



## SECTION TWO CONTENTS

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*This section provides the framework around which the Master Plan will be formed.*

# SECTION TWO GOALS, OBJECTIVES, AND POLICIES

## 2.1 INTRODUCTION

Through a collaborative planning process, the following goals, objectives, and policies were developed to guide the development of the Master Plan. They were designed to enhance non-motorized mobility and improve safety, access, traffic congestion, air quality, and the quality of life for Santa Cruz County residents, workers, and visitors. The goals are meant to function as the common framework that integrates the countywide rail trail with new and existing bicycle and pedestrian facilities. Additional objectives and policies for each county jurisdiction are included in their individual plans and are summarized in Section 2.4 and Appendix A of this Master Plan.

## 2.2 DEFINITIONS

The following definitions are provided to explain the intent of each goal, objective, policy, and implementing action.

### GOAL

A general statement of desired community outcome

### OBJECTIVE

A subset of a goal, an objective is more specific and provides measurable strategies

### POLICY

Actions that a community will undertake to meet the goals and objectives

### IMPLEMENTING ACTION

A recommended action necessary to implement the Master Plan policies

*The goals are meant to function as the common framework that integrates the countywide rail trail to new and existing bicycle and pedestrian facilities.*



## 2.3 GOALS, OBJECTIVES, AND POLICIES

### GOAL 1: TRAIL SYSTEM DEVELOPMENT

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**DEFINE A CONTINUOUS TRAIL ALIGNMENT THAT MAXIMIZES OPPORTUNITIES FOR A MULTI-USE BICYCLE AND PEDESTRIAN TRAIL SEPARATE FROM ROADWAY VEHICLE TRAFFIC.**

***Objective 1.1 Provide a continuous public trail along the Santa Cruz Branch Line railroad corridor and connecting spur trails within Santa Cruz County.***

- Policy 1.1.1 Prioritize funding and implementation for gaps in the MBSST Network that serve multiple population and activity centers.
- Policy 1.1.2 Maximize ocean views and scenic coastal vistas, and emphasize connections to existing and proposed local trail systems with frequent vertical access opportunities for different user groups from the Coastal Rail Trail to the beach, vista points, interpretive facilities, and other activity centers along the way.
- Policy 1.1.3 Use existing built trails, roadways, and other transportation facilities to the fullest extent possible to provide for the primary trail alignment and spur trails.
- Policy 1.1.4 Promote segments affording coastal views as primary means for experiencing and interpreting the Monterey Bay National Marine Sanctuary.
- Policy 1.1.5 Pursue contiguous trail development to maximize continuous trail utilization in areas with high numbers of activity centers and population density.



**Objective 1.2: *Make the trail functional as a transportation facility.***

- Policy 1.2.1 Link trails to regionally significant activity centers such as parks, open space, commercial centers, schools, and universities via the main trail alignment or trail connectors.
- Policy 1.2.2 Provide safe, direct linkages between trails and paved pathways, bike lanes, transit terminals, bus stops, and parking facilities (for motor vehicles and bicycles).
- Policy 1.2.3 Construct the trail according to Caltrans bikeway standards as described in the Caltrans Highway Design Manual, Chapter 1000, Bikeway Planning and Design, and other standards manuals.
- Policy 1.2.4 Develop trails in such a way so that future rail transit services along the corridor are not precluded.

**Objective 1.3: *Make the trail recognizable as a continuous facility.***

- Policy 1.3.1 Develop a wayfinding identity and regulatory signage system that is visually clear and cohesive, as well as physically durable to reduce maintenance requirements.
- Policy 1.3.2 Ensure wayfinding identity and regulatory signage is consistent with and complements the previously developed Monterey Bay Sanctuary Scenic Trail Standards Manual.
- Policy 1.3.3 Provide a sense of continuity along the entire trail route through unifying visual elements identified in the landscape design standards incorporated in the Master Plan.
- Policy 1.3.4 Preserve the integrity of the MBSST Network's identity by focusing on the development of a cohesive spine trail.

**Objective 1.4: *Minimize the environmental impacts of the complete trail system.***

- Policy 1.4.1 Avoid sensitive habitat areas and special-status plant and animal species to the maximum extent feasible when identifying, designing, and constructing new trail segments.
- Policy 1.4.2 Coordinate with local planning and Coastal Commission staff to design and construct the MBSST Network to comply with the Coastal Act and local coastal program requirements. Coordinate with designation of the California Coastal Trail.



- Policy 1.4.3 Identify potential habitat enhancement projects and mitigation strategies in association with all new trail development plans and designs.
- Policy 1.4.4 Establish positive working relationships with state/federal wildlife and environmental resource protection officials and staff.

**Objective 1.5: *Minimize trail impacts to private lands including agricultural, residential, and other land uses.***

- Policy 1.5.1 Avoid trail development on private lands where a feasible alternative alignment exists on adjacent public properties.
- Policy 1.5.2 Document all costs of modifications to land owner operations, access controls, etc. associated with trail development, and incorporate such costs into public cost estimates for the project.

## **GOAL 2: ENHANCE APPRECIATION OF THE COASTAL ENVIRONMENT**

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### **DEVELOP PUBLIC TRAIL ACCESS ALONG THE MONTEREY BAY NATIONAL MARINE SANCTUARY TO ENHANCE APPRECIATION, UNDERSTANDING, AND PROTECTION OF THIS SPECIAL RESOURCE.**

**Objective 2.1: *Use interpretive guidelines and exhibits to promote coastal alignments as the primary means for experiencing and interpreting the sanctuary, and historical and agricultural landscapes.***

- Policy 2.1.1 Continue work documented in the Monterey Bay Sanctuary Scenic Trail Standards Manual, and the Draft Long Range Interpretive Plan when developing interpretive materials, where appropriate.
- Policy 2.1.2 Establish interpretive design and content guidelines via a memorandum of understanding (MOU) or other formal written agreement between implementing entities, as needed.
- Policy 2.1.3 Provide relevant, engaging interpretation and information of the railroad, the Monterey Bay National Marine Sanctuary, the coastal environment, agriculture, local history, and affected communities.



