of bike lanes on arterial and collector streets and in proposed and already-adopted City plans. • M4.3.2: Develop bike commute routes along railroad rights-of-way (while ensuring the ability to develop rail transit) and along West Cliff Drive, Broadway, King, and other streets.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • M4.4: Assure a high level of bicycle user amenities. Cf. PR1.6.4. • M4.4.1: Maintain Zoning Ordinance and parking district requirements that require secure, covered bicycle parking and/or storage lockers at private and public facilities. • M4.4.2: Provide design guidelines for safe and secure bicycle parking, and promote bicycle access for special events. • M4.4.3: Increase the supply of bicycle parking throughout the city. • M4.4.4: Consider ways to require existing development to upgrade and/or retrofit on-site bicycle user amenities. • M4.5: Support pedestrian and bicycle safety improvements. • M4.5.3: Develop a schedule and comprehensive funding program for proposed bike system improvements within the Capital Improvements Program. • M4.5.4: Consider counter-flow bike lanes on one-way streets where significant bicycle traffic is expected and where safety measures are in place.
City of Santa Cruz Bicycle Transportation Plan 2008	02/10/2011	<ol style="list-style-type: none"> 1. Improve bicycle circulation, connectivity and access 2. Increase bicycle ridership and replace motor vehicle trips with bicycle trips. Achieve a city-wide goal of 5% of all trips and 20% of work trips made by bicycle by 2020. 3. Improve bicycle safety 4. Design a city-wide multi-modal transportation system that accommodates bicycles 5. Maintain new and existing bicycle infrastructure
City of Watsonville, Watsonville VISTA 2030 General Plan		<ul style="list-style-type: none"> • Goal 6.3: Transit Facilities and Service. Promote the use of transit as an alternative to the automobile for all types of travel. <ul style="list-style-type: none"> • Policy 6.3.1: Public Transit Facilities and Services. The City shall take an active role in transit planning by the Santa Cruz Metropolitan Transit District (SCMTD) for the Watsonville Planning Area.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Implementation • 6.3.13: Transit Stop Locations. The City shall cooperate with the Santa Cruz Metropolitan Transit District and Monterey Salinas Transit in the evaluation of, and recommendation for, location of transit stops and shelters. Transit stops and shelters should be designed to be compatible with through traffic, bicycle, and pedestrian movements. • Goal 6.5: Bicycle Circulation. Plan for and provide a safe, convenient network of bicycle facilities that serves both local and regional travel. <ul style="list-style-type: none"> • Policy 6.5.1: Bicycle Facilities Development. The City shall plan for, and implement a comprehensive network of bicycle facilities in order to promote the bicycle as an alternative to the private automobile. • Implementation • 6.5.11: New Construction and Improvements. New construction and improvements to streets designated as bike routes shall include facilities for safe bicycle travel consistent with the City’s Bicycle Plan. • 6.5.12: Designation of Bicycle Lanes. The City shall designate specified arterials for the development of bicycle lanes, consistent with the Bicycle Plan. • 6.5.13: Design for Bicycle Lanes. The City shall require new development projects to include bicycle lanes as part of the project proposal, consistent with the Bicycle Plan. • 6.5.14: Coordination of Planning. The City shall coordinate local and Santa Cruz County plans for bicycle lanes and walkways. • 6.5.15: Integration with Open Space. The City shall ensure that Bicycles facilities are integrated into the City’s open spaces, greenways and parks to provide a system of off-street facilities for recreational and commute bicyclists. • Policy 6.5.2: Bicycle Facilities Maintenance. Bicycle facilities shall be kept clean and clear of obstructions.



