Access + Mobility Element

Chapter 3 of the Santa Cruz County General Plan/LCP

Adopted by the Santa Cruz County Board of Supervisors:
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CIRCULATION ELEMENT STATUTORY REQUIREMENTS

Government Code Section 65302(b) requires the circulation element to include the location and extent of existing and proposed:

- Major Thoroughfares
- Transportation Routes
- Terminals
- Military Airports and Ports
- Public Utilities and Facilities

Public facilities are addressed in the Parks, Recreation + Public Facilities Chapter. The Government Code also requires that any revision of the circulation element after January 1, 2011 must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban or urban context of the general plan.

In addition, the circulation element must identify funding for capital operations, and maintenance of planned additions to the network, additions to the network that would be triggered by policies in the element, and the existing network.

3.1 INTRODUCTION

AUTHORITY + PURPOSE

The Access + Mobility Element is intended to be the key policy statement of the County regarding transportation facilities and programs serving the unincorporated areas.

By statute, a circulation element must correlate directly with the land use element and it has important relationships with other elements. The Access + Mobility Element also contains policies that are incorporated into the County's Local Coastal Program.

Several key state and regional planning efforts and legislative actions over the past decade have transformed the way transportation planning is carried out. These changes, discussed in the Introduction, recognize the need to achieve a more balanced, multi-modal transportation system that allows people with varying physical abilities, ages and economic circumstances to access, jobs, goods and services via transportation modes other than a single-occupant vehicle travel.

There is also an increasing awareness of global climate change and how human activity is contributing to greenhouse gas emissions. Vehicle emissions are one of the largest contributors to greenhouse gases. Thus, reducing vehicle miles traveled (VMT) is an important component of reducing greenhouse gas emissions. Because of the strong link between land use decisions and VMT, local governments can play a leading role in reducing emissions by encouraging walkable, compact, and infill development, and promoting alternative modes of transportation through the provision of appropriate transportation infrastructure. Reduced VMT has a number of other positive societal benefits including the amount of land dedicated to pavement and vehicles.

GUIDING PRINCIPLES

The County's goals and policies are guided by the Vision Statement included in the Introduction to the General Plan. The following principles guide the Access + Mobility Element:

Transportation Choices. Develop safe, reliable, and efficient transportation choices to improve air quality, reduce greenhouse gas emissions, promote public health, and enhance quality of life. Recognize that specific strategies to promote transportation alternatives will vary depending on the unique characteristics of different places.

Unique Community Character. Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices between communities. Focus County investment within existing communities to increase community vitality, provide infrastructure efficiently, increase mobility, and promote social connections while protecting open space and existing community assets.

Governmental Coordination. Align policies and funding among local, County, regional, and State governmental agencies, including schools and colleges. Remove barriers to collaboration, leverage funding, improve local control over local resources, and increase the effectiveness of all levels of government that impact growth and development in Santa Cruz County. Improve financial sustainability of city and county governments, especially given the loss of redevelopment financing for local infrastructure projects.

Fiscal Sustainability. Recognize that there is a significant gap between the level of governmental revenue that is generated by the existing land use pattern in Santa Cruz County and the level that is needed to sustainably fund necessary public facilities and services. Promote development patterns and specific land uses that generate revenues to provide the infrastructure and services necessary for thriving communities. Recognize that economic development projects help fiscal health by generating revenues that enable high quality public services.

OPPORTUNITIES + CONSTRAINTS

The County of Santa Cruz experiences severe congestion, with long peak periods of travel and high amounts of delay. The direction of commute traffic reflects the jobs-housing imbalance that exists in the County, whereas the level of congestion demonstrates a shortage of housing supply, lack of roadway connectivity and capacity, limited transportation alternatives, and a shortage of jobs. Transportation issues are inextricably linked to land use, particularly residential development and employment centers, as well as a historic pattern of insufficient investment in transportation infrastructure. This Access + Mobility Element reflects this re-orientation toward the land use-transportation connection and contains many policies to address that nexus. This Element also identifies strategies for multimodal transportation infrastructure improvements to be funded by Measure D local tax revenues, private development, as well as state and federal grants.

Recognizing the need to address land use is particularly important in an area like Santa Cruz County where opportunities for increased roadway capacity are limited due to geographic constraints and the growth boundaries established by the urban and rural services lines, as described in the Built Environment Element. The County's clearly defined growth boundaries preserve the natural open space and environmental resources surrounding the urbanized areas. Within the urban and rural services areas, there are limited opportunities for new roadways or for changing the alignment or width of existing roadways, yet some investment in new or modified roadways is needed to improve connectivity and access. Therefore, the County has focused its efforts on encouraging multimodal travel and providing the infrastructure needed to support such travel.

In the years since the adoption of the 1994 General Plan, the County has continued to prioritize the reduction of VMT through measures that increase options for alternative transportation, while also supporting projects such as the State Route 1 auxiliary lanes, which improve safety.

Pavement Condition Index

The Pavement Condition Index (PCI) rates the condition of the surface of a road network. The PCI provides a numerical rating for the condition of road segments within the road network, where 0 is the worst possible condition and 100 is the best. PCI is a measure of pavement condition, specifically with regard to life of the pavement. PCI does not apply to dirt and gravel roads.

PCI is determined by a manual inspection process, done on site by professional pavement inspectors. Inspectors score a section of roadway by conducting a detailed examination of pavement features such as cracking and potholes.

FUNDING TRANSPORTATION IMPROVEMENTS

In recent years, the County has experienced rapidly declining roadway conditions coupled with decreasing federal and state funding. Many local jurisdictions are facing this challenge and increasingly have turned towards a "self-help" model of funding. In this model, community members opt to implement a local sales tax measure, which is then used for maintenance, capital improvements as well as for leveraging financing for new projects. In 2016, residents in the County of Santa Cruz passed Measure D, a 30-year ½-cent sales tax measure which provides funding to highway projects, local streets and roads projects and alternative transportation infrastructure projects. Local sales tax measures are important but are not enough alone to address the severe funding shortfalls that local cities and counties face. The Santa Cruz County 2019 pavement survey indicated that the County would need $24 million per year to keep the 600-mile roadway network at its current average pavement condition index (PCI) of 48. Even under the most optimistic funding projections, the PCI of the County's roadways will continue to decline to a projected PCI of 33 by 2030.

When planning for countywide mobility, there are inevitably tradeoffs that are made to accommodate the constraints of the roadway network. The Access + Mobility Element provides a policy framework that prioritizes multimodal transportation while recognizing an ongoing need to operate, maintain, and improve the existing system within very constrained financial parameters. Funding constraints coupled with a challenging topography means that when policy meets practice, the roadway system will not be able to provide all of the amenities and facilities that various users would like throughout the entire roadway network. For this reason, the Access + Mobility Element takes a layered network approach, which allows planners to prioritize different users on different networks or routes throughout the County. Utilizing this approach allows for more efficient use of financial resources within the constraints of the system.

Additionally, the County will be updating its Transportation Impact Fee program to incorporate multimodal improvements for all users. These fees, which are assessed on new development, help to fund transportation improvements, though are usually insufficient to fund substantial new improvements to the roadway system due to the slow and low growth in the County. Additionally, these fees cannot be used to address existing system deficiencies unrelated to new development.

Implementation of the General Plan will take a multi-pronged approach that considers not just ongoing funding resources but also large grants from the state and federal governments. Measure D allows local agencies in Santa Cruz County to be better positioned to compete for grant resources. The County will seek to collaborate with regional and local agencies to target new funding grant sources to fund multimodal capital projects.

Local projects are often partially funded with state and/or federal grants and resources. The Federal Highway Administration (FHWA) requires projects with federal funding to be programmed

in the Metropolitan Transportation Improvement Program (MTIP), which is a document prepared and updated regularly by the federally designated Metropolitan Planning Organization (MPO). The MPO for this County is the Association of Monterey Bay Area Governments (AMBAG). State-funded projects are programmed in the MTIP as well, but some of the state funding resources are distributed through discretion by the Santa Cruz County Regional Transportation Commission (SCCRTC). Projects that receive state funding through the SCCRTC are programmed in the Regional Transportation Improvement Program (RTIP) and are then filtered up to AMBAG's MTIP. Both documents show "constrained" and "un-constrained" project lists. A financially constrained project list includes projects that have reasonably foreseeable funding resources available over the timeline of the long-range planning document. The funding identified for these projects are partly based on known funding resources and partly based on long-term revenue projections of local, state and federal resources. The projections and therefore project lists are subject to change as the economy fluctuates and state and federal funding policies change. A financially unconstrained list of projects are projects that are not fully funded based on revenue projections.

Funding for the County's capital and maintenance projects is outlined and accounted for in several documents. The County Capital Improvement Program (CIP) lists planned capital improvements, including roadway and roadside improvements. It includes programmed improvements that have been costed and scheduled as well as un-programmed improvements, similar to "un-constrained" projects. The projects within the CIP are identified based on need as well as the vision developed in this General Plan and include the operations of the existing roadway network facilities.

RELATIONSHIP TO OTHER ELEMENTS OF THE GENERAL PLAN + COUNTY PLANS

As mandated by state law, the Access + Mobility Element must be consistent with all other elements of the General Plan and a number of regional, state and local plans such as specific and area plans.

