

## **Appendix B: Background Documents and Related Plans**

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Summary of Background Documents and Related Plans

## Summary of Background Documents and Related Plans

This appendix covers relevant documents from prior studies, and state, federal, regional, and local plans related to transportation planning, land use and sustainability.

### **2006 San Lorenzo Valley Trail Study**

The SLV Trail Study covered Highway 9 and many alternative routes from Santa Cruz north to the southern intersection of Highway 236 with Highway 9. Only the portion between the southern intersection and the northern intersection of Highway 236 with Highway 9 was not covered; approximately seven miles of the current study area, including part of central Boulder Creek and rural communities and undeveloped lands along Highway to the north.



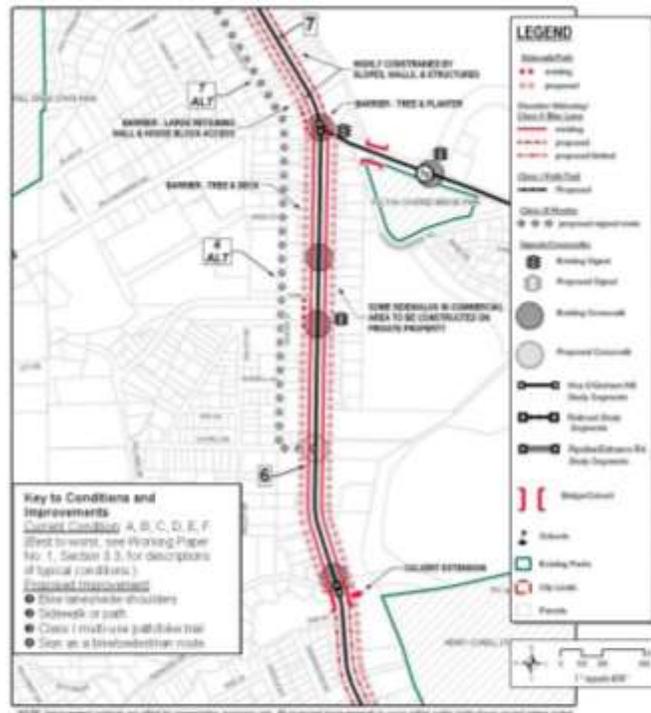
The 2006 SLV Trail Feasibility Study objective was a trail along the San Lorenzo Valley/Highway 9 corridor between Santa Cruz and Boulder Creek (approximately 15 miles), including an assessment of the potential to use the Big Trees/Roaring Camp Railroad line as part of the trail. The objectives of this study were to: 1) provide a thorough evaluation of the conditions, opportunities and constraints of constructing a continuous bicycle and pedestrian trail, or separate facilities, along the main study routes, or any identified alternative routes; 2) prepare conceptual improvement plans and cost estimates for the most feasible routes; and, 3) with public and agency input, prepare recommendations for trail improvements.

The study ultimately evaluated over 45 miles of potential trail routes, and conceptual plans and cost estimates were prepared for 29 miles of routes. This GIS-based study was supplemented by extensive field investigations and stakeholder agency and organization contact. Extensive public comments were received through the four community meetings held during the study, and in email and written comments received primarily during review of the draft report.

The Trail Study divided the highway and parallel routes into segments that were analyzed in detail. Ten segments overlapped the current study area from the Henry Cowell Redwoods State Park entrance north to the southern Highway 236 intersection in Boulder Creek. Existing conditions in each segment were evaluated and classified by a set of opportunities and constraints typical to the study area, with a corresponding pair of existing conditions and improvement concept maps. Improvement cost estimates were derived from these concepts. The improvements and costs reflected an assessment of planning and environmental considerations, including natural and cultural resources, traffic and the then-current Town Plans for Felton, Ben Lomond, and Boulder Creek.

The maps used a graphic shorthand necessitated by the many miles of routes under study, but the GIS and analysis contain significant detail about site-specific conditions, including ROW and pavement width, entrances and parking, drainage facilities, crosswalks, traffic lanes and signals.

The SLV Trail Study reflected comments from four public workshops and a Board of Supervisors meeting, and numerous written comments, but it did not attempt to develop or prioritize local projects – that is where the current study picks up.