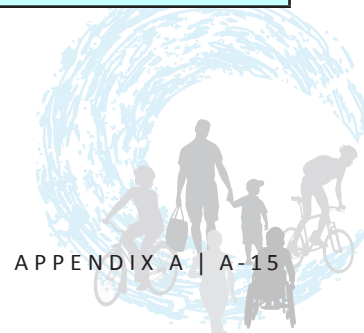
REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Implementation • 6.5.21: Bike Lane Sweeping. The City shall continue a regular bicycle lane sweeping program. • 6.5.22: Parking Enforcement. The City may institute parking restrictions along major designated arterials that are designated bike routes. • 6.5.23: Conflict Elimination. The City shall work with the Santa Cruz County Transportation Commission Bicycle Committee and Watsonville Police Department to identify potential areas of conflict between bicycle facilities and vehicles and eliminate the occurrence of conflicts, particularly at intersections. • Policy 6.5.3: Bicycle Support Facilities. The City shall encourage bicycle facilities in new developments, as an incentive for bicycling as a commute alternative. • Implementation • 6.5.31: Bicycle Storage. The city shall use the development review process to ensure that new commercial, industrial, and public projects provide secure bicycle storage for their employees, customers, clients, and attendees. • 6.5.32: State Design Standards. Where possible, bikeways shall be constructed and marked in conformance with Caltrans Planning and Design Criteria, and be consistent with the Bicycle Plan. • 6.5.33: Bicycles on Bridges. The City shall require that all bridges be constructed with sufficient width (four feet minimum on each side) to safely accommodate bicycle travel. • 6.5.34: Sensing Devices for Signalized Intersections. Vehicle sensing devices at all signalized intersections shall be sensitive enough for bicyclists to activate the signal in the absence of a car. The City will consider installing bicycle loop detectors at signalized intersections on designated bike routes, or install push buttons accessible to bicyclists waits at the curb.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Goal 6.6: Pedestrian Circulation. Recognize the importance of pedestrian travel, alone or in combination with other travel modes, and to encourage walking. <ul style="list-style-type: none"> • Policy 6.6.1: Pedestrian Travel. The City shall plan for, and implement a comprehensive network of safe pedestrian facilities in order to promote pedestrian travel.
City of Watsonville Wetlands Trails Master Plan	5/19/2003	<ol style="list-style-type: none"> 1. Provide a safe and scenic network of trails for recreational use and as an alternate means of transportation. 2. Encourage trail use for pedestrians, bicyclists, and personas with disabilities. Trails that meet ADA requirements are referred to as 'all-access' trails. 3. Provide various point accesses to link commercial and residential areas. 4. Promote the importance of natural settings with wildlife viewing lookouts and interpretive displays. 5. Incorporate and utilize existing infrastructure into the proposed trails. 6. Offer alternative routes for specific areas.
City of Watsonville Trails & Bicycle Master Plan	11/2012	<p>Master Plan Visions and Goals</p> <ol style="list-style-type: none"> 1. Develop a safe and interconnected city-wide network of trail and bicycle facilities that link together destinations and people, both locally and regionally; 2. Develop a trail network that provides facilities and programs designed to expand and encourage active recreation, community strength, and alternative transportation; 3. Enhance, protect, and preserve the environmental quality of open space, waterways and wildlife habitats; 4. Stimulate economic growth through increased tourism and real property value, by developing a city-wide trail network; and 5. Conserve and tell the story of local culture, history, and heritage through interpretive signage.



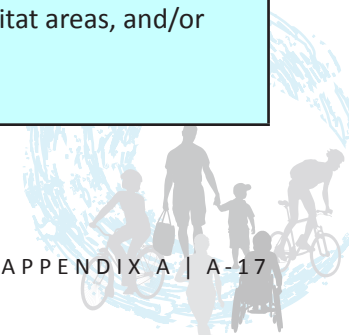
REPORT NAME	DATE	GOALS
City of Watsonville 2005 Local Coastal Program (LCP)	9/28/1982	No clearly defined goals. See document for Policies and Implementation Program
California Coastal National Resource Management Plan (CCNM)	09/2005	<ul style="list-style-type: none"> • Goal 1: Protect the geological formations and the habitat that they provide for biological resources of the CCNM. • Goal 2: Protect the scenic and cultural values associated with the CCNM. • Goal 3: Provide and promote research opportunities to understand the resources and values of the CCNM. • Goal 4: Provide the public with interpretive information and educational initiatives regarding the values and significance of the CCNM and the fragile ecosystems of the California coastline. • Goal 5: Coordinate planning and management activities with the numerous jurisdictions on and adjacent to the CCNM and use the CCNM to help enhance cooperative and collaborative initiatives and partnerships with a variety of communities, agencies, organizations, academic institutions, the public, and other stakeholders.
Coastal Conservancy Completing the California Coastal Trail	1/1/2003	<ul style="list-style-type: none"> • Objectives in Completing the California Coastal Trail • Proved a continuous trail as close to the ocean as possible, with connections to the shoreline (“vertical access”) at appropriate intervals and sufficient transportation access to encourage public use. • Foster cooperation between State, local, and federal public agencies in the planning, design, signing, and implementation of the Coastal Trail. • Increase public awareness of the costs and benefits associated with completion of the Coastal Trail. • Assure that the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners. • Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest. • Create linkages to other trail systems and to units of the State park systems, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Recommendations for Action: Projects to Implement to Coastal Trail Santa Cruz County • Work with the Santa Cruz County Regional Transportation Commission to acquire the former railroad right-of-way and develop the multi-use trail from Davenport to Watsonville. • Complete the environmental analysis and design of a principal trail alignment through the former Coast Dairies property in cooperation with the Trust for Public Land and others, and construct the trail. • Work with State Parks to complete the coastal trail segment across the Gray Whale Ranch property to the public. • Work with Santa Cruz County to identify a trail alignment through Love Oak and work with the County State Parks, and private landowners to identify a trail alignment from Capitola to the County line. • Encourage and assist in the completion of the Monterey Bay Sanctuary Scenic Trail. • Work with the U.S. Army Corps of Engineers and Santa Cruz and Monterey Counties to complete the trail systems along both sides of the Pajaro River and connect them to the Coastal Trail.
Long Range Interpretive Plan for the Monterey Bay Sanctuary Scenic Trail	Draft	<ul style="list-style-type: none"> • Provide public trail access along the Monterey Bay National Marine Sanctuary to enhance appreciation, understanding and protection of this special resource, without harming sensitive areas. • Provide relevant, engaging interpretation and information of the Monterey Bay National Marine Sanctuary, the coastal environment and communities through which the trail passes and promote environmentally sensitive trail use. • Encourage alternative transportation by providing safe, inviting and continuous routes for a wide variety of non-motorized uses. • Maximize ocean views and scenic coastal vistas, emphasizing connections to existing and proposed local trail systems, with frequent lateral access opportunities for different user groups from the main trail to the beach, vista points, interpretive facilities and other points of interest along the way. • Provide a sense of continuity for the visitor along the entire trail route through unifying visual elements.