## GOAL 3: EDUCATION AND AWARENESS

### PROMOTE AWARENESS OF THE TRAIL, TRAIL OPPORTUNITIES, AND TRAIL USER RESPONSIBILITIES.

**Objective 3.1:** *Promote the benefits of trail usage such as economic, transportation, safety, recreation, connectivity, community image, environmental stewardship and health.*

- Policy 3.1.1 Acknowledge existing trail designations such as the California Coastal Trail.
- Policy 3.1.2 Create a trail identity through use of logos, maps, signage, and brochures.
- Policy 3.1.3 Develop trail promotional materials presenting the facility as alternative transportation and to draw travelers out of their cars.
- Policy 3.1.4 Establish complementary educational and regulatory programs that emphasize respect for natural resources, private property, and other trail users.
- Policy 3.1.5 Use technology to promote trail awareness and opportunities such as: development of a mobile phone application with maps, opportunities to report trail maintenance, and to receive reports regarding trail conditions or closures; provision of QR codes along the trail to access additional interpretive information; and a social media presence for trail-related events or other current news.

**Objective 3.2:** *Encourage use of the trail for Safe Routes to School programs.*

- Policy 3.2.1 Coordinate with local schools to use the MBSST Network as part of existing and proposed Safe Routes to Schools programs.
- Policy 3.2.2 Coordinate with law enforcement on all relevant safety concerns including traffic at road crossings.
- Policy 3.2.3 Provide signage that designates use of the trail for Safe Routes to School programs.



*Interpretive signage example*



*Monterey Bay National Marine Sanctuary information sign at Manresa State Beach*



## GOAL 4: IMPLEMENTATION

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**DEVELOP A LONG- AND SHORT-TERM PROGRAM TO ACHIEVE THE POLICIES SET FORTH IN THIS MASTER PLAN THROUGH A COMBINATION OF PUBLIC AND PRIVATE FUNDING, REGULATORY METHODS, AND OTHER STRATEGIES.**

***Objective 4.1: Identify costs associated with each defined segment and for overall improvements required to create a continuous trail.***

- Policy 4.1.1 Develop and maintain accurate, current construction unit costs for all major elements of the recommended trail facility.
- Policy 4.1.2 Develop and maintain accurate, current land costs where acquisition of right-of-way and/or easements is required for trail implementation.
- Policy 4.1.3 Provide implementing entities with funding to develop trail segments.

***Objective 4.2: Ensure that sponsors of the Monterey Bay Sanctuary Scenic Trail Network (MBSST Network) pursue all potential state, federal, regional, local, and other funding sources.***

- Policy 4.2.1 Allocate staff, retain grant writing volunteers, and/or retain consultants to pursue funding for direct, matching, and challenge grants from other agencies and sources for implementation of the MBSST Network.
- Policy 4.2.2 Develop and maintain a matrix of appropriate state and federal grant sources for specific trail segments, trail access points, and associated projects.

***Objective 4.3: Utilize ordinances and park conservation or trail easements to ensure significant trail development opportunities.***

- Policy 4.3.1 Work with City and County Planning staff to seek out opportunities as part of new development proposals.



**Objective 4.4:** *Utilize existing lands owned by various government entities, open space groups, institutions, and other sources to develop the trail.*

- Policy 4.4.1. Update and reevaluate inventory of all public agency-owned lands (RTC, county, city, other district, state, federal, etc.) and analyze for trail development opportunities.
- Policy 4.4.2 Investigate partnerships for current or future collaboration on both private and public lands.
- Policy 4.4.3 Explore property transfers, trades, donations, partial purchases, joint purchases, easements, long-term leases, encroachment permits, and a variety of other means from willing sellers or property owners.

**Objective 4.5:** *Seek financial and other support for the trail.*

- Policy 4.5.1 Seek methods to acquire funding and contributions of land including wills and bequests, stocks, gifts of life insurance, charitable remainder trusts, and maintenance endowments.
- Policy 4.5.2 Investigate methods for land acquisition including life estates, contributions of surplus real estate, sequential donations or purchases, and purchase and leaseback programs with landowners.
- Policy 4.5.3 Develop an active volunteer program with service clubs, community groups, and citizens. Identify interested corporations, clubs, or individuals, and create an action plan tailored to fit the adopting organization's budget and interest. Such entities may be helpful in purchasing trail furnishings such as benches, trash cans, water fountains, and lighting. Other entities may volunteer time for trail maintenance.

**Objective 4.6:** *Maximize funding for the project.*

- Policy 4.6.1 Develop and position the Master Plan for use as a source of documentation for competitive funding programs, and pursue funding from as many sources as resources permit.
- Policy 4.6.2 Focus on funding sources for which RTC will qualify best and be able to implement.
- Policy 4.6.3 Assist implementing entities in seeking independent funding.
- Policy 4.6.4 Consider allocating funding over which the RTC has local control.





## GOAL 5: OPERATION AND MAINTENANCE

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**DEVELOP THE NECESSARY ORGANIZATIONAL STAFFING AND FUNDING MECHANISMS TO ENSURE THAT ALL TRAIL SEGMENTS, TRAILHEADS, AND ACCESSORY FEATURES ARE SAFE, WELL-MAINTAINED, AND WELL-MANAGED.**

***Objective 5.1: Consider establishing a shared maintenance agreement between local, county, and state agencies and assigning management responsibilities for individual trail segments.***

- Policy 5.1.1 Engage managers and maintenance staff for existing built segments of the trail (e.g., Wilder Ranch) to determine existing maintenance standards and costs.
- Policy 5.1.2 Support implementing entities in developing maintenance agreements for each new trail segment.
- Policy 5.1.3 Establish operation and maintenance standards through a memorandum of understanding (MOU) or other formal document for uniform application by all participating entities.