Segment 6: PM 5.8 to 6.45, 3333 lined feet

**Improvement Conditions**

Double Street Frontage, Local Driveways, Full-Depth Pavement, Roadside and use of commercial uses, low-traffic	Wide shoulders, path, mostly paved parking driveway areas			Intermittent signals for northern part of Segment 6 -- an interim solution
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Segment 6 ALT: PM 6.0 to 6.45, 2376 lined feet

Wide shoulders, improvements both sides, street lighting, low-traffic	<table border="1"> <tr> <td>■</td> <td>■</td> </tr> <tr> <td>■</td> <td>■</td> </tr> <tr> <td>■</td> <td>■</td> </tr> <tr> <td>■</td> <td>■</td> </tr> </table>	■	■	■	■	■	■	■	■	None		1101, 102
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Sample map page from 2006 SLV study

## Federal and State Documents and Plans

### California Transportation Plan (CTP) 2040

The California Transportation Plan (CTP) 2040 provides concepts, strategies and performance measure for all modes on State Facilities. The vision from this Plan is, “California’s transportation system is safe, sustainable universally acceptable, and globally competitive. It provides reliable and efficient mobility for people, good and services, while meeting the state’s greenhouse gas emissions reduction goals and preserving the unique character of California’s communities (Caltrans, 2016). Several Goals and Policies from complement the efforts of this Complete Streets Corridor Plan. Applicable Goals and Policies are listed below:

#### GOAL 1: IMPROVE MULTIMODAL MOBILITY AND ACCESSIBILITY FOR ALL PEOPLE

*Policy 1.3:* Provide Viable and Equitable Multimodal Choices Including Active Transportation

#### GOAL 3: SUPPORT A VIBRANT ECONOMY

*Policy 3.3:* Seek Sustainable and Flexible Funding to Maintain and Improve the System

#### GOAL 4: PUBLIC SAFETY AND SECURITY

*Policy 4.1:* Reduce Fatalities, Serious Injuries, and Collisions

#### GOAL 5: FOSTER LIVABLE AND HEALTHY COMMUNITIES AND PROMOTE SOCIAL EQUITY

*Policy 5.1:* Expand Engagement in Multimodal Transportation Planning and Decision Making

*Policy 5.2:* Integrate Multimodal Transportation and Land Use Development

#### GOAL 6: PRACTICE ENVIRONMENTAL STEWARDSHIP

*Policy 6.1:* Integrate Environmental Considerations in All Stages of Planning and Implementation

*Policy 6.3:* Reduce Greenhouse Gas Emissions and Other Air Pollutants

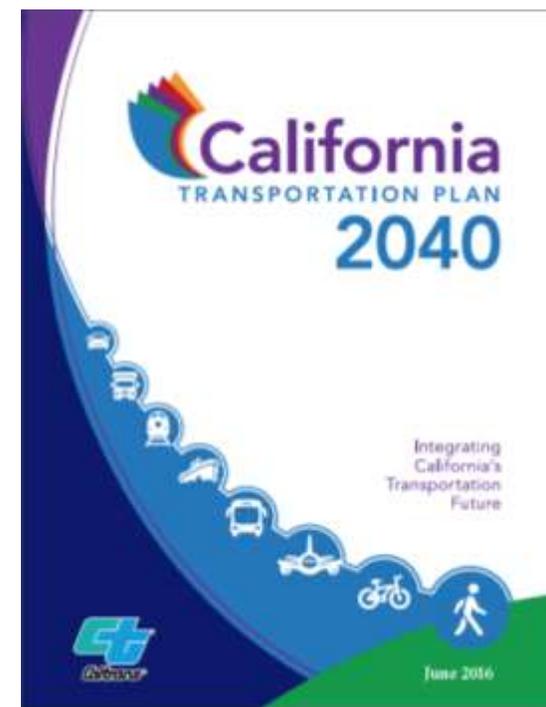
*Policy 6.4:* Transform to a Clean and Energy Efficient Transportation System

### Caltrans Strategic Management Plan (CSMP)

The Caltrans Strategic Management Plan, 2015 – 2020, has been developed to provide a guidance for Caltran’s duties, expectations and operations as while maintaining the State’s transportation system. Several Goals and Policies from complement the efforts of this Complete Streets Corridor Plan, applicable goals and policies are listed below

#### GOAL 1: SAFETY & HEALTH

*Objective 1.2:* Reduce user fatalities and injuries by adopting a “Toward Zero Deaths” practice.



*Objective 1.3:* Promote community health through active transportation and reduced pollution in communities.

**GOAL 3: SUSTAINABILITY, LIVABILITY, AND ECONOMY**

*Objective 3.1:* PEOPLE: Improve the quality of life for all Californians by providing mobility choice, increasing accessibility to all modes of transportation and creating transportation corridors not only for conveyance of people, goods, and services, but also as livable public spaces.

*Objective 3.2:* PLANET: Reduce environmental impacts from the transportation system with emphasis on supporting a statewide reduction of greenhouse gas emissions to achieve 80% below 1990 levels by 2050.

**District 5: 2015 District System Management Plan (DSMP)**

The District System Management Plan (DSMP) is one part of District 5's long range planning process. The DSMP describes the District's vision for the how the transportation system within the district will be maintained managed and developed over the next 20 years and beyond. State Route – 9 or Highway 9 is considered a Major Collector, Minor Arterial, with conventional access control. Highway 9, is considered part of the National Highway System and the Interregional Road System for part of its route. Additionally, Highway 9 is eligible for to be established as a State Designated Scenic Highway Route.