OTHER ELEMENTS OF THE GENERAL PLAN

The Access + Mobility Element directly correlates to the Built Environment Element by including plans for a multimodal transportation network that supports connectivity and access from residential areas to goods, services, jobs and other destinations, based on reasonable expectations for funding from a variety of sources.

The transportation network envisioned by this General Plan supports equitable access to job centers, parks, schools, and other destinations for people of all ages, abilities, and income levels. Pedestrian and bicycle routes in the roadway network connect residential areas to transit and destinations. The built environment directly affects transportation behavior, therefore policies that support land use patterns that are correlated with lower VMT and vehicle trips are included in this element.

Freight is directed away from noise- and emissions-sensitive residents and instead serves areas designed for commercial and industrial uses. Special attention is given to designing facilities that improve safety on the existing roadway system for all users. Policies related to the Watsonville Municipal Airport and airport safety are addressed in the Built Environment Element and the Noise Element of the General Plan.

While public utilities are usually located within the roadway, they serve a purpose other than the transport of people. Therefore, public utilities are addressed in the Parks, Recreation + Public Facilities Element. The Access + Mobility element addresses trails and recreational circulation to the extent that they improve connectivity and increase opportunities to access destinations.

Circulation Element Consistency with Other Elements

Government Code Section 65300.5 requires "that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency."

Government Code Section 65302 (b) (1) states that the circulation element must be correlated with the land use element of the general plan in particular, reflecting the goals identified in Senate Bill (SB) 375 to develop more sustainable communities by coordinating land use and transportation planning.

However, the Parks, Recreation + Public Facilities Element addresses recreational trails in greater detail. The Conservation and Open Space Element provides measures for the preservation, conservation, and use of natural resources.

SPECIFIC + AREA PLANS

The County of Santa Cruz has a number of specific and area plans as described in the Introduction. These plans address transportation issues at a local scale and in more detail than the General Plan by identifying specific locations for sidewalk and pedestrian improvements, bicycle facilities and transit amenities. Together, the General Plan and the specific and area plans seek to achieve countywide and community level goals.

SANTA CRUZ COUNTY ACTIVE TRANSPORTATION PLAN

The Access + Mobility Element is supplemented by the Santa Cruz County Active Transportation Plan, which was completed in 2022. The Active Transportation Plan consolidates all bicycle and pedestrian related County plans and projects that are currently identified in the County General Plan, the SCCRTC Regional Transportation Plan, and other local documents. It is intended to aid County planners and engineers in selecting and implementing specific bicycle and pedestrian projects and improvements with the goal of increasing bicycling, walking and safety within the unincorporated County. Although developed separately from the General Plan, the Active Transportation Plan is consistent with and implements action statements of the Access + Mobility Element. Once adopted, the Active Transportation Plan is incorporated by reference into the General Plan.

Active Transportation

Active transportation refers to the transport of person(s) and or goods via non-motorized modes of transportation, including walking and biking. On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program.

LOCAL COASTAL PROGRAM AND OTHER LOCAL PLANS

The Introduction provides information on the Local Coastal Program (LCP) which is the set of County policies and regulations that ensure consistency with the Coastal Act within the coastal zone. LCP policies and Implementation Strategies addressing coastal access are included in the Access + Mobility Element. The initials “LCP” are used to identify policies that are part of the LCP.

Several County planning documents address transportation and include related goals and policies. For example, the former Planning Department, now the Community Development and Infrastructure Department (CDID), completed an Economic Vitality Strategy in 2014 that identifies a goal to support sustainable housing and transportation choices. The County's Strategic Plan adopted in 2018 identifies reliable transportation as a focus area with a number of goals, objectives, and strategies related to transportation. These various planning documents are developed to be consistent with and implement the General Plan.

There are a variety of local plans developed by other agencies that have also been considered and incorporated into or coordinated with the General Plan, including but not limited to the Highway 9 / San Lorenzo Valley Complete Streets Corridor Plan, the Monterey Bay Sanctuary Scenic Trail Master Plan, and the circulation elements as well as bicycle and pedestrian plans that have been prepared and adopted by neighboring jurisdictions.

REGIONAL TRANSPORTATION PLANS

The Access + Mobility Element incorporates the regional MTP and RTP through both policies and by reference. Policies that support the Sustainable Communities Strategy planning efforts and coordination with AMBAG are included below. Additionally, the County coordinates with AMBAG on funding prioritization for transportation projects as well as other regional planning efforts such as the regional travel demand model, the forecasts of population and housing, as well as the Regional Housing Needs Allocation. Similarly, the County coordinates with the Regional Transportation Commission on funding priorities for local funding resources and grant fundings. Policies that support coordination with RTC for both infrastructure projects and planning projects are included below.

ENVIRONMENTAL JUSTICE

SB 1000 requires addressing environmental justice issues in the General Plan. Topics addressed in the Access + Mobility Element include pollution exposure and air quality, food access, and physical activity. Environmental justice policies and Implementation Strategies are noted by the initials "EJ." A summary of the various environmental justice topics and where each is addressed within the General Plan is included in Appendix E.

3.2 EXISTING + PROPOSED CONDITIONS

Layered Network + Street Types

A balanced transportation system is based on the understanding that it is difficult for a single roadway to meet the demands and expectations of all modes simultaneously. A "layered" transportation network envisions streets as systems based on user types.

In this approach, certain user types are prioritized on specific streets. When compiled together the roadway system is then comprised of multiple networks of street types such that different users are traveling using different networks. This layering approach allows for each user type to have a higher quality experience than an approach that results in compromising space for all users by attempting to accommodate everyone within limited space.

ROADS, STREETS, + HIGHWAYS

Transportation and mobility in Santa Cruz County rely on a foundation of local roadways, highways and rail facilities. Local roadways and streets, which are maintained by different cities and the County, are the basis and foundation for much of the County's active transportation and transit network. Highways are under the jurisdiction of the State Department of Transportation, Caltrans, and interact with and directly affect the local roadway network.

ROADWAYS + STREETS

The unincorporated County roadway network includes nearly 600 center-line miles of roads, bridges, curbs and gutters, sidewalks, access ramps, bicycle lanes, stop signs and traffic signals, which are critical components of the region's transportation system. In the urban areas of the county, arterial roads, including major state highways, make up 15 percent of the roadway miles but carry over 70 percent of the daily vehicle miles traveled (DVMT).

The County has adopted a layered network approach to roadway planning and design that incorporates Complete Streets principles but simultaneously identifies characteristics that help allocate limited right-of-way space to specific user types. Table 3-1 defines the layered network street types. For example, local residential roads may have narrower vehicle lanes and reduced vehicle speeds. Bicyclists can share the lane with vehicles on these types of streets with proper signage and striping, which offers greater opportunities to accommodate sidewalks within constrained rights-of-way. Rural connectors are higher speed roads with very little development that are typically not traversed by pedestrians; and so instead of sidewalks and a bike lane, a wider shoulder and/or bike lane is prioritized to accommodate long distance cyclists and the occasional pedestrian. Existing and planned roadways and

major thoroughfares are shown by typology in Figure 3-1 and listed out in Appendix J. Future roadways and intersection improvements have been identified from other planning documents and studies including the Sustainable Santa Cruz County Plan and local operational studies.

HIGHWAYS

The highways in Santa Cruz County include State Routes (SR) 1, 9, 17, 35, 152, and 236. SR 1 and SR 17 are grade separated freeways with the exception of north of the SR 1/SR 9 intersection where SR 1 is at grade and is integrated with the local roadway network. The California Department of Transportation (Caltrans) manages the state highway system and implements highway maintenance and safety projects. However, SCCRTC often implements highway improvements and is critical to helping fund state highway improvements within the County. Santa Cruz County's local Measure D sales tax measure, passed in 2016, allocates a portion of the funds to three sets of auxiliary lanes on Highway 1 between Soquel Ave and State Park Drive. Measure D funds provide a local source of funds that helps leverage additional funds from state and federal sources. The County will often partner with Caltrans and SCCRTC to implement projects that cross or connect to the highways, but the County does not have jurisdiction over the highway system. For this reason, highways are not designated as a typology in Table 3-1 below. However, they do directly integrate and effect the County's roadway system and as such are described in more detail below.

Highway 1 Corridor

Highway 1 is the key thoroughfare running through the most heavily populated areas of the county. Between Watsonville and the City of Santa Cruz, it is a separated freeway with at least two lanes in each direction, with a few auxiliary lanes that connect on-ramps with the next off-ramps. Highway 1 has the highest average daily traffic volumes (number of vehicles) of all local streets and highways, connects the region with other coastal areas to the north and south, and is roughly parallel to Highway 101 for the middle stretch of the state. Highway 1 bisects the County and creates a break and barrier in the local roadway system. Congestion on Highway 1 directly impacts the local roadway with spillover effects onto parallel roadways such as Soquel Drive and Capitola Road.