REPORT NAME	DATE	GOALS
Moving Forward Monterey Bay 2035	6/1/2010	<p>Regional Goals</p> <ol style="list-style-type: none"> 1. Increase the Accessibility and Mobility of People and Goods 2. Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns 3. Enhance the Modal Integration and Connectivity of the Transportation System for People and Goods. 4. Increase the Safety of the Transportation System for Motorized and Non-motorized Users 5. Increase the Security of the Transportation System for Motorized and Non-motorized Users 6. Promote transit, vanpooling, ridesharing, bicycling, pedestrian and other alternative transportation modes to reduce single-occupant vehicle travel. 7. Avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system.Strategies: Strive to limit plans and programs to those transportation facilities and services which avoid, minimize or mitigate impacts to prime agricultural land, natural wetlands and riparian corridors, coastal dunes, significant scenic corridors, significant natural habitat areas, and/or cultural and historical sites. <ul style="list-style-type: none"> • Work with other agencies to increase the potential of combining bicycle travel with other modes of transportation, including the provision of bicycle lanes, storage facilities at transit stops and employment centers and ridesharing staging areas. • Facilitate the retention, expansion and improvement of transit and non-motorized mode travel to and within activity centers, along travel corridors, in scenic areas, and for special events. • Promote convenient and efficient transit services for commuting to and from existing and planned work, school, shopping, recreational and other activity centers. 8. Avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system.Strategies: Strive to limit plans and programs to those transportation facilities and services which avoid, minimize or mitigate impacts to prime agricultural land, natural wetlands and riparian corridors, coastal dunes, significant scenic corridors, significant natural habitat areas, and/or cultural and historical sites.



REPORT NAME	DATE	GOALS
		<p>9. Avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system. Strategies: Strive to limit plans and programs to those transportation facilities and services which avoid, minimize or mitigate impacts to prime agricultural land, natural wetlands and riparian corridors, coastal dunes, significant scenic corridors, significant natural habitat areas, and/or cultural and historical sites.</p> <ul style="list-style-type: none"> • Work with other agencies to increase the potential of combining bicycle travel with other modes of transportation, including the provision of bicycle lanes, storage facilities at transit stops and employment centers and ridesharing staging areas. • Facilitate the retention, expansion and improvement of transit and non-motorized mode travel to and within activity centers, along travel corridors, in scenic areas, and for special events. • Promote convenient and efficient transit services for commuting to and from existing and planned work, school, shopping, recreational and other activity centers. <p>10. Avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system. Strategies: Strive to limit plans and programs to those transportation facilities and services which avoid, minimize or mitigate impacts to prime agricultural land, natural wetlands and riparian corridors, coastal dunes, significant scenic corridors, significant natural habitat areas, and/or cultural and historical sites.</p> <p>Santa Cruz County (SCCRTC):</p> <ol style="list-style-type: none"> 1. Increase the security of the transportation system for motorized and non motorized users. 2. Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks. <p>Long-Range Strategies: Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor Major Transportation Investment Study program of projects:</p> <ul style="list-style-type: none"> • Santa Cruz Branch Rail right-of-way acquisition • Bicycle/pedestrian path on rail right-of-way • Local road improvements