***Objective 5.2: Ensure adequate revenue for the maintenance of all trail segments and related facilities.***

- Policy 5.2.1 Accurately forecast and plan for the short- and long-term operation and maintenance of the overall trail system as an initial step in estimating implementation cost.
- Policy 5.2.2 Update the maintenance and operations budget sufficient for the level of trail system development in any given year, to be funded through a reliable source.
- Policy 5.2.3 As an initial step in planning each trail segment project, accurately estimate the operations and maintenance impact of each new project and develop a realistic strategy and funding for its success.



**Objective 5.3:**    *Provide for secure, safe, pleasant, and accessible use of trail facilities.*

- Policy 5.3.1    Maintain facilities at appropriate levels of the written maintenance program.
- Policy 5.3.2    Establish positive working relationships with local and county fire agencies, law enforcement officials, and staff.
- Policy 5.3.3    Establish and foster a “Trail Watch” program in cooperation with local law enforcement officials and local advocacy groups.
- Policy 5.3.4    Engage volunteers for trail patrols to help inform and satisfy maintenance needs.
- Policy 5.3.5    Post user guidelines for bikes, pedestrians, and other forms of non-motorized transportation to inform users of safety and interaction protocol, thereby minimizing user conflict.
- Policy 5.3.6    Establish an emergency locator system with emergency locator markers placed at every 1/8 mile.



## 2.4 PLANNING AND POLICY CONTEXT

The following documents were reviewed in preparation of the Master Plan trail alignment and development of the Master Plan goals, objectives, and policies. Appendix B provides a comprehensive list of relevant documents and their relationship to the Master Plan. Appendix A includes these same documents and highlights relevant goals, objectives, and policies.

### 2.4.1 FEDERAL AND STATE PLANS

#### COMPLETING THE CALIFORNIA COASTAL TRAIL

In late 2001, the California State Legislature, by way of SB 908, directed the State Coastal Conservancy to determine what was needed to implement a proposed pedestrian trail that will stretch 1,300 miles along the entire California coast and across dozens of political jurisdictions. The California Coastal Conservancy will pursue this mandate in part by awarding grants to public agencies and nonprofit organizations to acquire land or any interest therein, or to develop, operate, or manage lands for public access purposes to and along the coast.

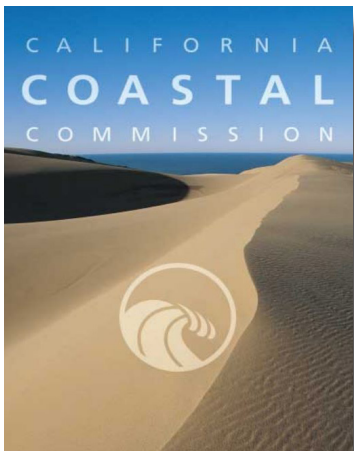
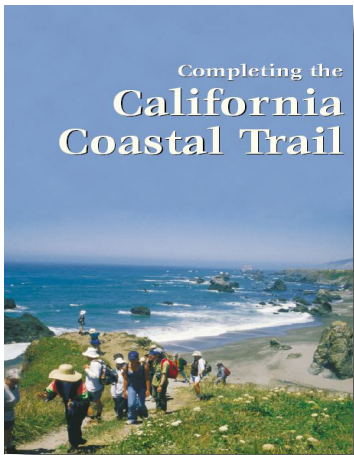
Most recently, in 2007, the Governor signed Senate Bill 1396 directing the California Coastal Conservancy to coordinate development of the California Coastal Trail (CCT) with the Department of Transportation (Caltrans). This bill also requires local transportation planning agencies whose jurisdiction includes a portion of the CCT or property designated for the trail to coordinate with the Coastal Conservancy, California Coastal Commission, and Caltrans regarding development of the trail.

The MBSST Network will serve as the CCT through Santa Cruz County. Additional alignments will also be identified to serve as the CCT by the State Coastal Conservancy, Coastal Commission, State Department of Parks and Recreation, and Caltrans—the state agencies responsible for assisting local communities in completing and signing the MBSST Network.

#### CALIFORNIA COASTAL ACT OF 1976

The California Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the California Coastal Act to include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government.

The California Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower-cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the California Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Coastal Commission and by local governments, pursuant to the California Coastal Act.



**STATE ROUTES 1 & 193**  
CORRIDOR SYSTEM MANAGEMENT PLAN

PARK & RIDE  
NEXT RIGHT  
See Page 10

CALIFORNIA  
1

MONTEREY & SANTA CRUZ COUNTIES  
OCTOBER 2011

**Caltrans**

## MOVING FORWARD MONTEREY BAY 2035

A collage of 15 images representing various aspects of Monterey Bay. The images include: a rocky coastline with waves; a beach scene with buildings in the background; a close-up of colorful jellyfish; a couple walking on a beach; a bunch of green grapes; a car driving on a winding road; a group of people playing beach volleyball; a carpooling icon with a car and a van; a group of people walking on a beach; a lighthouse on a rocky shore; a field of green crops; a group of people walking on a beach; a large rock formation in the ocean; a small building on a hill; and a modern building with a glass facade.

## 2.4.3

## COUNTY PLANS

### SANTA CRUZ COUNTY BICYCLE PLAN

The purpose of this plan is to consolidate into one document all bicycle-related County plans and projects that are currently identified in the County General Plan, the Santa Cruz County Regional Transportation Plan, and other local documents. Although not a part of the General Plan, the Santa Cruz County Bicycle Plan is consistent with and implements action statements of the Circulation Element of the General Plan and/or County and regional plans. The Bicycle Plan is intended to aid County planners and engineers in selecting and implementing bicycle improvements with the goal of increasing bicycle commuting.

### SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN

This 2010 Regional Transportation Plan (called the 2010 RTP) is a minor update of the last version, completed in 2005, and provides guidance for transportation policy and projects through the year 2035. The 2010 RTP is the RTC's comprehensive planning document, which identifies the goals, projects, and programs that will maintain and improve transportation systems over the next 25 years. Individual projects listed in the 2010 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state, and federal funds become available. The RTC is currently undergoing a major update to the 2010 RTP which is scheduled for adoption in 2014.