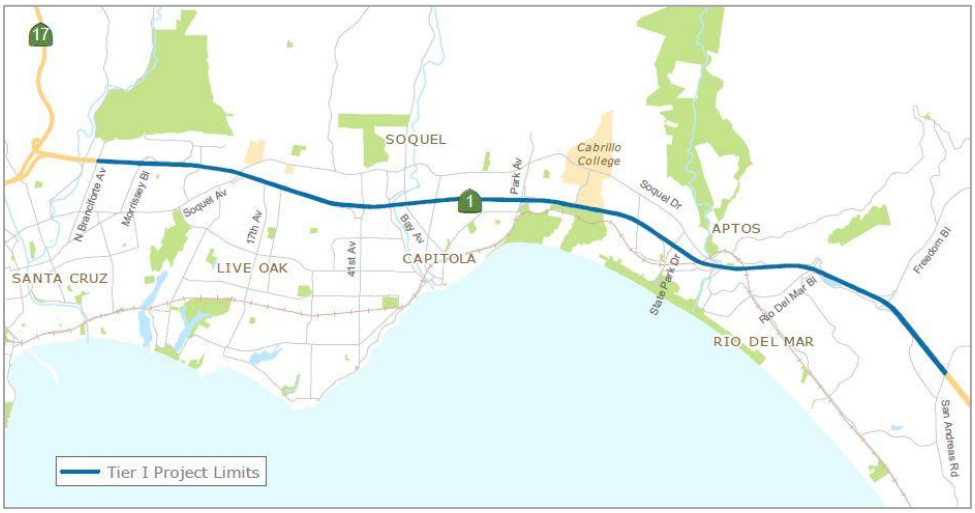
The rural sections of State Route Highway 1 in the coastal zone are scenic two-lane roads pursuant to California Coastal Act Section 30254. West of the City of Santa Cruz and east of 41st Avenue, Highway 1 is designated as a scenic road by the General Plan Chapter Agriculture, Natural Resources, and Conservation Policy ARC-5.2.1. Over the past two decades a number of major capital projects have taken place on Highway 1 in the urban areas in addition to operational projects to improve access and traffic flow.

Since the mid-1980s the RTC and Caltrans have analyzed options to reduce congestion, improve traffic flow, and increase carrying capacity and throughput in the Highway 1 corridor between

Watsonville and the City of Santa Cruz. In 2003, the RTC approved use of state and federal funds to initiate preliminary design and environmental review for Highway 1 High Occupancy Vehicle (HOV) lanes between Morrissey Boulevard in Santa Cruz and San Andreas Road/Larkin Valley Road in Aptos. The Environmental Impact Report (EIR) (FHWA and Caltrans, 2018) for the Highway 1 improvements was certified in 2018 and divides the project into two components:

- Tier I – A long term, program level analysis for the future of the Highway 1 corridor between Santa Cruz and Aptos. The Tier I concept for the corridor would be built over time through a series of smaller incremental projects (referred to as Tier II projects).
- Tier II – Project level analysis for auxiliary lanes between 41st Avenue and Soquel Drive and a pedestrian/bicycle overcrossing of Highway 1 at Chanticleer Avenue.

The Tier II projects have moved into the design phase. Other projects identified as part of the preferred alternative Tier I projects in the Highway 1 EIR will undergo project level environmental review. At the time of writing this some of the auxiliary lanes and bridges in the Tier I projects were moving into project level environmental review, or Tier II level. (The first set of projects are the auxiliary lanes and bridges.) Funding for environmental review, design, and construction of these projects comes from a number of different sources including but not limited to Measure D, the Surface Transportation Program, the State Transportation Improvement Program, the Highway Infrastructure Program, and competitive grant programs such as Congested Corridors. No single funding source pays for any given project. The MTIP (AMBAG 2018), prepared by AMBAG and discussed in Section 3.1 Introduction, provides a detailed accounting of how projects are programmed and funded for the tri county region.



Source: Santa Cruz County Regional Transportation Commission

Highway 17 Corridor

Highway 17 traverses the Santa Cruz Mountains with 2 lanes in each direction, connecting the County with Silicon Valley and the rest of the San Francisco Bay Area. It is designated as scenic road in the General Plan Chapter Conservation and Open Space Policy ARC-5.2.1. Because Highway 17 straddles both Santa Cruz and Santa Clara Counties, duties such as maintenance, enforcement, transit, safety improvements, and public education are shared by entities on both sides of the summit of the Santa Cruz Mountains. Due to the steep terrain, curves, and high numbers of traffic incidents, a Safe on 17 Task Force was formed in 1998. Components of the Safe on 17 program include additional enforcement by California Highway Patrol to help enforce posted speed limits, construction projects by Caltrans to improve operational efficiency, and a public information and education campaign. Additionally, call boxes and changeable message signs were installed, and the Freeway Service Patrol (FSP) service was initiated.

An Access Management Plan (Caltrans 2016) was conducted for State Route 17 by Caltrans in partnership with Santa Cruz County and SCCRTC. The plan identified issues and imbalances on the SR 17 corridor between Granite Creek Road in Scotts Valley and Summit Road at the Santa Cruz/Santa Clara County line through stakeholder engagement. Short- and long-term access management strategies were identified to address access, mobility and safety needs to help preserve Highway 17 as an efficient interregional corridor.

Projects identified in the Highway 17 Access Management Plan (Caltrans 2016)

Highway 9 Corridor

Highway 9 is a mountainous road connecting communities in the San Lorenzo Valley to Santa Cruz. Highway 9 is an alternative route over the Santa Cruz Mountains to Saratoga and Los Gatos in Santa Clara County and is designated as scenic road in the General Plan Chapter Conservation and Open Space Policy ARC-5.2.1. Through San Lorenzo Valley, the highway acts as a main street for the communities of Felton, Ben Lomond, and Boulder Creek. The Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan (SCCRTC 2019) was prepared by SCCRTC in partnership with Caltrans and County of Santa Cruz for Highway 9 that identifies and prioritizes implementation of transportation projects with an emphasis on safety. Measure D, which was approved by voters in November 2016, includes $10 million specifically earmarked for high priority transportation projects along the Highway 9 corridor. Plans for reducing congestion through the Highway 1 and Highway 9 intersection, just south of the Mission Street segment of Highway 1, are currently under development by the City of Santa Cruz.

Highways 129 +152

Highways 129 and 152 connect south Santa Cruz County with neighboring counties, Highway 101, and the Central Valley to the east. Both highways are part of the City of Watsonville's roadway network. On the western edge, Highway 152 begins at Highway 1 and is named Main Street through the City of Watsonville, then heads up and over the Hecker Pass and county line to Gilroy in Santa Clara County and beyond. The City of Watsonville is working with Caltrans to provide context-sensitive design to enhance "walkability" and the main street character of the roadway, while maintaining operational efficiencies in the corridor. The City has an approved Downtown Complete Streets Plan (Watsonville 2019) which outlines the specific improvements for the downtown portion of Highway 152.

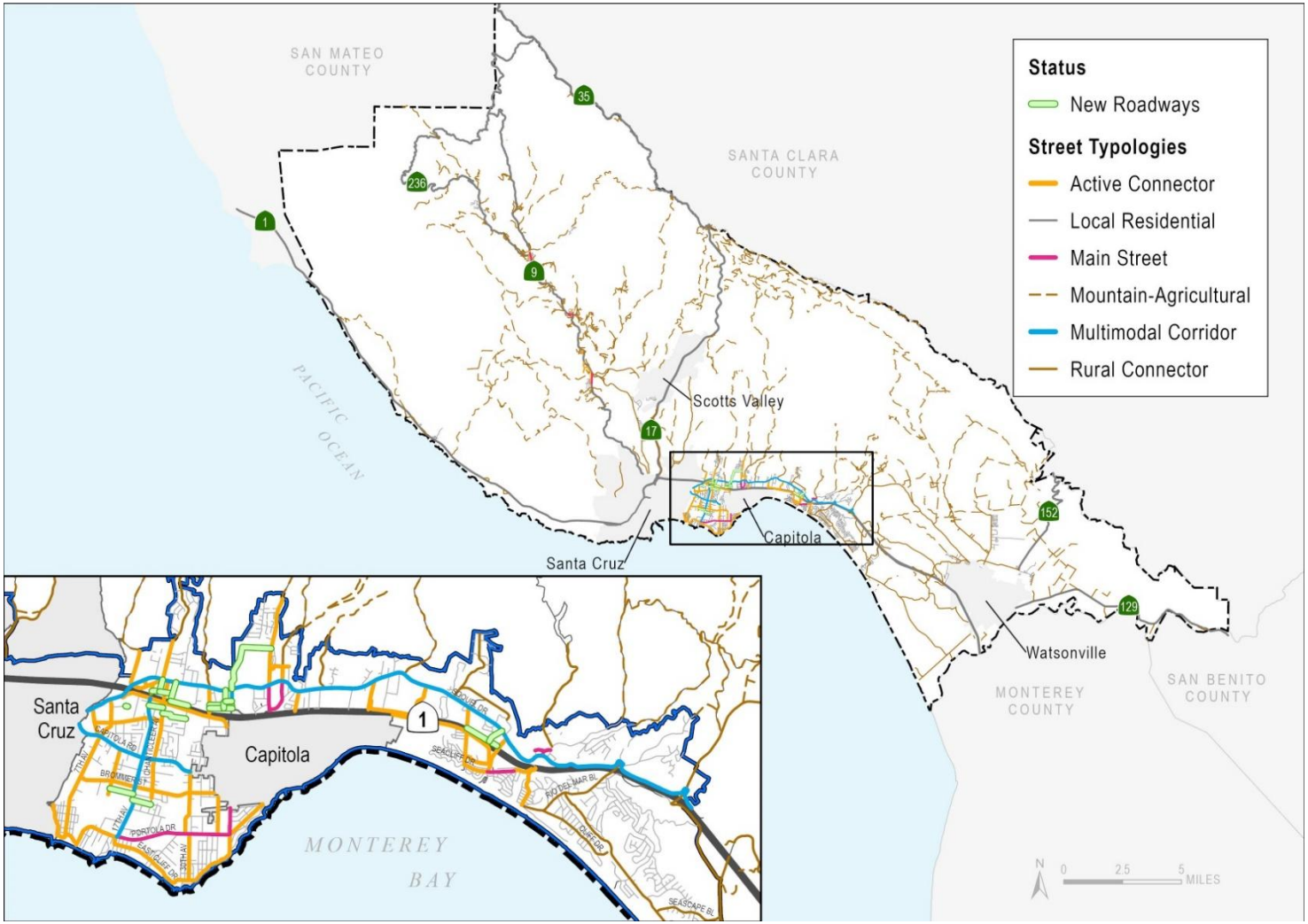
Highway 129 traverses the southern portion of the City of Watsonville and connects with Monterey County near Aromas, providing an important link to Highway 101 near San Juan Bautista. Highway 129 is heavily used for goods movement, particularly for agricultural products as this is the link from Santa Cruz County to Highway 101, a major goods-movement corridor. Caltrans has made numerous improvements to Highway 129 in recent years, including curve realignments, turnouts, additional signage, improved striping and an increased number of roadway reflectors. Both highways are designated as scenic roads in the General Plan Conservation and Open Space Policy ARC-5.2.1.