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Local bicycle projects • Electric bicycle subsidy program • Provide multi-modal access to recreational resources. <p>Long Range Strategies Santa Cruz County (SCRTC):</p> <ul style="list-style-type: none"> • Increase percentage of work trips done by bicycle to five percent of all trips and 20 percent of all work trips by 2035; do so by prioritizing bikeway projects based on: 1) increased safety or access; 2) complete gaps in the regional bicycle network; 3) high-demand, high-density areas and commute routes; 4) along popular recreational routes. Develop a program to measure and monitor growth rates. • Support efficient connections among all transportation modes. • Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, the Coastal Commission, Caltrans, other transportation agencies, and neighboring counties. • Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian, and park-and-ride investments. • Allow for and anticipate future mobility needs, taking into account projected future demographics. • Emphasize sustainable transportation modes consistent with regional environmental policies. • Ensure that transportation projects contribute to the protection of biological and scenic
Caltrans State Routes 1 & 183 Corridor System Management Plan	10/2011	<ul style="list-style-type: none"> • The goal of the CSMP is to improve mobility along the SR 1 corridor by the integrated management of the transportation network including the selected highway, parallel/connector roadways, transit, bicycle, and travel demand management components of the corridor. Managing the facilities in a multi-modal approach will ensure that the benefits from investments made in the corridor can be sustained over time.
		<ul style="list-style-type: none"> • The objective of the CSMP is to identify strategies that would improve safety, reduce travel time delay, improve connectivity, and expand mobility options along the corridor in a cost effective manner. • Implementation of the CSMP will improve safety on the transportation system and improve connectivity to jobs, housing, and commerce.

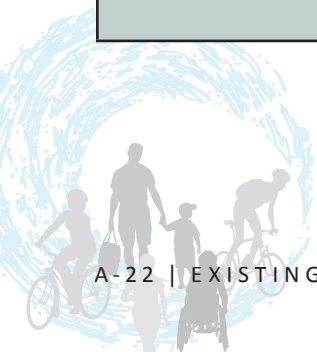
REPORT NAME	DATE	GOALS
The Sanctuary Scenic Trail Standards Manual	6/1/2005	<p>Trail Goals</p> <ul style="list-style-type: none"> • Enhance appreciation and protection of the Monterey Bay National Marine Sanctuary by promoting public use and enjoyment at its shoreline. • Provide public trail access along the shoreline of the Monterey Bay, without harming sensitive areas. • Enhance appreciation and protection of the marine sanctuary; our coastal environment and local communities through engaging interpretation and information. • Encourage alternative transportation and draw travelers out of their cars. • Maximize ocean views and scenic coastal vistas while connecting local trail systems, interpretive facilities and points of interest along the way. • Provide a sense of continuity along the entire trail route through unifying visual elements • Promote environmentally sensitive and respectful trail use.
Santa Cruz County Bicycle Plan	3/1/2011	<ul style="list-style-type: none"> • Bicycle Plan objectives, policies, and goals including some items outlined in the 1994 General Plan and Local Coastal Program for Santa Cruz County, and the 2010 Santa Cruz County Regional Transportation Plan include: • To encourage bicycle travel as a major form of transportation in order to increase bicycle use to 20% of all work trips and to increase general bicycle trips to 5% of all trips by the year 2035. (RTP 2.7) • 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. Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes. (RTP 2.7.4, GP 3.8a)