This Plan, a more locally relevant document, discusses the classification of the roadway network within the district and identify future projects to be undertaken that will help achieve the goals and policies set by the Plan. The goals for the DSMP are based on the Caltrans Strategic Management Plan, which provides the goals and objectives for the State. Several Goals and Policies from complement the efforts of this Complete Streets Corridor Plan, Applicable Goals and Policies are listed below:

**GOAL 1: SAFETY AND HEALTH:** Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities.

*Objective 1:* Promote Safe Design for All Travelers.

*Objective 3:* Support Active Modes of Transportation and Access to Transit.

**GOAL 3: SUSTAINABILITY, LIVABILITY, AND ECONOMY:** Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy and build communities, not sprawl..

*Objective 1:* Plan for Multi-modal Integration.

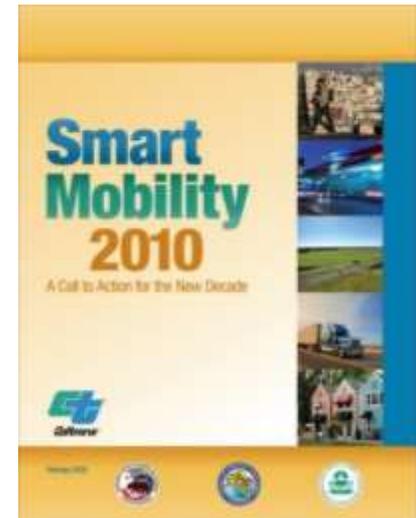
*Objective 3:* Sustain Environmental Excellence

### **Smart Mobility 2010: A Call to Action for the New Decade**

The purpose of the Smart Mobility document is to provide guidelines, concepts, tools, and resources that respond to today's transportation challenges. Smart Mobility, if incorporated in local planning process, ensures that people and freight move by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Transportation challenges that the Smart Mobility Call to Action attempts to address is (1) the state mandate to find solutions to climate change, (2) the need to reduce per capita vehicle miles traveled, (3) demand for a safe transportation system that gets people and goods to their destinations, and (4) a transportation system that advances social equity and environmental justice.

Smart Mobility established six principles to consider when planning for the transportation improvements:

1. **Location efficiency** – Integrate Transportation and Land Use to achieve high levels of non-motorized travel and transit use, reduce vehicle trips and shorten average trip length while providing a high level of accessibility.
2. **Reliable Mobility** – Manage, reduce and avoid congestion by emphasizing multi-modal options and network management.
3. **Health and Safety** – Design, operate and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
4. **Environmental Stewardship** – Protect and enhance the State's transportation system and its built and natural environment
5. **Social Equity** – Provide mobility for people who are economically, socially, or physically disadvantaged in order to support their full participation in society.
6. **Economy** – Invest in transportation improvements that support the economic health of the State and local governments, the competitiveness of California's businesses, and the welfare of California residents



Many of the principles, performance measures, and ideas from the Smart Mobility Call to Action have been incorporated into the update to the 2040 CTP as well as the 2015 District 5 System Management Plan, discussed previously.

### **Main Street, California: A Guide for Improving Community and Transportation Vitality**

The Main Street, California Guide provides guidelines for transportation improvement projects along Caltrans roadways that also function as the “Main Street” or downtown of the Town or City. Many of proposed design improvements for automobiles, bicycles, pedestrians and transit, are shown in [Chapter X: Potential Highway 9 Project Improvements](#) or in [Chapter X: Improvement Project Descriptions](#). The five guiding principles from the Main Street California Guide, were incorporated into the proposed improvement projects particularly in the downtown areas of Felton, Ben Lommand and Boulder Creek. The five guiding principles are listed below:

1. Flexibility in Design

2. Partnerships: Caltrans, Communities & Stakeholders
3. Main Streets for All
4. Livable Main Streets
5. Sustainable Main Streets



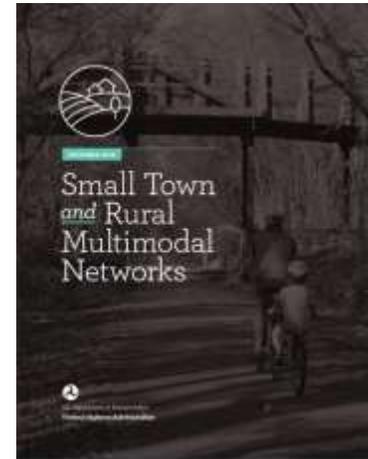
*SR 9 through Downtown Ben Lommand, used as example of environmental sustainability through landscaping (Page 23)*

### **Small Town and Rural Multimodal Networks**

Small Town and Rural Multimodal Networks provides a design resource and examples of best practices when making improvements in small towns and rural communities. This guide created by the Federal Highway Administration list ideas to provide safe, accessible, comfortable, and active travel for people of all ages and abilities.