### SANTA CRUZ COUNTY GENERAL PLAN LOCAL COASTAL PROGRAM (LCP)

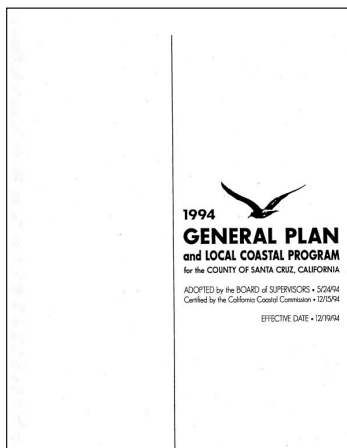
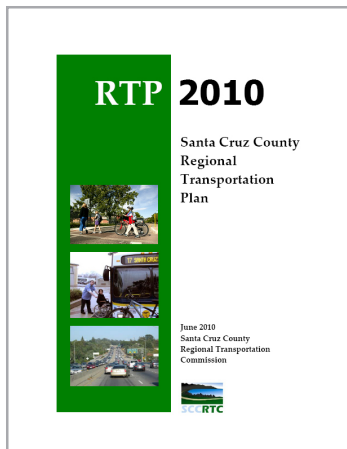
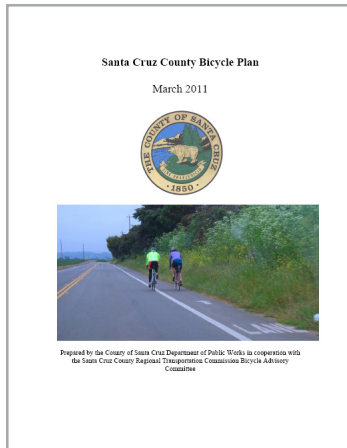
The Local Coastal Program (LCP) is part of the Santa Cruz County General Plan and is comprised of the Land Use Plan, implementing policies and ordinances, and maps applicable to the coastal zone portions of the county to preserve unique coastal resources pursuant to the requirements of the California Coastal Act. The County last prepared and adopted its LCP as a part of the General Plan in 1994.

### SANTA CRUZ COUNTY GENERAL PLAN CIRCULATION ELEMENT

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 LCP 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 toward solutions.

### SANTA CRUZ COUNTY TRANSIT CORRIDORS PLAN

The Transit Corridors Plan for Santa Cruz County is currently under development. Once completed, the Transit Corridors Plan will integrate the County's land use and transportation policies in a way that protects environmental resources, supports economic growth, and increases access to opportunity for all county residents.

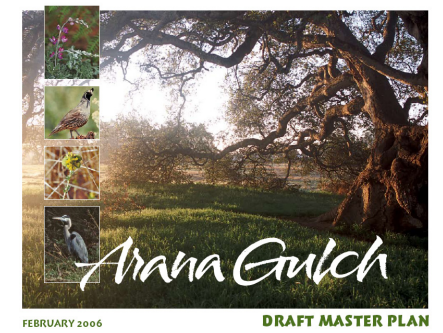




## 2.4.4 LOCAL PLANS AND TECHNICAL REPORTS

### ARANA GULCH MASTER PLAN

The City of Santa Cruz acquired Arana Gulch in 1994 as one of the greenbelt lands and, shortly thereafter, opened the property to the public. While popular with hikers strolling along the meadow, bicyclists riding to the Upper Harbor, and visitors of all ages enjoying the scenery and wildlife, recreational use on the property is limited to earthen trails—most of which existed prior to the City’s ownership. Only two visitor entrances currently exist and there are no visitor facilities, except trails and associated signage. The intent of the Arana Gulch Master Plan is to establish a vision and goals that will shape the future of Arana Gulch as a unique open space within the city of Santa Cruz that includes amenities such as a bicycle and pedestrian path. In addition, the Master Plan identifies recreational uses and resource management guidelines to direct future management and enhancement of this natural area.

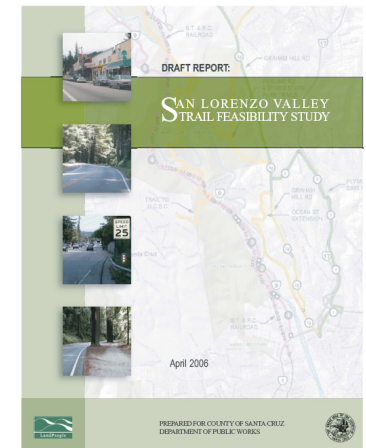


### SEACLIFF VILLAGE PLAN

The Seacliff Village Plan was prepared by the community and Planning Department staff to establish land use, circulation, and design standards for the Seacliff Village Plan Area. The Seacliff Village Plan provides a more detailed examination of planning issues and recommends more specific solutions than can be provided in a general plan.

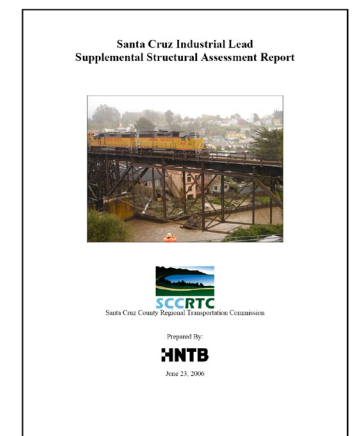
### SAN LORENZO VALLEY TRAIL FEASIBILITY STUDY

Improved bicycle and pedestrian routes have been discussed in the San Lorenzo Valley for many years. In the past few years, the San Lorenzo Valley Trail Committee formed and conducted field studies to focus on this objective. In 2001, the Santa Cruz County Public Works Department and the Rails-To-Trails Conservancy collaborated on an application submitted for a Caltrans Community-Based Transportation Planning Grant. In May 2002, Caltrans approved the grant to conduct a feasibility study of a trail along the San Lorenzo Valley/Highway 9 corridor between Santa Cruz and Boulder Creek (approximately 15 miles), including an assessment of the potential to use the Big Trees/Roaring Camp Railroad line as part of the trail.