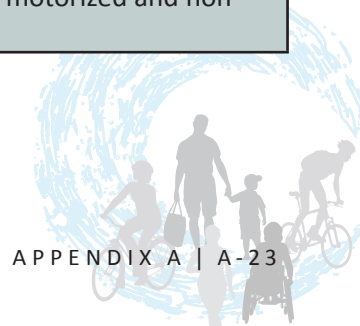
REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • To coordinate the County’s bikeway planning efforts with local cities and adjacent counties and other agency to provide an integrated regional bikeway system and to actively seek all available means of financing bikeways including State and Federal grants. (GP 3.8b) • Reduce bicycle collisions by reducing the potential for bicycle and auto conflicts. (RTP 1.6.2) • To encourage the design of pedestrian, bicycle, and vehicle circulation and parking to be safe, convenient, readily understandable, and coordinated with development on surrounding properties; and encourage design which minimizes the visual impact and reduces the scale of paving materials and parking. <p>Policies</p> <ul style="list-style-type: none"> • 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. (GP 3.8.1) • Coordinate the planning, design and construction of bikeway systems with all implementing agencies. • Ensure that all major corridors provide a choice of transportation modes and are designed with multi-model amenities such as bus stops, turnouts and shelters, and bike lanes and sidewalks. (RTP 2.1) • Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated. (RTP 2.7.3) <p>Commuting</p> <ul style="list-style-type: none"> • Design regional bicycle routes to connect residential areas with major activity centers (employment, education, civic, etc.) by including bikeway network development as part of the Capital Improvements Program to prioritize construction or retrofits for completion of specific routes. (GP 3.8.2) • Encourage employers to make bicycles and bike facilities available for business-related trips. (RTP 1.3.13) • Encourage the provision of bicycle racks, showers, lockers, and other storage facilities at destination, where practical and economically feasible, when reviewing discretionary permits for major activity centers. These facilities should be provided at a level consistent with the County goal of 5% total bicycle travel. (GP 3.8.4) • Emphasize safe and convenient modes of transportation for all transit riders, motorists, bicyclist, and pedestrians



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Require new recreation and visitor-serving developments in the Coastal Zone to support alternative transportation to the beaches, e.g., bikes, small scale shuttle service (GP7.7.31). • Construct and mark bicycle routes in conformance with state standards, as outlined in the California Manual of Uniform Traffic Control Devices and the California Highway Design Manual. • Locate bikeways as bicycle lanes adjacent to the main traveled way unless a more direct and useful separated bike path can be provided. Where bicycle lanes are not possible due to right-of-way restrictions, etc., include a wide curb lane. • Build all bridges with enough width to safely accommodate bicycle travel. Allow for 4-foot (1.2m) minimum bike lanes. • Retain and/or enhance all existing bikeways along with roadway improvement projects by incorporating “Complete Streets” concepts ensuring that bike lanes are not narrowed to the point that they become substandard. • Limit the number of driveways when planning new commercial/residential developments in order to reduce automobile-bicycle conflicts. (RTP 3.4.6) • Limit on-street parking on arterial and collector streets, encourage parking alternatives, pursue off-street parking development as methods to provide Class II bike lanes and do not eliminate joint like lanes/ parallel shoulder parking unless the new bike lanes are effectively as wide or wider. • Install in all existing and proposed signalized intersections bicycle detector loops (a device to trigger traffic signal phasing) that are recognizable by the cyclist (from GP program “h” on page 3.16). <p>Bicycle Parking</p> <ul style="list-style-type: none"> • Provide convenient, secure bicycle parking at private and public facilities and commercial districts through parking ordinance requirements. (RTP 3.4.4) • Require that event sponsors provide safe bicycle access and secure bicycle parking at special events. (RTP 3.4.4) • Provide bicycle parking stands (facilities) at all primary public points and at appropriate neighborhood access points (GP program “b” on page 3-16).



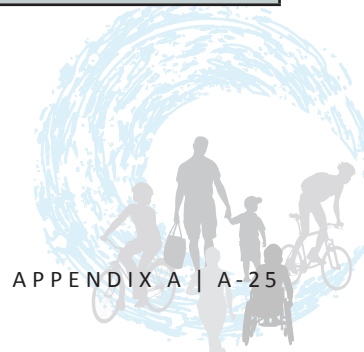
REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Modal Interaction. Encourage other modes of transportation (buses, trains, etc.) to plan for, and provide space for carrying, recreational and commuting bicyclists on public transportation systems. Include secure bicycle parking facilities with development of transit shelters incorporating Santa Cruz County Transit District design approval. (GP 3.8.3) • Include bicycle access in all fixed guideway planning and design. • Regional Continuity. Coordinate with other jurisdictions to adopt a system of bikeways that complements the county system. • Regional Consistency. Periodically revise the Master Plan of Countywide Bikeways (MPCB) component of the Transportation Element to reflect changing conditions, and to evaluate proposed development projects for compatibility with the MPCB through the subdivision and development permit approval process. (GP 3.8.6) • Maintenance. Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and, upon completion, improve the road shoulder to the preconstruction condition or better. • Require those entities performing roadside work to maintain the road edge in the best possible condition during construction, explore ways to avoid lengthwise seams in bike lanes and require prompt repair (including pavement) and restriping of bike lanes before the project is considered complete. • Retain all existing bikeways along with roadway improvement projects. (RTP 1.5.4) • Ensure the bicycle facilities remain in a usable condition through regular maintenance and sweeping. • Education and Safety. Encourage bicycle rider training program for all elementary school children in Santa Cruz County and a better instruction of motorists about sharing the road with bicyclists should be included in all driver’s education courses for high school students and adults. • Continue to identify stable funding for the Community Traffic Safety Coalition Bicycle Safety Program. <p>Goals</p> <ul style="list-style-type: none"> • Improve bicycle circulation; • Increase use of bicycling for short- and long-range trips, and reduce the use of motor vehicle; and • Design all streets and roads to be “bicycle friendly” to equally accommodate both motorized and non-motorized modes of transportation.