The intentions for this guide are to:

1. Provide a bridge between existing guidance on bicycle and pedestrian design and rural practice.
2. Encourage innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas.
3. Provide examples of peer communities and project implementation that is appropriate for rural communities.



### **State Route (SR) 9 Transportation Concept Report (TCR)**

Caltrans provides Transportation Concept Reports (TCR) for all of the routes in the State Highway System. The purpose of the TCR is to provide the status of the highway on several performance measures, provide a 20 – 25+ year concept on how the corridor should operate, and identify possible improvements to achieve those operating conditions across all modes. Additionally, the TCR provides the basis for evaluating local government and developer request for highway improvements and mitigation for local development.

The TCR splits State Route 9 in 3 segments:

- SR 1 (PM 0.046) to Graham Hill Road (PM 5.640),
- Graham Hill Road (PM 5.640) to south junction of SR 236 (PM 13.307), and,
- South junction of SR 236 (PM 13.307) to SR 35 (PM 27.094).

The Study Corridor covers PM 4.600 – PM 13.307, which are incorporated in Segments 1 and 2. In all segments existing and future Highway 9 is considered a conventional 2-lane highway. Data from the TCR was incorporated into the mapping efforts to show existing and future traffic conditions.

### **Caltrans As-Builts and ROW Maps**

In the absence of a full survey, Caltrans As-builts and right-of-way maps dating back to the 1960s were used to establish existing roadway dimensions and right-of-way widths.

## Local Plans and Studies

The County Regional Transportation Commission and the County of Santa Cruz have adopted land use plans that contain policies that are applicable to this Complete Streets Corridor Study.

### **Santa Cruz County Regional Transportation Plan.**

The Regional Transportation Plan (RTP) includes several polices that promote increasing alternative modes of transportation county-wide. These polices have been adopted to implement the RTC Goal #2: “To increase Mobility by Providing an Improved and Multi-Modal Transportation System”. The RTP Investment Program for capital investment projects includes one alternative transportation related project within the San Lorenzo corridor to fund road shoulder widening along Highway 9 that could accommodate bicyclists and pedestrians. Funding for this project has not yet been provided. There are also four projects identified along Graham Hill Road to widen the road to provide various roadway improvements that include bicycle lanes and pedestrian facilities. Of these four projects, three projects have been funded (CO-2, CO-37 and CO-38) and construction has begun on one project (CO-38).

### **Santa Cruz County General Plan**

The 1994 County General Plan includes several polices to promote increased bicycle use and safety in the Transportation and Circulation Element of the Plan. These policies are generally focused on a county-wide basis to implement the General Plan’s three bicycle transportation objectives and policies, which are as follows:

#### *Objectives*

##### Objective 3.8a Bikeway System Development

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

##### Objective 3.8b Bikeway System Coordination

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

##### Objective 3.8c Bicycle Use

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 2010.

##### Objective 3.9 Bicycle Safety

To reduce the conflict between bicycles and other modes of travel and to decrease the number of accidents involving bicycles.

 Objective 3.10 Pedestrian Travel

To encourage pedestrian travel as a viable means of transportation, by itself and in combination with other modes to achieve at least 7% of all trips through walking, by increasing and improving pedestrian facilities, particularly in urban areas and reducing the conflicts between pedestrians and other modes of travel.

*Policies*

 Policy 3.8.1 System Continuity

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

 Policy 3.8.3 Modal Interaction

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

 Policy 3.9.1 Design

Design and construction regional bikeway sin accordance with County and Caltrans standard in order to maximize safety and minimize potential conflicts with pedestrians and motor vehicles

 Policy 3.9.2 Construction

Construct and mark bicycle routes in conformance with state standards. Limit the number of driveways where feasible in new developments to reduce potential for automobile -bicycle conflicts

 Policy 3.9.3 Parking

Limit on-street parking where the need for a clear bike lane exists. Stripe all arterials for bike lanes and strictly enforce parking limitations.

 Policy 3.10.2 Landscape

Landscape and buffer pedestrian walkways wherever feasible

 Policy 3.10.3 Lighting

Require adequate lighting for pedestrian and transit patrons movement where appropriate

 Policy 3.10.4 Pedestrian Traffic

Limit on-street parking where the need for a clear bike lane exists. Stripe all arterials for bike lanes and strictly enforce parking limitations.