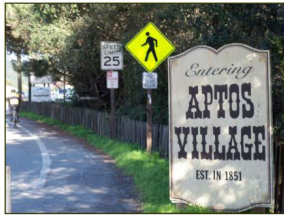


### SANTA CRUZ INDUSTRIAL LEAD SUPPLEMENTAL STRUCTURAL ASSESSMENT REPORT

This report provides a structural assessment of selected structures on the Santa Cruz Industrial Lead. The Supplemental Structural Assessment Report supplements previously completed structural assessments of railroad trestles completed by other consultants in July 2005 and August 2005. The July 2005 Structural Assessment and August 2005 La Selva Trestle Supplemental Reports highlighted specific structures that were in need of additional structural assessment “due to a Poor Condition Rating, advance age of the structure, importance/visibility of the structure, and/or potentially high capital and maintenance costs of the structure.” The purpose of the Supplemental Structural Assessment Report is to present findings from HNTB’s structural assessment of those specific structures.

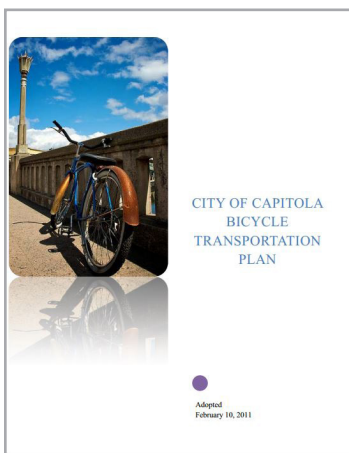
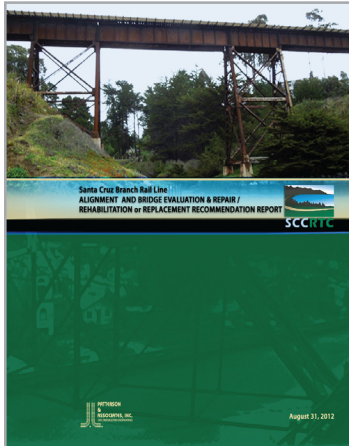


## Aptos Village Plan



County of Santa Cruz, Planning Department

Adopted February 22, 2010 - Board of Supervisors



## APTOS VILLAGE PLAN

The Aptos Village Plan provides a planning framework to guide future public and private improvements in the Aptos Village. It addresses development issues related to land use, circulation, design, and improvements in the village area.

## SANTA CRUZ BRANCH RAIL LINE ALIGNMENT AND BRIDGE EVALUATION REPORT

J.L. Patterson & Associates (JLP) assisted the RTC in identifying, reassessing and prioritizing \$6 million in capital improvements. The \$6 million is generally directed towards maintaining and expanding freight and recreational rail service on the Santa Cruz Branch Rail Line and includes project cost analysis and budgeting for those investments that are most cost-beneficial for extending the useful life of the rail line. JLP reviewed previously prepared inspection, conditions, environmental, and other related reports, and conducted supplemental data collection, field inspections, testing, and analysis as needed to determine the overall scope of required rehabilitation, reconstruction, and other improvements. Next, JLP prioritized the most important repairs needed that can be performed within the \$6 million construction budget.

## CITY OF CAPITOLA GENERAL PLAN CIRCULATION ELEMENT

The City of Capitola General Plan Circulation Element contains objectives, policies, and implementation measures. An update is currently under development.

## CITY OF CAPITOLA BICYCLE TRANSPORTATION PLAN

The City of Capitola Bicycle Transportation Plan (BTP) assesses commuter needs, identifies funding sources and directs the future development of bicycle facilities in the city. It also seeks to carry out the “Five E’s” used by the League of American Bicyclists to identify and rank Bicycle Friendly Communities<sup>SM</sup>. The “Five E’s” are: Evaluation, Engineering, Education, Encouragement, and Enforcement. The Capitola BTP sets goals and objectives for the purpose of increasing the safety and convenience of bicycle commuting in the area. The BTP is an update of the 2005 City of Capitola Bicycle Transportation Plan. It includes or expands upon the goals and objectives put forth in 2005 to improve network connectivity, address dangerous or hazardous areas, and increase education and bicycle resources. In addition to remaining consistent with major City planning documents, the BTP implements the policies and programs of the Circulation Element of the General Plan. The BTP is intended to aid the Capitola City planners and engineers in prioritization of bicycle improvement projects with the goal of increasing bicycle commuting, recreation, tourism, and safety. The BTP complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the Code, the BTP meets the requirements of the Bicycle Transportation Account (BTA)—a Caltrans funding source for bicycle improvements projects.



## CITY OF CAPITOLA CERTIFIED LOCAL COASTAL PROGRAM (LCP)

The City of Capitola's Certified Local Coastal Program consists of a Land Use Plan and Implementation Plan. The Land Use Plan is a comprehensive long-term plan for land use and physical development within the city's coastal zone. The plan consists of policies and recommendations for land use designations that are consistent with the provisions of the California Coastal Act. The Implementation Plan includes zoning, regulations, and other programs needed to carry out the goals, policies, and land use designations of the Land Use Plan.