Highways 236 + 35

Highway 236 is a total of 18 miles and makes a loop connecting Highway 9 in Boulder Creek to Big Basin Redwoods State Park. A significant portion of the highway is one lane in each direction and passes through densely forested areas. Highway 35, often referred to as "Skyline Boulevard" is a two-lane road running mostly along the ridge of the Santa Cruz Mountains weaving between Santa Cruz County and Santa Clara County. Because of its scenic views and winding roadway, Highway 35 sees substantial recreational use. Both highways are designated as scenic roads in the General Plan Conservation and Open Space Policy ARC-5.2.1.

Table 3-1: Layered Network + Street Types		
Typology	**Description**	**Functional Classification**
Multimodal Corridor	• The purpose of this street type is to provide a safe, continuous route for vehicles, transit users, pedestrians, and cyclists. • Buses, bicycles, pedestrians, and automobiles are prioritized on Multimodal Corridors. Trucks are provided for, but not prioritized. • Includes features like buffered dedicated bicycle facilities (cycle tracks), bus shelters and amenities, wide sidewalks to and from bus stops, and frequent and reliable bus service. • Access to multimodal corridors for pedestrians and bicyclists is key. This street type is complemented by connectors.	Tend to be principal and minor arterials.
Active Connector	• The purpose of this street type is to provide high-quality bicycle and pedestrian facilities that provide first and last mile connections to transit and major land use destinations. • These streets are moderate and low speed used by vehicles, bicycles, and pedestrians to access arterials and multi-modal corridors. • Land uses are primarily residential, neighborhood commercial, office, mixed-use, schools and parks.	Tend to be major collectors or minor arterials though sometimes can include local roads.
Main Street	• The purpose of this street type is to provide walkable and pedestrian oriented access to goods and services. • These are pedestrian-oriented "destination" streets where pedestrians and bicyclists are prioritized and vehicles are provided for, but not prioritized. • These streets facilitate social gathering and placemaking. • Land uses on these streets are mixed-use or commercial/retail with nearby residential communities.	Varies
Local Residential	• The purpose of this street is to provide access to housing and residential communities. • These are low-speed and low-traffic streets shared by vehicles, bicycles, and pedestrians. • Land uses on these streets are primarily residential within the urban and rural services boundaries.	Tend to be local roads.
Rural Connector	• The purpose of this street is to provide long-distance automobile and bicycle connectivity and access between lower density, rural neighborhoods and agricultural areas. • Mostly auto-oriented with bicycle facilities for agricultural workers and long-distance cyclists. • Pedestrians are not prioritized on these roadways, though wide shoulders should be provided where possible to allow for pedestrians to walk along the shoulders.	Tend to be minor arterials or major collectors, but also does include some local roads.
Mountain-Agricultural	• The purpose of this street is to provide access to remote areas. • These streets are often shared amongst all users and therefore may require additional share the road strategies for vulnerable users. • These are mountainous and agricultural roads outside of the rural and urban services boundaries. • These streets are generally significantly constrained by topography and as such have narrow right-of-way with limited capacity.	Tend to be local, but also includes some minor collectors and minor arterials.

Figure 3-1: Existing + Planned Roadway Facilities



Source: County of Santa Cruz

Complete Streets

In 2008, the State of California enacted the Complete Streets Act, which required cities and counties to revise their general plans to incorporate the principles embodied in the Act. Complete Streets are routinely planned, designed, operated and maintained with consideration of the needs and safety of all travelers along and across the entire public right-of-way.

This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit; traveling with mobility aids; or shipping freight. Every street and its environs are different, such that physical manifestation of what constitutes a "complete street" will change based on the local context. However, providing for all users is a core principle of Complete Streets.

WALKING + BICYCLING

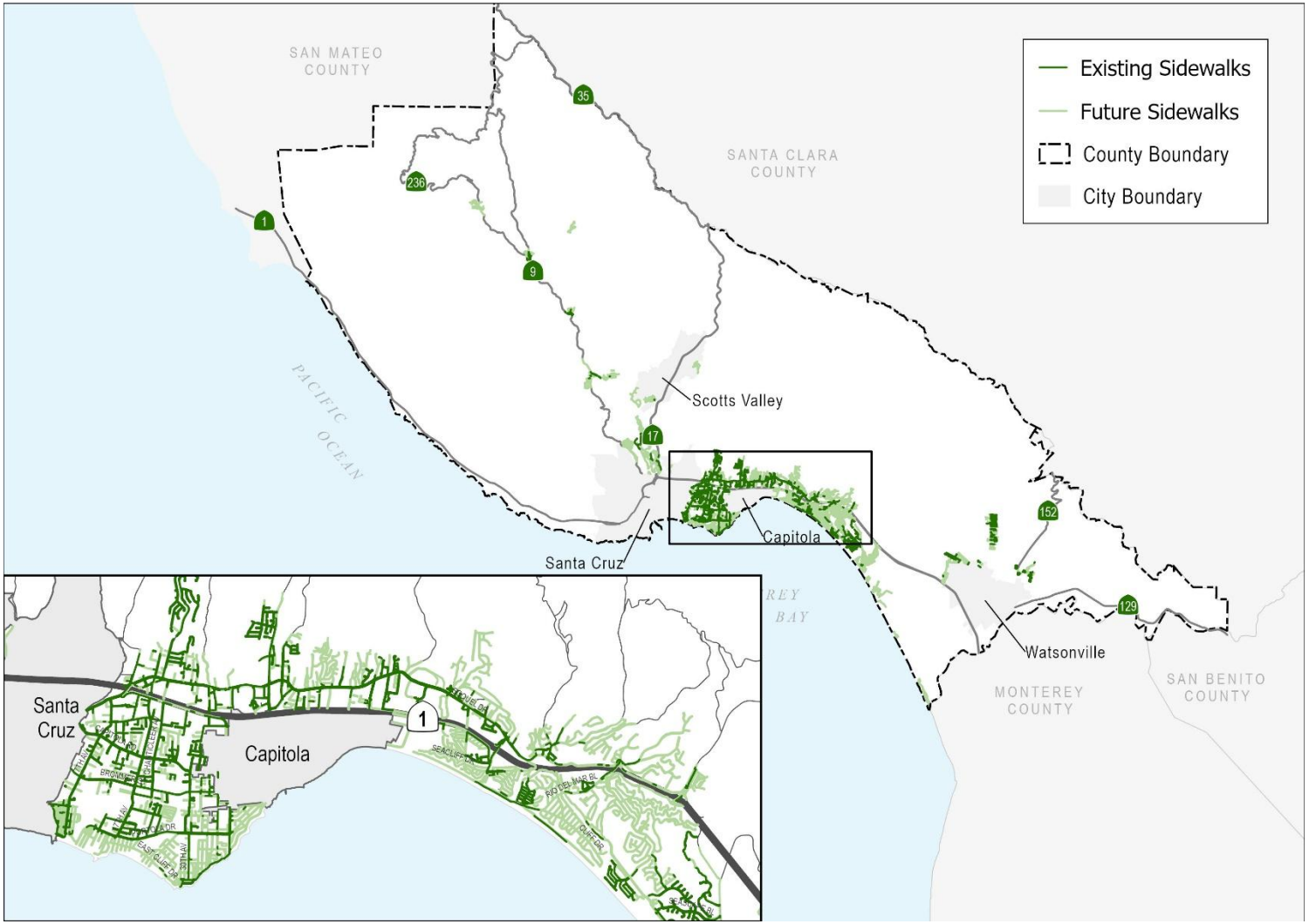
The existing pedestrian network consists of sidewalks built by developers in conjunction with construction projects and by the County as part of roadway projects. In recent years, more emphasis is being placed on the benefits of "walkability" and complete streets. Pedestrian amenities, such as wide sidewalks, high-visibility crosswalks, bulb outs, landscaping, buffers, pedestrian-scale lighting, and outdoor furniture create a more pedestrian friendly environment that makes communities more safe and enjoyable.