 Policy 3.10.5 Access

Design and construction regional bikeway sin accordance with County and Caltrans standard in order to maximize safety and minimize potential conflicts with pedestrians and motor vehicles

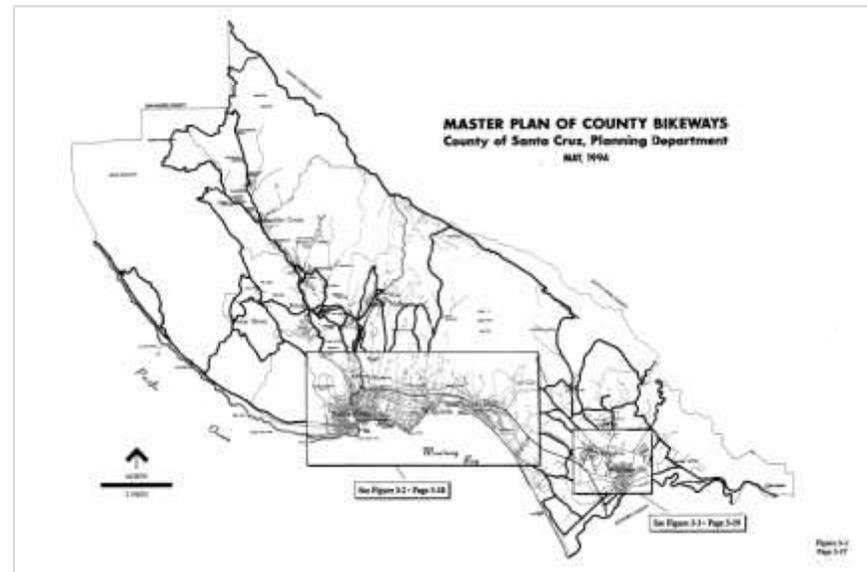
 Policy 3.10.8 Americans With Disabilities Act (ADA) Requirements

Incorporate ADA Standards in design of new projects and reconstruction where applicable. Prohibit land scaping and all other obstacles, such as telephone poles and fire hydrants which would prevent pedestrian movement within this walkway. Require the use of materials which will provide an all-weather surface for walking

- 🚲 Policy 3.10.9 Americans With Disabilities Act (ADA) Existing Development  
Retrofit all existing corners to be compatible with ADA Standards.

The General Plan also contains several environmental protection policies that pertain to all forms of development. These policies would need to be followed during the construction of any trail or similar transportation improvements. These policies include requiring a geologic assessment for projects involving grading that may be affected by steep slopes; installation of drainage/sediment/erosion control measures as part of project development; and protection of riparian habitat from development.

The County of Santa Cruz is in the process of updating its Circulation Element, as such the discussed objectives and policies may be changed and new objectives and policies may be applicable.



### Felton Town Plan

The Felton Town Plan has several pertinent policies potentially affecting any complete street improvements along SR 9.

#### Policies

- 🚲 Circulation Improvement Policy 6  
Change the existing 90-degree parking on Highway 9 to angled parking. This should occur at the same time as constructing wider sidewalks, wherever feasible, and constructing a left-turn lane. (See below.).
- 🚲 Circulation Improvement Policy 7

Provide a middle left-turn lane in Highway 9 between Hihn Street and Graham Hill Road intersections by installing textured pavers and landscape islands at both ends of the turn lane.

 Pedestrian Circulation Improvement Policy 1  
Widen sidewalks.

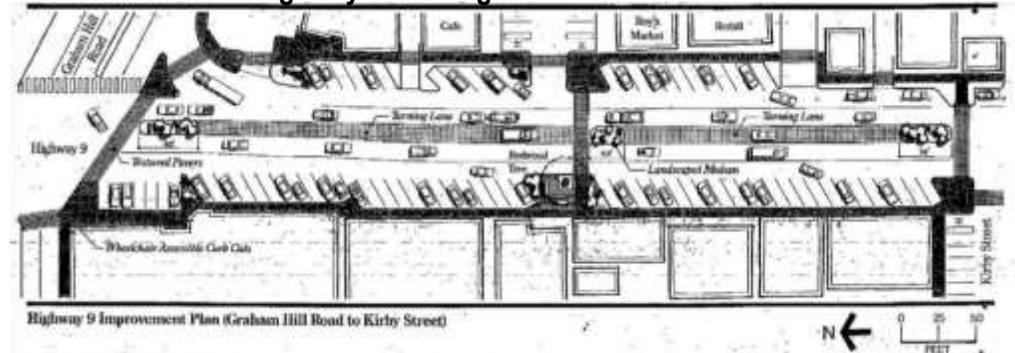
 Pedestrian Circulation Improvement Policy 2  
Construct sidewalks and bike lanes on **both** sides of Graham Hill Road.

### Highway 9 Design Plan

The schematic of this plan is shown in Figure 4.1. It shows one street configuration north of Kirby and another south of Kirby Street.

- Between Graham Hill Road and Kirby Street: 20' angled parking on both sides. To their interior a 12' wide back-out area on both sides that would have to double as the bike lane. To their interior two 12' wide travel lanes that are separated by a 12' wide left-turn lane.
- Between Kirby Street and Hihn Street: Angled parking is limited to the west side (on private property) behind a pedestrian walk that separates the parking spaces from the right-of-way. Sidewalk would also occur on east side. To the interior of the west sidewalk a 6' wide bike lane. To the interior of the east side sidewalk, a 12' wide parallel parking with a 6' wide bike lane. Therefore, a bike lane on each side. To the interior of the bike lanes, two 12' wide travel lanes that would be separated by a 12' wide left-turn lane.