## CITY OF SANTA CRUZ GENERAL PLAN 2030 MOBILITY CHAPTER

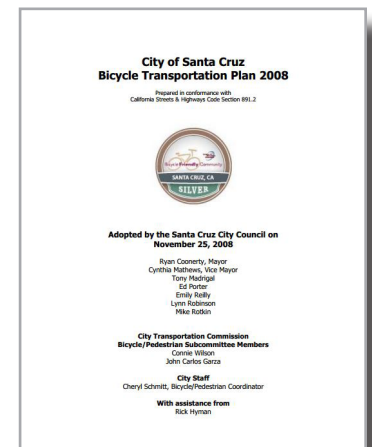
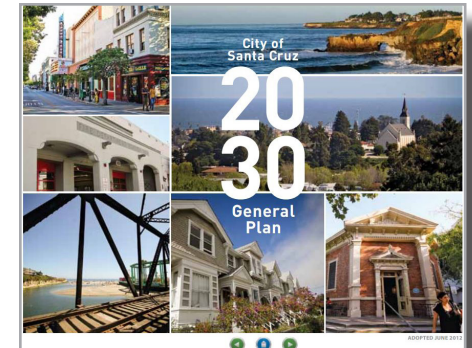
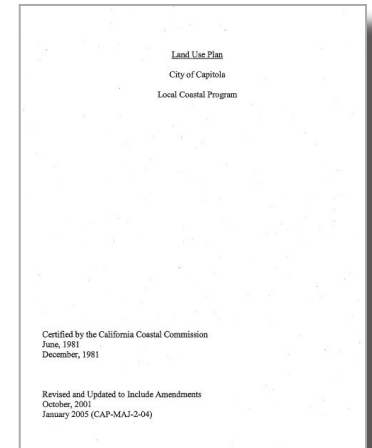
This chapter corresponds to the required circulation element under state law. Its purpose is to set forth policies and ways to ease the ability of people and vehicles to move into, around, and out of the city in the long term, through 2030. This chapter includes goals, policies, and actions that guide city bodies in making decisions related to the city's transportation and road systems as well as implementing the actions recommended in this chapter.

## CITY OF SANTA CRUZ BICYCLE TRANSPORTATION PLAN 2008

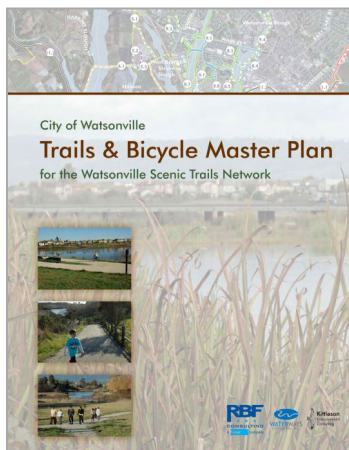
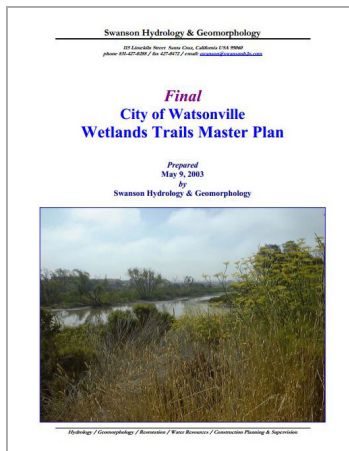
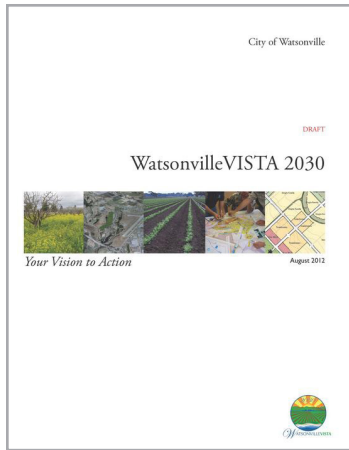
The emphasis of the 2008 Bicycle Transportation Plan (BTP) is shifted from that of the 2000 and 2004 plans. Many of the significant projects from those plans have been completed—Bay Street, Beach Street, High Street, Soquel Avenue, and major portions of the San Lorenzo River Path. The 2008 BTP focused on creating a detailed network of routes to give bicyclists a greater range of choices. There is potential to develop a multi-purpose trail for bicyclists and pedestrians within the Santa Cruz Branch Rail right-of-way. The City of Santa Cruz should establish and maintain access to the rail right-of-way and potential new transportation facilities when considering new development projects. This BTP includes a wider variety of bicycle facilities, not just bike lanes and bike paths, but signed bike routes, traffic-calmed bike boulevards, shared pavement markings or "sharrows," and developed multi-purpose trails. The 2008 BTP supports the grand scale of the regional MBSST Network, as well as the small scale of simple cut-through easements for access and improved railroad crossings. The BTP complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the Code, the BTP meets the requirements of the Bicycle Transportation Account (BTA)—a Caltrans funding source for bicycle improvements projects.

## CITY OF SANTA CRUZ LOCAL COASTAL PROGRAM (LCP)

The past LCP for the city of Santa Cruz had been integrated in the past update of the General Plan. The General Plan 2030 update separates out the LCP into a separate entity, which will provide an additional layer of policy for parcels located within the city's Coastal Zone. However, the LCP is still under development and will be released once completed.







## WATSONVILLE VISTA 2030 GENERAL PLAN CIRCULATION ELEMENT

The October 2012 update to the Vista 2030 General Plan includes updates to the Circulation Element policies. These policies are consistent with the Watsonville Bicycle Plan and County RTP policies and contain objectives, policies, and implementation measures.

## CITY OF WATSONVILLE WETLANDS TRAILS MASTER PLAN

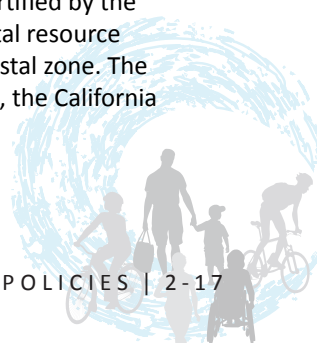
The Trails Master Plan for the City of Watsonville was prepared to improve public access and recreation to areas surrounding Watsonville and Struve Sloughs. The Watsonville Wetlands Trails Master Plan system provides a rich variety of natural wetland and other habitats within the city and outlying unincorporated areas of Santa Cruz County. A well-designed network of trails will allow for better public access to the sloughs and promote greater community awareness of its assets. This Wetlands Trails Master Plan calls for a system of paved pedestrian footpaths that will incorporate bicycle use and access for disabled users. The Wetlands Trails Master Plan was developed considering a host of factors, including various means of travel, Americans with Disabilities Act requirements, public safety concerns, biological and water quality impacts, erosion control, and construction and maintenance costs. Trail alignment, grade, type, construction, and design have also been considered in producing the Wetlands Trails Master Plan. The Wetlands Trails Master Plan complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the Code, the Wetlands Trails Master Plan meets the requirements of the Bicycle Transportation Account (BTA)—a Caltrans funding source for bicycle improvements projects.