Despite a more recent focus on the benefits of pedestrian travel, extensive gaps and other deficiencies in the County's pedestrian network still exist. The condition of a sidewalk can constitute a barrier, particularly if there are cracks, lifts, vegetation or other obstructions. Figure 3-1 shows existing and planned pedestrian facilities. The Santa Cruz County Active Transportation Plan will update the planned pedestrian network and will include projects to address deficiencies.

Many of the County's bicycle facilities have been established as Class II bikeways (bike lanes) with a focus on providing them in high-density urban areas and urban corridors. There are few Class I bikeways (bike paths) in the unincorporated County. Figure 3-2 shows existing and planned pedestrian facilities, while Figure 3-3 shows the bicycle facilities. Figure 3-4 is a general description of the characteristics of bikeway types.

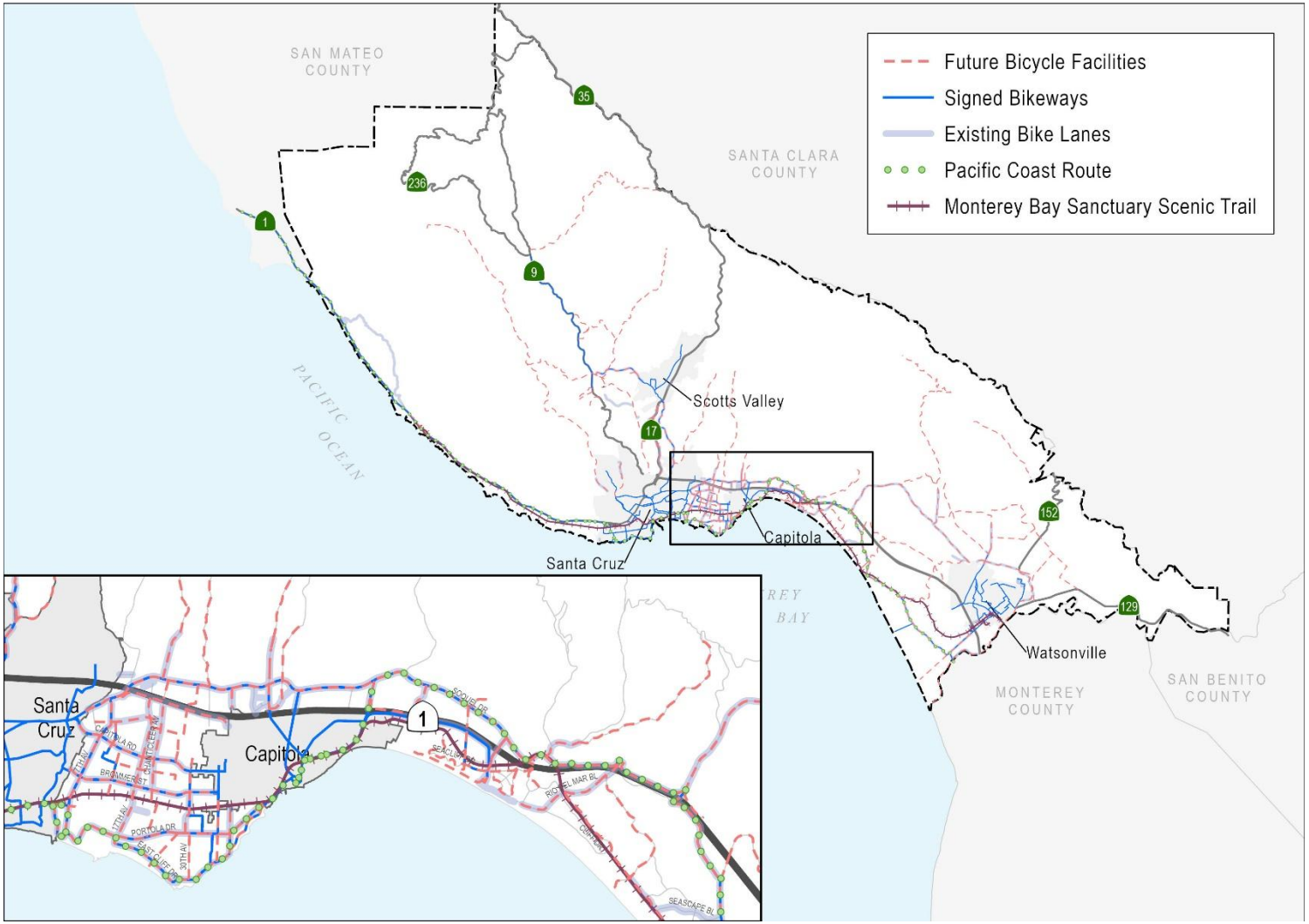
The County has active bicycling and pedestrian advocate communities that promote the provision of facilities for all ages and abilities. The Santa Cruz County Active Transportation Plan will include recommendations and projects to improve bicycle and pedestrian facilities within the County.

Figure 3-2: Existing + Planned Pedestrian Facilities



Source: County of Santa Cruz

Figure 3-3: Existing + Planned Bikeways



Source: County of Santa Cruz

Figure 3-4: Description of Bikeway Classes

Class I Bike Path: a bikeway completely separated from the roadway.

Class II Bike Lane: a bikeway in the roadway but separated from vehicles.

Class III Bike Route: a bikeway in the roadway shared with vehicles.

Class IV Separated Bikeway: a bikeway in the roadway separated from vehicle traffic by physical barriers.

Source: A Guide to Bikeway Classification (Caltrans July 2017).

PUBLIC TRANSPORTATION

Public transit in Santa Cruz County is primarily provided by the Santa Cruz Metro Transit District (Metro). Transit is chronically underfunded, but the County and other public agencies continue to look for resources and opportunities to enhance public transit services to all residents. Because of the lack of funding, existing high-quality transit services as defined by Public Resources Code 21064.3 are generally limited to the City of Santa Cruz. "Major transit stop" means a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Metro revises its services on a frequent basis; therefore, the locations of existing high-quality transit services regularly change. Future high-quality transit, which is used for General Plan planning purposes, is identified in the AMBAG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) per Public Resources Code 21155(b).[1] The MTP is adopted every four years and therefore future major transit stops may change. See Figure 3-5 for locations of major transit stops at the time of adoption of this plan.

BUS SERVICE

Metro operates fixed-route bus lines as well as provides Americans with Disabilities Act (ADA) demand-responsive paratransit service, called ParaCruz, for people with disabilities. Metro serves all of Santa Cruz County and operates express service to San Jose and Monterey County.

Source: Santa Cruz Metro Transit District

[1] A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the MTP.

SPECIALIZED TRANSPORTATION SERVICES

Many seniors and people living with disabilities need specialized transportation services to get around. This might include lifts or ramps for wheelchairs in vehicles, drivers with special training, or vehicles that kneel or are equipped with other accessible features. The SCCRTC produces a Guide for Specialized Transportation Services which is regularly updated. Included is information about eligibility, schedule, service area, and fee information for over 30 transportation providers or agencies in Santa Cruz County (SCCRTC 2018).