### Felton Schematic Highway and Design Plan



### Ben Lomond Town Plan

The most pertinent policies in the Ben Lomond Town Plan are those that directed the recent current improvement project on Highway 9 described above. As discussed in the preceding section, the policy to provide bike lanes on Highway 9 through the village core was not followed. Rather, parallel parking spaces were provided in lieu of a designated bike lane. The reconfiguration of the north Mill Street/Highway 9 intersection would provide a safer connection for bicyclists at that location if a new trail route is aligned along Mill Street through the village core. Other relevant policies are:

- Increase pedestrian use and amenities on Mill Street by “choking down” the street at the intersection of Mill Street and Main Street by expanding the width of sidewalks and providing street furniture at this intersection (diagram shows a large curb “bulb-out”).
- Provide angled parking on both sides of Mill Street in front of the River Park after the Mill Street/Highway 9 intersection realignment is completed. (Currently angled parking only occurs on the side of Mill Street adjoining the park at this location).

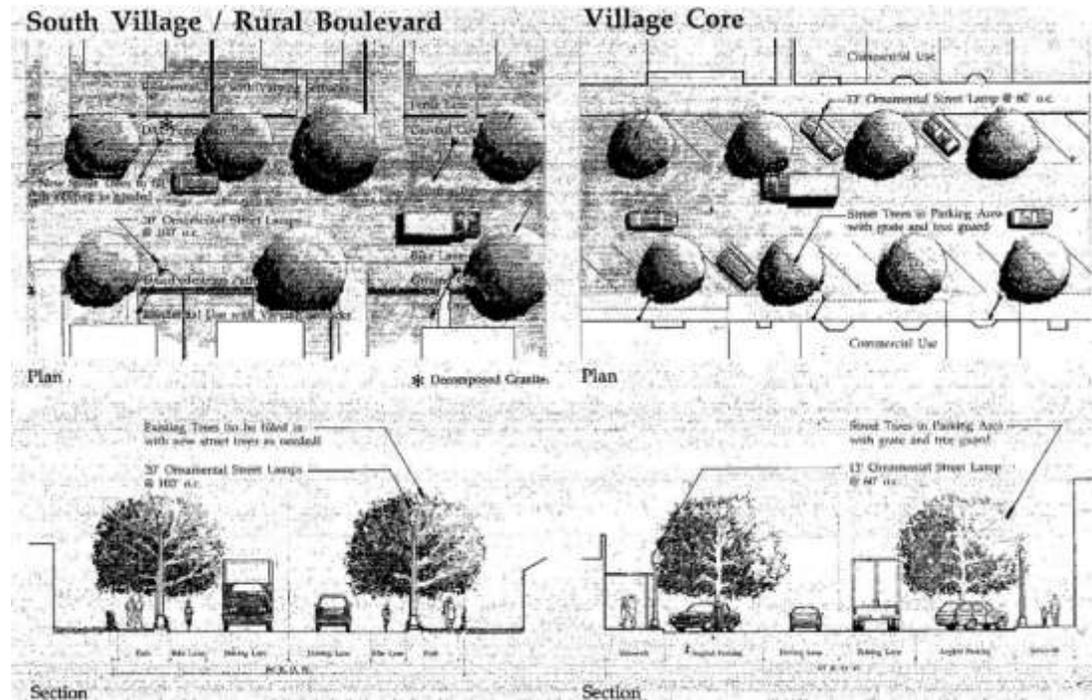
- Provide a pedestrian path (AKA “River Walk”) along the river between the south Highway 9 bridge and River Park. This would require a trail easement from private property owners and approval from Caltrans to construct a segment of the trail underneath the bridge (to connect with the opposite side of Highway 9).

### **Boulder Creek Town Plan**

The Boulder Creek Town Plan contains the following policies specific to bicycle and pedestrian improvements:

- Bike lanes to be provided on both sides of Highway 9 in the “South Village” (section of “downtown” Boulder Creek between River Street and Harmon Street).
- Provide a separated pedestrian path along the segment of Highway 9 described above.
- Provide widened and separated sidewalks in the village core (“downtown” area north of Harmon Street).
- Provide bike lanes on Highway 9 north of the village core to Redwood School.
- Highway 9 Design Plan.
  - The schematic of this plan is shown in Figure 4.2. It shows one street configuration north of Harmon Street (village core) and another south of Harmon (“South Village”).
  - Village Core: Sidewalks up against the buildings on both sides. To their interior angled parking. To their interior two travel lanes. Street trees would occur intermittently in the areas delineated for angled parking. No widths are shown for any of these uses.
  - “South Village”: A pathway on both sides that is separated from the roadway by a narrow landscape strip. The roadway includes two travel lanes and adjoining bike lanes on both sides. No widths are provided. No on-street parking is shown.