## CITY OF WATSONVILLE TRAILS & BICYCLE MASTER PLAN

The purpose of the Watsonville Trails & Bicycle Master Plan, contained within the City of Watsonville Urban Greening Plan, is to develop a framework for building an integrated system of pathways and bikeways that will link residents to the outdoors. The future network will provide residents of Watsonville and the greater region with close-to-home and close-to-work access to bicycle and pedestrian trails that connect to the city's most popular destinations and surrounding natural areas, including the vast network of sloughs that are unique to south Santa Cruz County. The trails and greenways will serve as non-vehicular transportation and recreation needs and will help to encourage quality, sustainable economic growth. The Watsonville Trails & Bicycle Master Plan will also serve as the Bicycle Transportation Plan. The Watsonville Trails & Bicycle Master Plan complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the Code, the Watsonville Trails & Bicycle Master Plan meets the requirements of the Bicycle Transportation Account (BTA)—a Caltrans funding source for bicycle improvements projects.

## CITY OF WATSONVILLE 2005 LOCAL COASTAL PROGRAM (LCP)

The Watsonville 2005 LCP contains policies that have been adopted by the City Council and certified by the California Coastal Commission to ensure carefully planned development, consistent with coastal resource protection, of lands lying within the six areas where the Watsonville city limits overlap the coastal zone. The policies have important relationships with the Watsonville General Plan and Zoning Ordinance, the California Coastal Act, and with the plans of individual property owners.



## UNIVERSITY OF CALIFORNIA, SANTA CRUZ 2008 BICYCLE PLAN

The purpose of the UC Santa Cruz 2008 Bicycle Plan is to serve as a guide for improving bicycling conditions and to continue to encourage and support bicycling as a sustainable transportation mode on, to, and from the campus. As such, this document describes the existing policies and facilities related to bicycling in the campus context, and it includes a list of projects and programs intended to improve bicycling as a viable commute mode in the future. The plan complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the Code, the 2008 Bicycle Plan meets the requirements of the Bicycle Transportation Account (BTA)—a Caltrans funding source for bicycle improvements projects. The 2008 Bicycle Plan is not intended to serve as a standards manual for design and construction of bicycle facilities.

## UNIVERSITY OF CALIFORNIA, SANTA CRUZ LONG-RANGE DEVELOPMENT PLAN (UCSC LRDP) 2005-2020

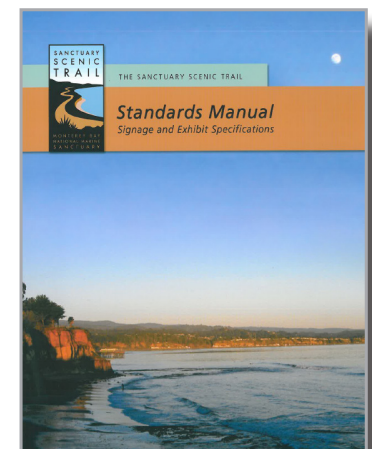
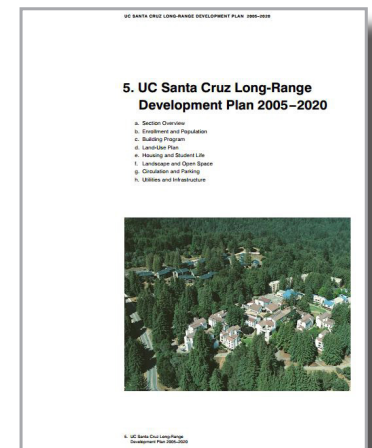
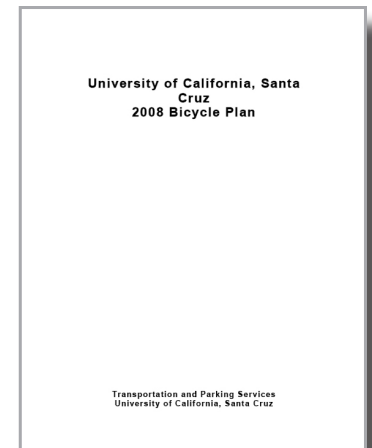
Similar to the 1963 founding plan for the campus and subsequent UCSC LRDPs, the 2005 LRDP identifies the need to extend development to the north to meet the academic, research, and housing needs of the campus as it matures. The LRDP balances development opportunity with conservation of natural resources and open space by clustering new potential development areas and recognizing that additional density can be added to existing developed areas. The LRDP also identifies circulation patterns and improvements.

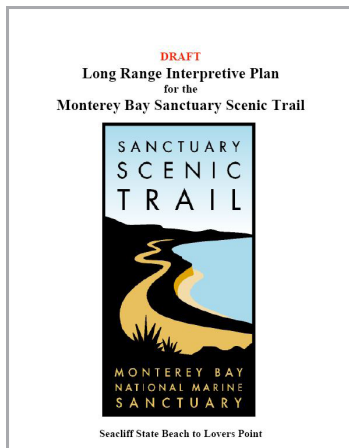
## SANCTUARY SCENIC TRAIL STANDARDS MANUAL

This Standards Manual contains the guidelines, specifications, and construction documents for the signage and exhibit program along the 11-mile original alignment of the Monterey Bay Sanctuary Scenic Trail in Santa Cruz County. The purpose of the Standards Manual is to assist participating jurisdictions when they create and install trail elements and exhibits along their segment of the trail. It describes sites, placement, site preparation, sign types, content, and frequency of signs.