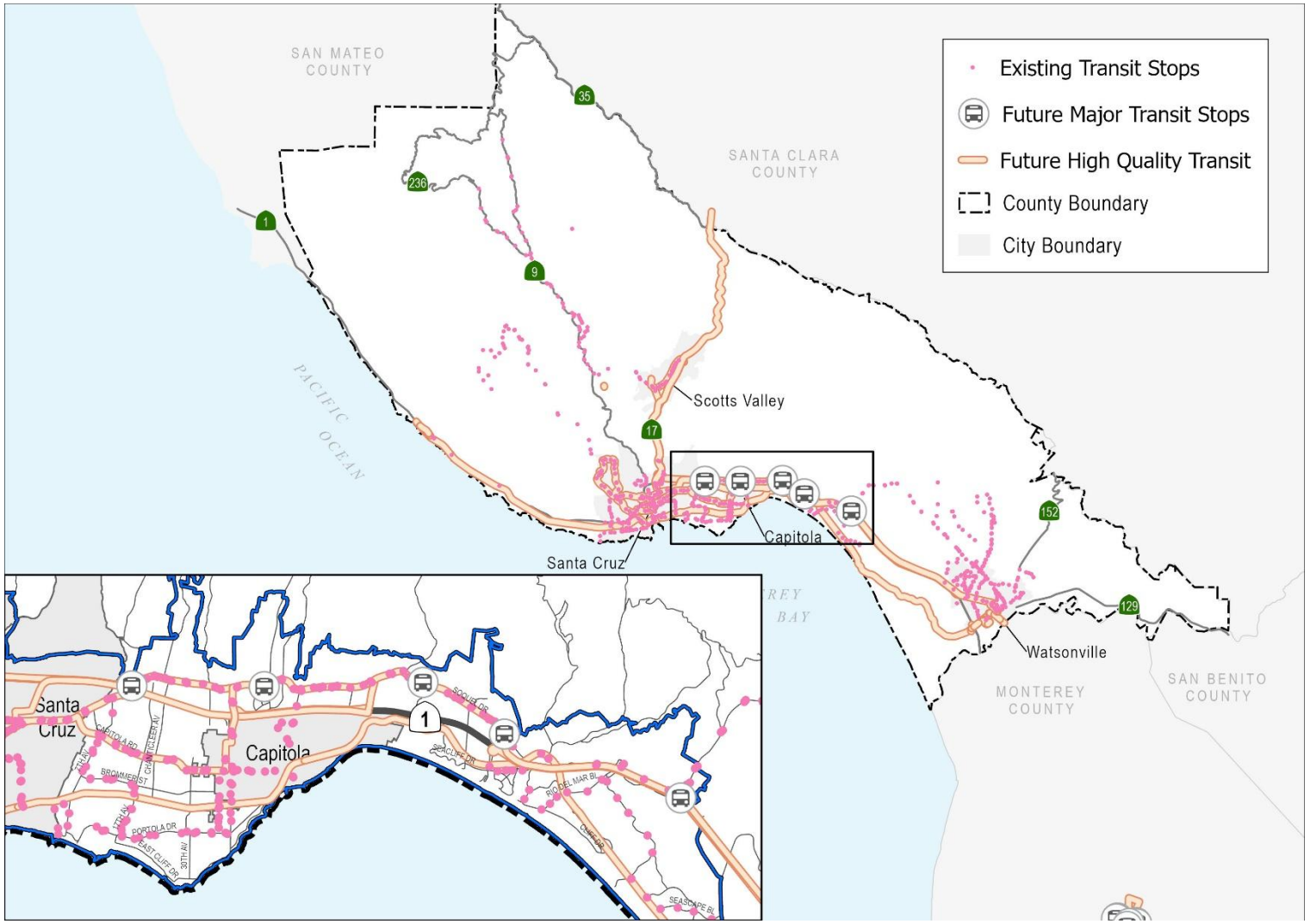
RAIL

There are currently only a couple of active rail lines within Santa Cruz County. Those that are active are used for recreational or freight purposes only. The Felton Branch Rail Line, owned by Roaring Camp Railroads, connects to the Santa Cruz Branch Rail Line near the Santa Cruz Wharf and extends up the San Lorenzo Valley to Felton. Roaring Camp Railroads operates excursion and seasonal passenger rail service between Felton and Santa Cruz during the summer and end of the year holidays, and also provides freight rail service to the San Lorenzo Valley area when needed.

The 137-year-old Santa Cruz Branch Rail Line parallels SR 1, extending 32 miles from just south of the county line near Watsonville, to Davenport in north Santa Cruz County. It is an active rail line, although some portions are out of service. Rail operations were active on the entire length of the rail line until 2009; however, freight rail operations have not occurred north of San Andreas Road since 2017 and north of Lee Road in the City of Watsonville since 2018. Adjacent land uses include residential, commercial, industrial, agricultural, and park land/open space. The corridor links major activity centers as it traverses downtown Watsonville, Aptos Village, Capitola Village and the Santa Cruz Beach area near downtown Santa Cruz. Also adjacent to the corridor are many parks and recreational facilities. The rail line provides access to the Monterey Bay National Marine Sanctuary at several key locations.

On October 12, 2012, the SCCRTC purchased the rail corridor on behalf of the community to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The passage of Measure D required an analysis to determine the future potential use of the corridor that would best serve Santa Cruz County residents and visitors. The SCCRTC's Unified Corridor Investment Study, completed in January 2019, performed an analysis of the options for transportation uses of the rail right-of-way and resulted in a scenario with a trail next to high-capacity public transit service. The Commission directed staff to conduct a transit alternatives analysis in coordination with Metro to determine transit scenarios for the corridor. The analysis, completed in 2021, concluded that Electric Passenger Rail was the locally preferred alternative. Figure 3-5 shows existing and planned transit service.

Figure 3-5: Existing + Planned Transit Facilities



Source: County of Santa Cruz

3.3 GOALS, OBJECTIVES, POLICIES, + IMPLEMENTATION STRATEGIES

TRANSPORTATION SYSTEM MANAGEMENT

GOAL AM-1.0 MANAGE TRAVEL DEMAND + REDUCE GREENHOUSE GASES

Reduce automobile trips and VMT by increasing the use of non-drive alone transportation modes through an effective transportation demand management (TDM) program and land use planning that reduces the distance people need to travel for jobs, goods and services.

OBJECTIVE AM-1.1 VEHICLE MILES TRAVELED + GREENHOUSE GAS EMISSIONS

To respond to climate change by reducing greenhouse gases in compliance with regional and state goals by reducing per capita VMT and encouraging clean air vehicle usage.

Photo Credit: Free Nature Stock, Adrian Pelletier, 2020

Street furniture buffers pedestrians from vehicular traffic and makes streets more pleasant and inviting.
Photo Credit: Fehr & Peers, 2014

Buffered bike lane.
Photo credit: Fehr & Peers, 2014

Sharrow road markings.
Photo credit: locallygrownnorthfield.org

Policies

AM-1.1.1 **Vehicle Miles Traveled Impacts.** Maintain a VMT threshold that best supports statewide and regional greenhouse gas reduction goals as determined by the best available data and modeling practices.

AM-1.1.2 **(EJ) Transit Infill Development.** Prioritize infill development near high-quality transit, including near the Santa Cruz Branch Line rail corridor, and near job centers that reduce urban sprawl and encourage the reduction of VMT per person.

See also Policy BE-1.2.2: High Quality Transit Corridor Land Use.

AM-1.1.3 **Land Use Form and Street Types.** Coordinate land use patterns and roadway user priorities such that land uses are complemented by the appropriate modes of travel. For example, "Main Streets" which include ground floor retail and other active commercial land uses prioritize pedestrians and allocate more space to this mode of travel with wider sidewalks and a variety of pedestrian amenities.

See also Objectives BE-1.2: Corridors and Connections, BE-1.3: Vibrant Activity Centers and BE-1.4: Complete Neighborhoods.

AM-1.1.4 **Activity Centers.** Support the development of activity centers by investing in active transportation improvements in and around these areas and requiring new development to prioritize bicycle and pedestrian connections to these centers.

See also Objective BE-1.3: Vibrant Activity Centers.

AM-1.1.5 **15-Minute Neighborhoods.** Connect neighborhoods to nearby commercial land uses by filling gaps in active transportation infrastructure, with

a goal of accommodating 15-minute walks or bicycle rides between residential areas and destinations.

See also Policy BE-1.4.2: Neighborhood Mobility Infrastructure.

AM-1.1.6 Rail Facilities. Work to preserve and protect the Santa Cruz Branch Line and the Santa Cruz Big Trees rail corridors for recreational travel, freight and high-quality transit service, as determined by the SCCRTC and other rail corridor owners. Support a rail station at Pajaro junction for inter-regional rail service and connectivity to future High Speed Passenger Rail.

AM-1.1.7 (EJ) Sustainable Communities Strategy. Work with AMBAG to maintain consistency between local land use and transportation planning and the regional MTP/SCS to meet regional greenhouse gas emissions reductions. Coordinate on the definition of Opportunity Areas as well as determination of project consistency with the SCS.

See also Policy BE-1.5.1: Regional Sustainable Communities Strategy and Metropolitan Transportation Plan.

AM-1.1.8 (EJ) Clean Air Vehicles. Incentivize and support electric and clean air vehicles through charging infrastructure, priority parking, and other measures.

AM-1.1.9 Transportation Demand Management. Coordinate with other cities and regional agencies on TDM measures, programs and campaigns to educate travelers on alternatives to driving alone. Require employers and development to incorporate TDM measures and infrastructure into work and residential environments.

Transit Design

Transit travel time is one of the main factors people consider when deciding whether to use transit as a travel mode. If a bus sits in the same traffic as cars and takes a lot longer than driving it is not an attractive alternative to driving. In order to make transit an attractive alternative, infrastructure should be designed to prioritize transit. Some examples of transit prioritized design include dedicated travel lanes, signal pre-emption, and queue jumping.

The County can include these types of design features on roadways it has jurisdiction over, however the County is not a transit service provider. Improving transit service is a multi-agency effort requiring close coordination between the transit service provider (Metro), the regional agencies that help identify transit funding (SCCRTC and AMBAG), and the agencies that build transit supportive roadways (local jurisdictions).