REPORT NAME	DATE	GOALS
Santa Cruz County Local Coastal Program (LCP)	1994	<ul style="list-style-type: none"> Refer to the Local Coastal Program on the County’s website for General Plan/LCP policies. Language which includes the (LCP) initials is part of the Local Coastal Program and applies countywide unless specifically stated that the policy is limited to the coastal zone.
Santa Cruz County Regional Transportation Plan	6/2010	<ol style="list-style-type: none"> 1. Preserve and maintain the existing transportation system, emphasizing safety, security and efficiency. 2. Increase mobility by providing an improved and integrated multi-modal transportation system. 3. Coordinate land use and transportation decisions to ensure that the region’s social, cultural, and economic vitality is sustained for current and future generations. 4. Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and reduce greenhouse gas emissions. 5. Make the most efficient use of limited transportation financial resources. 6. Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.
Santa Cruz County General Plan Circulation Element	12/19/1994	<p>Goals:</p> <ul style="list-style-type: none"> • 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.



REPORT NAME	DATE	GOALS
		<ul style="list-style-type: none"> • Bikeway System: Develop and implement a comprehensive bikeway system that promotes bicycle travel as a viable transportation mode and meets the recreational 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.
Seacliff Village Plan	05/20/2003	No clearly defined goals. See document for policy framework
University of California, Santa Cruz 2008 Bicycle Plan	11/2008	No clearly defined goals. See document for guidelines and policies
University of California, Santa Cruz Long-Range Development Plan		No clearly defined goals. See document for guidelines and policies
Big Basin Redwoods State Park General Plan	05/2012	No clearly defined goals. See document for overview of planning concepts and proposals
Coast Dairies Long-Term Resource and Access Plan	06/26/2003	<p>The Coast Dairies Plan provides seven goals specific to the Property:</p> <ul style="list-style-type: none"> • Conserve and enhance the biological open space values; • Create new and diverse recreational and educational opportunities; • Maintain and enhance sustainable agriculture; • Restore key natural resources; • Protect natural forested areas from commercial harvest; • Allow for other sustainable economic uses of the land; and • Use adaptive management as a tool to achieve sound long-term stewardship of the property.



REPORT NAME	DATE	GOALS
The Forest of Nisene Marks State Park General Plan	07/2005	<p>See document for full list of goals. Goals pertinent to MBSST include:</p> <ul style="list-style-type: none"> • Goal: Concentrate visitor use, recreation opportunities, facilities, and administrative activities in appropriate locations that will accommodate heavier use, while minimizing impacts to natural, cultural, and scenic resources. <ul style="list-style-type: none"> • Guidelines: <ul style="list-style-type: none"> • Locate facilities away from any sensitive natural or cultural areas, including streams and historic and archeological sites, to minimize impacts to these resources. • Use signs, fencing, walls, stairs and other features to direct visitors away from sensitive biological and cultural resources, as necessary, and to protect sensitive areas. • Design facilities to blend aesthetically with scenic, natural, and cultural features. • Utilize sustainable design and materials in the development of new facilities. • Goal: Preserve the historic integrity of sites and railroad grades that are determined significant to the history of The Forest of Nisene Marks State Park. <ul style="list-style-type: none"> • Guidelines: <ul style="list-style-type: none"> • Ground-disturbing activities shall be kept to a minimum in the vicinity of designated historic resources without appropriate surveys and possible mitigation. • If needed and feasible, stabilization of historic sites shall occur in order to preserve their historical integrity. • Historic sites should be included in the interpretive program, if further research substantiates their historic importance.
Wilder Ranch State Park General Plan	03/1980	No clearly defined goals. See document for guidelines and policies