### Boulder Creek Schematic Highway and Design Plan



### Santa Cruz METRO Bus Stop Guidelines

Santa Cruz METRO has established guidelines for the types of improvements allowed at their Bus Stops. METRO also has established guidelines for the levels of ridership necessary to gain additional Bus Stop Amenities. METRO’s guidelines were incorporated into the Highway 9 Complete Streets Toolkit.

### Current and Scheduled Improvement Projects

The following roadway improvement projects are scheduled to be implemented or are presently being constructed in the village cores of the towns in the San Lorenzo Valley. These projects are generally implementing the Town Plan policies for bicycle and pedestrian improvements.

Project	General Location	Description	Status	Source

<b>Central Drainage &amp; Erosion Control</b>	SR 9 from Holiday Lan, south of Ben Lomond, to south junction of SR 236, in Boulder Creek	Drainage System upgrades and slope stabilization at inlets and outlets	PID	TCR/ SHOPP (2015)
<b>San Lorenzo River Bridge</b>	-	Replace Bridge Rail	PID	TCR/SHOPP (2015)
<b>State Highway Preservation (countywide)</b>		Various SHOPP projects that address bridge preservation, roadway and roadside preservation and operations improvements.	Various	TCR/SHOPP (2015)
<b>Collision Reduction and Emergency Projects (countywide)</b>	-	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects.	Various	TCR/SHOPP (2015)
<b>Minors (countywide)</b>		Various small SHOPP projects (less than \$1.25 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape, and barrier improvements.	Various	TCR/SHOPP (2015)
<b>Operational and Safety Study</b>		Corridor study to identify need for shoulder widening, bus turnouts, and turn lanes at strategic locations in the San Lorenzo Valley..		TCR/ RTP (2015)
<b>Shoulder Widening and Left Turn Pockets</b>	Highway 9 from Graham Hill Road to Alba Road	Widen the Shoulders and construct left turn pockets as the 1985 RTP analysis indicated the section from Felton to Glen Arbor was already at capacity northbound in the PM peak hour.	Proposed Improvement	Santa Cruz General Plan

### Other County Areas

Graham Hill Road widening project would provide bike lanes and a middle turning lane in Graham Hill Road’s “tunnel” segment. This project has been delayed due to loss of State funding as a result of the State’s fiscal crisis.

### Other Regional Transportation Plans

There are also other county and regionwide plans that are meant to help guide transportation and complete streets improvements, economic development, and sustainable planning within the SLV and the wider region. These plans and how they related to this SLV Complete Streets Corridor Transportation Plan are described in more detailed below.

### **Santa Cruz County Capital Improvement Program**

The Santa Cruz County Capital Improvement Program,<sup>1</sup> prepared by the County Department of Public Works in conjunction with the Administrative and Planning Departments, is a 5-year financing implantation plan for roads and parks<sup>2</sup> capital improvements within the unincorporated county. The document also identifies unprogrammed projects (projects with no funding source identified in the coming five years).

The current 2016-2017 CIP includes many projects along the Highway 9 corridor. Much of the funding in 2016-2017 went towards disaster recovery projects. Major projects include improvements along Laurel Street and Harmon Street near Boulder Creek Elementary, and improvements to San Lorenzo Valley School bicycle and pedestrian access.

### **Santa Cruz County Economic Vitality Study**

The two core values outlined in the County's 2014 Economic Vitality Study<sup>3</sup>: sustainability and community investment, directly align with the goals of this Highway 9 project. Two additional goals, Goal 2: Support Sustainable Development with Housing and Transportation Choices and Goal 6: Revitalize and Strengthen Town Centers and Commercial Areas are served by this deeper exploration into expanding active transportation options along the Highway 9 corridor and within neighboring communities. The Vitality Study emphasizes working with transportation partners to ensure that funding is "balanced" and includes local and regional-serving improvements like bike and pedestrian facilities, and complete streets (Goal 2.15). Under the banner of revitalizing town centers, the report includes a goal to "Work with Caltrans to manage Highway 9 in a manner that contributes to the economic success of Felton, Boulder Creek, Ben Lomond, and Brookdale businesses" including "streetscape improvements" (Goal 6.9.2). The study also identified parking supply and parking strategies as vital to support area businesses (Goal 6.9.3, 6.9.4).

### **Santa Cruz County Economic Development Vision and Strategy**

This document<sup>4</sup> projects a more developed Preliminary Economic Vitality Vision and accompanying Strategies and Actions for economic development efforts in 2015/2016 that build on the initial 2014 Economic Vitality Study. The goals of the Vision and Strategy are consistent with those from the 2014 study, while also developing a larger vision and guiding principles to support future economic sustainability and vitality and justify future investments and actions.