AM-1.1.10 Demonstrate County Leadership in Greenhouse Gas Reduction Policies. Implement recommendations in the *Climate Action and Adaptation Plan* and transportation demand management best practices to reduce greenhouse gas emissions from the County vehicle fleet and from employee travel. (*Amended 5/20/2025 Board of Supervisors Resolution 88-2025*)

Implementation Strategies

AM-1.1a Develop and periodically update VMT thresholds as well as supporting screening maps, sketch planning tool and countywide travel demand model. Incorporate methods for VMT analysis into Transportation Impact Analysis (TIA) Guidelines and provide all resources on the County's website. (Responsibility: CDID)

See also implementation strategy AM-6.2b.

AM-1.1b Allow projects to use California Environmental Quality Act (CEQA) streamlining options within Opportunity Areas (areas within a ½ mile of existing or planned high-quality transit corridor or major transit stop) as allowed for by existing law. (Responsibility: CDID)

AM-1.1c Require transit supportive design and improvements from development in high-quality transit areas such as new transit center facilities, park & ride parking, bus shelters and pull-outs. (Responsibility: CDID)

Senate Bill 743

Historically, environmental analysis as has used Level of Service (LOS) as a measure of transportation impacts. LOS measures vehicle delay and is based on a driver's user experience. The result of using delay as a measure of transportation impacts has been that adding roadway vehicle capacity has been the standard mitigation.

LOS favors vehicle users and results in taking away space from other roadway users such as bicyclists and pedestrians. In order to reduce greenhouse gas emissions from the transportation sector, new policies prioritize improved facilities for transit, bicyclists and pedestrians to increase transit and active transportation usage.

In order to address the inherent bias towards vehicle travel, legislators passed Senate Bill 743 which requires planners to use a metric other than LOS in order to determine transportation impacts as part of the CEQA environmental review process. The recommended metric is Vehicle Miles Traveled (VMT) which is a measure of how much people drive rather than their experience of driving and is more directly tied to environmental impacts, that is greenhouse gases emissions. LOS can still be useful to design roadways and reduce congestion, therefore it is retained in the General Plan as a metric for roadway design.

AM-1.1d Update the SCCC to require employers and large developments to provide TDM Plans and programs in order to provide infrastructure, resources, and planning that supports and incentivizes travel by non-drive alone modes in order to reduce VMT. (Responsibility: CDID)

AM-1.1e Work with employers and within the County to provide employees with more flexibility to work from home and work flexible schedules regardless of whether a TDM Plan is required of the employer. (Responsibility: CDID)

See also Policies BE-2.4.3: Telecommuting and BE-3.3.5: Flexible Work Formats.

AM-1.1f Preserve and protect railroad right-of-way by ensuring new development adjacent to rail lines does not encroach on the corridor, and where possible, improves access to the corridor. (Responsibility: CDID)

AM-1.1g (EJ) Work with regional and local organizations to fund and site new electric vehicle (EV) charging infrastructure at public facilities, work with property owners to install charging stations in existing parking lots, and require new development to provide EV charging infrastructure, including pre-wiring of buildings, and prioritized parking for clean air vehicles. (Responsibility: CDID)

AM-1.1h Consider transit signal pre-emption and queue jumping at intersections as well as other roadway enhancements to improve transit travel time as streets are improved. (Responsibility: CDID)

Above: Bus only travel lanes improve travel times for transit users. Bottom left: Pay stations that allow riders to purchase tickets before boarding speed up boarding time and allow buses to spend less time at each stop thereby improving travel times. Bus signal preemption or priority allows buses to jump ahead of vehicle traffic at intersections.
Photo Credit: Top - San Francisco Municipal Transportation Agency. Bottom Left - 10-9073 [Dylan Passmore]" by Dylan Passmore. Bottom Right - "Better Buses Action Plan Photo 10 - Bus Only Traffic Signal" by NYCDOT

OBJECTIVE AM-1.2 SUSTAINABLE TOURIST TRAVEL

To work with the tourism industry to increase travel by shuttle, transit and active transportation to the County's beaches, parks, and other recreation.

Policies

AM-1.2.1 (LCP) Recreational Transit Facilities. Require new recreation and visitor-serving development to support alternative transportation, including measures such as the provision of shuttles, promotion of bicycling and walking to nearby attractions, construction of bus turnouts, bus shelters, and parking spaces for bus and shuttle service.

AM-1.2.2 Eco Tourism. Work with the hospitality industry to promote recreational bicycle routes as "eco-tourism."

Implementation Strategies

AM-1.2a (LCP) Develop coordinated transit marketing efforts with Metro, hotels, motels, restaurants, convention facilities, the University of California at Santa Cruz, and local merchants. Request recreation-oriented sites and developments to include publicity and scheduling information for transit use in their advertising. (Responsibility: CDID)

AM-1.2b (LCP) Locate recreational bike routes on scenic roads wherever environmentally, physically, or economically feasible, and encourage the development of scenic vista points and rest areas where appropriate. (Responsibility: CDID)

A MULTIMODAL TRANSPORTATION SYSTEM FOR ALL USERS

GOAL AM-2.0 COMPLETE STREETS

Provide streets that are safe, comfortable, and convenient for all modes and people of all ages and abilities.

OBJECTIVE AM-2.1 ALL TRANSPORTATION MODES

To integrate "Complete Streets" improvements into the design, construction, and maintenance of the County's roadways to increase access and mobility for motorists, pedestrians, bicyclists, and transit users.

Policies

AM-2.1.1 (EJ) Layered Network. Develop a layered network approach to street design as a system that creates a high-quality experience for intended priority users based on land use as well as network connectivity. (See Table 3-1)

AM-2.1.2 Comprehensive Approach. County of Santa Cruz departments and agencies will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

AM-2.1.3 Complete Streets Plans. Continue to develop complete streets plans and implement projects identified in approved or adopted complete streets plans, as funding allows for, based on performance measures and system needs.

AM-2.1.4 Multimodal Performance Measures. Use performance measures that capture all modes when evaluating project prioritization for plans and programs.

AM-2.1.5 Maintenance Opportunities. Coordinate with Caltrans to widen shoulders on rural highways where possible as part of maintenance projects/programs in places where there is bicycle and pedestrian usage.

AM-2.1.6 Open Streets / Slow Streets. Consider limiting through vehicle traffic on select local roadways on a temporary basis and opening the streets to bicycle and pedestrian traffic.

Figure 3-6: Complete Streets

Implementation Strategies

AM-2.1a (EJ)(LCP) Develop and regularly update a County Active Transportation Plan that identifies and prioritizes infrastructure needs for bicyclists and pedestrians with special consideration and priority for safety. Coordinate the Plan with the Parks, Open Space and Cultural Services Department (Parks Department) planning process to incorporate greenways, as defined by Civil Code Section 816.52, and incorporate recommendations from existing plans such as the Sustainable Santa Cruz County Plan, Town Plans, Safe Routes to School, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan, and the Pleasure Point Commercial Corridor Portola Drive Streetscape Concepts. (Responsibility: CDID)

AM-2.1b (EJ) Update, maintain, and enforce the Santa Cruz County Design Criteria (County Design Criteria) to establish standards for street development that provide adequate access and safety provisions. Specifically, the Design Criteria will be updated to be consistent with the layered network approach identified as part of this Access + Mobility Element, as well as the Complete Streets Act of 2008 and the Monterey Bay Area Complete Streets Guidebook. (Responsibility: CDID)

AM-2.1c Require new development to offer dedication of right-of-way or public access easements for roadway and roadside improvements, particularly where the existing public right of way is insufficient to accommodate County Design Criteria standards.

AM-1.1d Review development for connectivity and prioritize short block patterns rather than cul-de-sacs and long blocks. (Responsibility: CDID)

AM-2.1e Conduct internal trainings for CDID as well as elected officials on Complete Streets concepts, best practices and Implementation Strategies. (Responsibility: CDID)

AM-2.1f Implement multimodal multijurisdictional projects as identified within current corridor plans such as the Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan and the Monterey Bay Sanctuary Scenic Trail Master Plan, where appropriate and as funding allows. (Responsibility: CDID)

AM-2.1g Work with Caltrans to incorporate “Main Street” principles into improvements on SR 9 and other state routes that act as main streets for communities, in accordance with adopted area and specific plans. (Responsibility: CDID)

AM-2.1h Work across departments and jurisdictions to consider the temporary opening of streets to pedestrians and bicycles and limiting vehicle through traffic. (Responsibility: CDID)

AM-2.1i Identify preferred improvements from the Pleasure Point Commercial Corridor Portola Drive Streetscape Concepts and the Pleasure Point Guiding Design Principles Part III (Public Realm) for roadway improvements based on transportation analyses, develop plan lines for the corridor, and require new development to build to plan lines per SCCC.

OBJECTIVE AM-2.2 SAFETY

To recognize that traffic injuries and fatalities are preventable and take a multi-disciplinary, systems-based approach to eliminate severe injuries and prevent fatalities.

Policies

AM-2.2.1 (EJ) Vision Zero. Address system design, vehicle technology, and enforcement to eliminate traffic related severe injuries and fatalities.

AM-2.2.2 (EJ) Safe Routes to School. Address existing safety issues around youth transport, encourage growth of active transportation to schools in order to reduce vehicle trips, and support increased funding for school bus transit.

AM-2.2.3 (EJ) Infrastructure Safety. Plan for and program infrastructure that promotes a safe means of travel for all users along the right-of-way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.