This “blueprint” has been accepted by officials in each of the jurisdictions along the 11-mile trail segment in Santa Cruz County. It should be referred to when developing signs and exhibits by each of these jurisdictions. Within the broad framework of the guidelines established in this manual, each jurisdiction will have the latitude to determine content, exact siting, and contextual details.

The Standards Manual establishes guidelines to make each site consistent with the overall trail plan. Each jurisdiction will be responsible for following these guidelines. The Standards Manual outlines this process to make it as easy as possible to implement the overall plan.



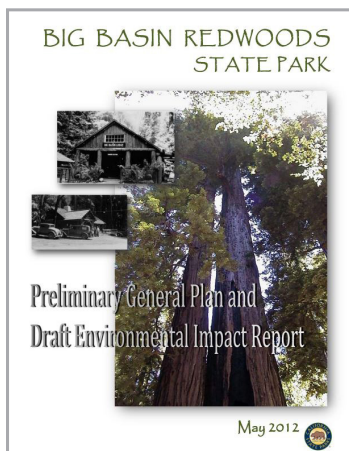


## DRAFT LONG RANGE INTERPRETIVE PLAN FOR THE MONTEREY BAY SANCTUARY SCENIC TRAIL

This Long Range Interpretive Plan was created for two purposes: (1) to help guide the future alignment of the Monterey Bay Sanctuary Scenic Trail toward resources worthy of appreciation and protection, and (2) to give local entities direction for developing interpretive features within their jurisdiction by describing the significance of features along the trail and translating those into a set of compelling stories or themes. The plan offers a “blueprint” for interpretation that is comprehensive, site-appropriate, and meaningful throughout the trail corridor.

## CALTRANS HIGHWAY DESIGN MANUAL, CHAPTER 1000 - BICYCLE TRANSPORTATION DESIGN

The needs of non-motorized transportation are an essential part of all highway projects. Mobility for all travel modes is recognized as an integral element of the transportation system. Chapter 1000 includes design guidance for Class I bike paths, Class II bike lanes, and Class III bike routes. Design guidance that addresses the mobility needs of bicyclists on all roads is distributed throughout the manual where appropriate.



## ADMINISTRATION AND COORDINATION LICENSE AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION AND SANTA CRUZ AND MONTEREY BAY RAILWAY COMPANY

The administration and coordination license agreement between the Santa Cruz County Regional Transportation Commission (RTC) and Santa Cruz and Monterey Bay Railway Company establishes the respective rights and obligations with respect to the property and the freight easement along the rail corridor. The RTC granted the rail operator the exclusive right and obligation to use, maintain, repair, and operate all of the railroad facilities for freight service purposes, and a non-exclusive licence to use a partial portion of railroad facilities for railway tourist service.

### 2.4.5 STATE PARK PLANS

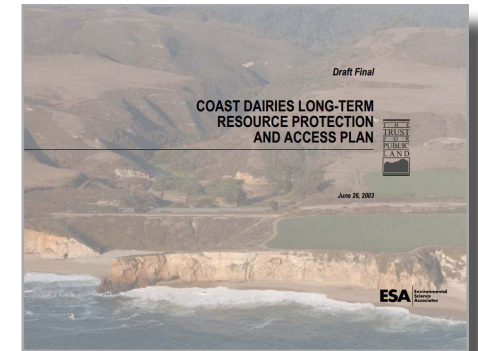
#### BIG BASIN REDWOODS STATE PARK GENERAL PLAN

The Big Basin Redwoods State Park General Plan is the primary management document for a park within the California State Parks system, establishing its purpose and a management direction for the future. By providing a defined purpose and vision with long-term goals and guidelines, it provides the framework for a unit’s resource stewardship, interpretation, visitor use, operation, and development. Subsequently, this established framework helps guide daily decision making and serves as the basis for developing more detailed management and site-specific project plans.



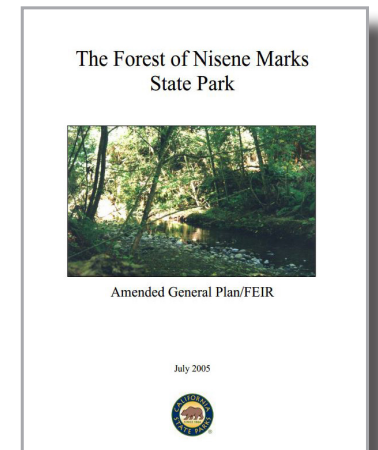
## COAST DAIRIES LONG-TERM RESOURCE PROTECTION AND ACCESS PLAN

The specific purpose of the Coast Dairies Plan is to provide direction and guidance on how best to manage natural and physical resources, visitor use, development and use of lands and facilities, and resource protection of the property. This Coast Dairies Plan will be the basis for the proposed action for subsequent National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) analysis, and is expected to be adopted as a State Park General Plan and as a BLM Resource Management Plan Amendment. Once completed, the Coast Dairies Plan will be used as a template against which future project implementation plans are reviewed to determine whether such projects will protect and enhance the values of the property.



## THE FOREST OF NISENE MARKS STATE PARK GENERAL PLAN

The General Plan for The Forest of Nisene Marks State Park provides a vision for the park. Although broad in scope, the State Park General Plan does identify and analyze park resources in order to provide an assessment of potential environmental impacts as a result of the State Park General Plan's implementation. In order to do so, the State Park General Plan recommends the development of a comprehensive trails plan and a resource management plan that will guide future needs. These guidelines propose improvements for land use compatibility, the nature and location of possible future developments, possible acquisition, and other specific actions.



## WILDER RANCH STATE PARK GENERAL PLAN

The Wilder Ranch State Park General Plan recognizes the potential of Wilder Ranch State Park to help meet California's critical recreation demands. At the same time, it provides for the preservation of those natural and cultural resources that are of special significance and for the proper protection of all resources.