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<sup>1</sup> See complete document here: <http://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/2016-17Proposed-CIP.pdf>

<sup>2</sup> Including roadside betterment and drainage projects.

<sup>3</sup> See complete Santa Cruz County Economic Vitality Study see:

<http://sccoplanning.com/Portals/2/County/Planning/economicdev/economic%20vitality%20study.pdf>

<sup>4</sup> For complete Santa Cruz County economic Development Vision and Strategy see:

<http://sccoplanning.com/Portals/2/County/Planning/economicdev/economic%20development%20vision%20and%20strategy.pdf>

### **Sustainable Santa Cruz County Plan**

The 2014 Sustainable Santa Cruz County Plan<sup>5</sup> outlines a path for the county to reduce greenhouse gas emissions, which includes focusing on complete streets and infill development. The plan focuses on more urban areas within the County’s jurisdiction, specifically parts of Live Oak, Soquel, and Aptos. While not directly addressing the areas and neighborhoods along the Highway 9 corridor, Sustainable Santa Cruz County Plan does provide examples of complete streets cross-sections (Appendix A of Sustainable Santa Cruz County Plan) and treatments that can be drawn upon for use in this plan. In addition, the goals of this project are consistent with those of Sustainable Santa Cruz County.

### **Monterey Bay Area Complete Streets Guidebook**

The Monterey Bay Area Complete Streets Guidebook<sup>6</sup>, adopted in 2013, is a toolkit designed to assist local jurisdictions in planning, designing and implementing complete streets projects. The Guidebook is based on best practices gathered from projects and reports released nationwide, and includes a project review checklist, and technical appendix. The Guidebook also includes “Measures of Effectiveness” (p. 25) for evaluating complete streets projects, which are helpful for developing performance measures for projects along Highway 9. Chapter 5 of the guidebook has design guidelines, including those for more rural roads.

### **Monterey Bay Area Metropolitan Transportation Plan and Sustainable Communities Strategy – Moving Forward: Monterey Bay 2035**

As mentioned above, the Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS)<sup>7</sup> combines the transportation plans and policies of the three Monterey Bay counties into a regional plan. Led by the Association of Monterey Bay Area Governments (AMBAG) in close cooperation with cities and local agencies, Moving Forward: Monterey Bay 2035, is a fiscally-constrained plan for optimizing and expanding the regional transportation system over the next 20 years. Adopted in 2014, the current MTP/SCS includes regional goals and performance measures, growth projections and a financial plan. AMBAG is in the process of developing a technical update to the current 2035 MTP/SCS. The updated 2040 MTP/SCS is planned for adoption in June 2018.

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<sup>5</sup> For complete Sustainable Santa Cruz County Plan see: <http://www.sccoplanning.com/Portals/2/County/planning/policy/sustainablesantacruzcounty/Final-Plan-Ch1-Ch4.pdf>

<sup>6</sup> View the full Monterey Bay Area Complete Streets Guidebook here: <https://sccrtc.org/wp-content/uploads/2013/08/final-2013-complete-streets-guidebook.pdf>

<sup>7</sup> See complete MTP/SCS here: [http://ambag.org/programs/met\\_transp\\_plann/documents/2035\\_AmendNo1/AMBAG\\_2035MTP-SCS\\_AmendmentNo1\\_January2017.pdf](http://ambag.org/programs/met_transp_plann/documents/2035_AmendNo1/AMBAG_2035MTP-SCS_AmendmentNo1_January2017.pdf)

Per California SB 375, the MTP seeks to better integrate land use and transportation planning and reduce greenhouse gases by adopting a Sustainable Communities Strategy for the region. In addition to including a Sustainable Communities Strategy in the MTP, AMBAG adopted a SCS Implementation plan or toolkit, described in more detail below.

### **AMBAG Sustainable Communities Strategy Toolkit**

The Sustainable Communities Strategy Implementation Project (SCSIP)<sup>8</sup> is a project designed to implement the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The project has developed a set of toolkits focusing on infill housing, transportation strategies, and economic development to achieve the goal more sustainable development in the region. AMBAG is collaborating with cities to create general plan policies and local ordinances that would help implement the vision of the regionwide MTP/SCS.

The Transportation Measures Toolkit<sup>9</sup> includes ways to implement SCS Transportation Measures within different “place types.” For the Highway 9 corridor, which falls primarily in the Non-Urban and Town place types, the most applicable Transportation Measures are: “Enhance Pedestrian Connections” and “Enhance Bicycle Connections.” The goals of this Highway 9 corridor project are directly responding to these area needs as outlined in the MTP/SCS.

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<sup>8</sup> More information, including toolkits here: <http://www.ambag.org/programs-services/planning/metro-transport-plan/sustainable-communities-strategy-implementation>

<sup>9</sup> Full toolkit here: <http://www.ambag.org/programs/SCSIP/TransportationToolkitCutsheets.pdf>