See also Policy BE-1.4.2: Neighborhood Mobility Infrastructure.

AM-2.2.4 Maintenance Safety. Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and, upon project completion, improve the road shoulder to the pre-construction condition or better in order to minimize safety issues due to damaged roadways and sidewalks to bicyclists and pedestrians.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

Vision Zero starts with the principle that everyone has the right to move safely in their communities, and that everyone shares the responsibility to ensure safe systems of travel. It requires us to rethink how we approach collisions. Instead of thinking of traffic incidents as "accidents", planners and engineers must now re-approach collisions and severe injuries with the mindset that they are preventable.

It's a systematic change to the way traffic safety is approached by incorporating methods related to engineering, enforcement, and education reforms to prevent traffic fatalities and injuries.

Implementation Strategies

AM-2.2a Create an Action Plan with an inter-disciplinary approach to safety with the goal of eliminating severe injuries and eliminating fatalities due to traffic collisions. (Responsibility: CDID, Health Services Agency, Sheriff's Department, County Administrator Office, Board of Supervisors)

AM-2.2b Seek funding to implement the County Safe Routes to School Plan. (Responsibility: CDID)

AM-2.2c Continue to support the Community Traffic Safety Coalition (CTSC) work by seeking funding from SCCRTC. (Responsibility: Health Services Agency)

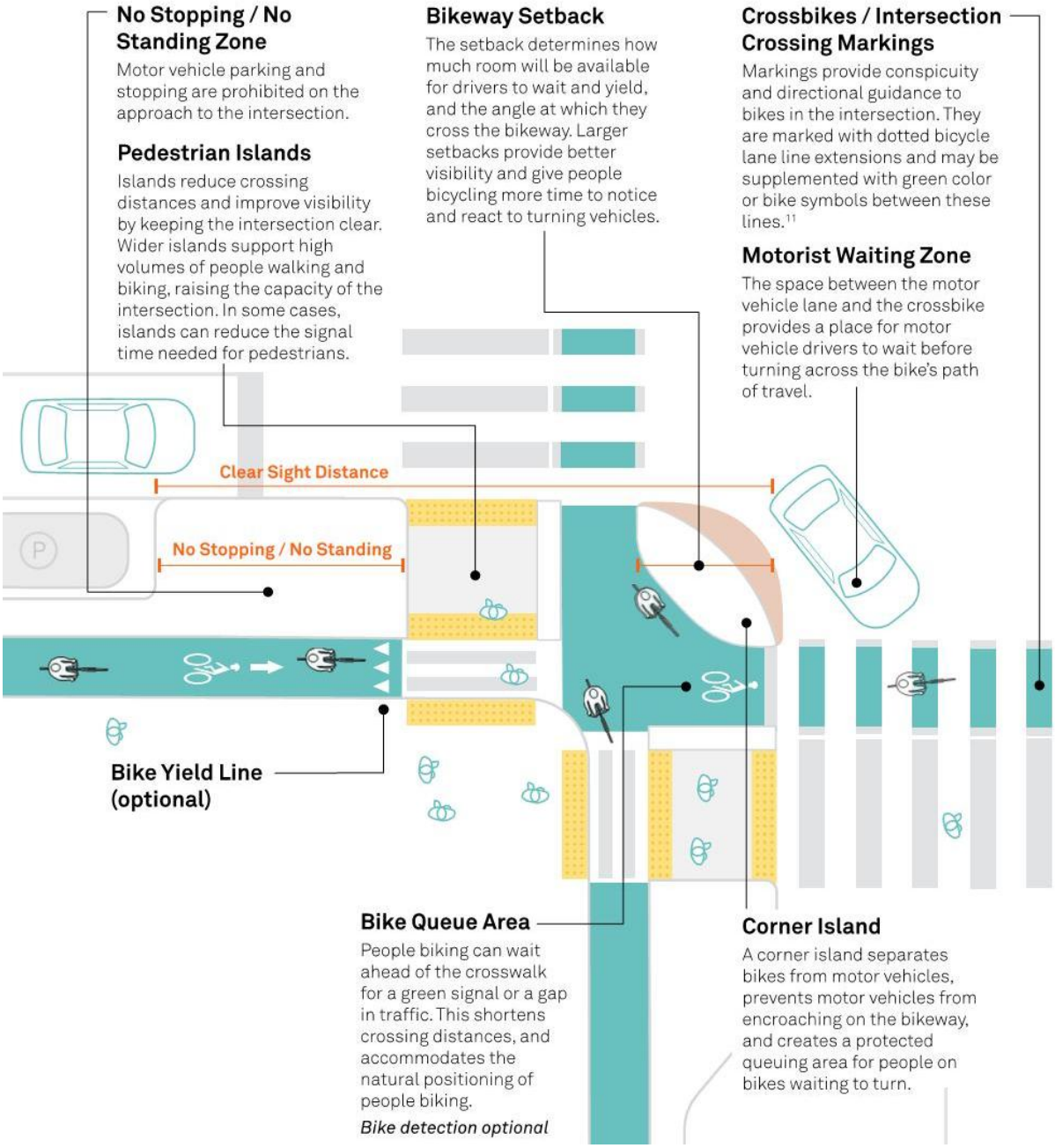
AM-2.2d Design streets to meet target speeds based on street type rather than faster auto speeds. Streets that are prioritized for pedestrians or bicyclists should have lower speeds.

AM-2.2e Design new intersections, roadways and developments to reduce the number of conflict points between vehicles, pedestrians, and bicyclists. Options considered should include but not be limited to protected (Dutch) intersections, roundabouts, reducing the number of driveways to development, protected bike lanes, and separated paths. As part of the design process incorporate accessible design principles to eliminate safety issues for people with auditory or visual disabilities. (Responsibility: CDID)

AM-2.2f (LCP) Post and stripe roadways, particularly coastal roads, in a manner designed to discourage parked cars from creating hazards for moving bicyclists. (Responsibility: CDID)

AM-2.2g Require any future development adjacent to or near the railroad right-of-way to be planned with the safety of the rail corridor in mind. This includes considering pedestrian circulation and compliance with the ADA. Measures to improve safety include improvements to existing at-grade crossings as well as fencing, signage, or other appropriate measures to limit trespassing onto the active rail tracks. (Responsibility: CDID)

Figure 3-7: Protected "Dutch" Intersection Design



Source: National Association of City Transportation Officials, Don't Give Up at the Intersection, May 2019

OBJECTIVE AM-2.3 PEOPLE OF ALL AGES + ABILITIES

To provide streets and transit services that improve access and mobility for people of all ages with varying mobility abilities and needs.

Bus shelter with passenger amenities.
Photo credit: Fehr & Peers, 2014

Policies

AM-2.3.1 **People with Disabilities.** Plan for the needs of people with disabilities in the design of transportation facilities. Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are ADA compliant and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.

See also Policy BE-4.3.4: Accessible Streetscape.

AM-2.3.2 (EJ) **Facility Design.** Regularly review sidewalk and bicycle facility standards in the County Design Criteria to incorporate best practices for encouraging active transportation use.

Pedestrian refuge islands provide a protected resting place for pedestrians when crossing wider streets – approximately more than two lanes of traffic.
Photo Credit: Model Design Manuel, 2010.

AM-2.3.3 **Para-transit Service.** Support expansion of shuttle, bus, van and taxi service for those who cannot use regular fixed-route buses and reduction or elimination of reservation notices.

AM-2.3.4 **Bus Enhancements.** Support Metro's efforts to upgrade buses and transit facilities based on current Metro needs and design strategies.

This photo shows pedestrian-scaled lighting which is low enough to the ground to illuminate walkways and the faces of pedestrians.
Photo credit: SFMTA, 2013.

AM-2.3.5 **Accessible Pedestrian Access.** When reviewing development applications and creating new land use policies, ensure that restricted vehicular access and parking does not unnecessarily impinge the access of people who are disabled.

AM-2.3.6 **Delivery Services.** Support delivery services by creating curb loading and short-term parking zones as these services increase access to goods and services for people of varying ages and abilities.

Implementation Strategies

AM-2.3a Ensure that new development is ADA compliant and improve roadways to ADA standards. Prohibit landscaping that reduces the width of sidewalk (such as tree wells) and all other obstacles (such as telephone poles and fire hydrants) that would prevent pedestrian movement. (Responsibility: CDID)

AM-2.3b (EJ) Retrofit existing intersections and sidewalks to be compatible with ADA standards and remove existing barriers to movement. (Responsibility: CDID)

AM-2.3c Update the Santa Cruz County Code (SCCC) to update sidewalk standards and to include protected and buffered bicycle lane standards. (Responsibility: CDID)

AM-2.3d (EJ) Paths and pedestrian facilities, both on and off road, should include user amenities such as shade trees, benches, and lighting. (Responsibility: CDID, Parks Department)

AM-2.3e Consult the SCCRTC Unmet Transit and Paratransit Needs List when approving new development or creating new plans to support the projects and services identified within the list. (Responsibility: CDID)

AM-2.3f (EJ) Partner with local school districts and non-profit organizations to improve access to bicycles, helmets, and related equipment for low-income families. (Responsibility: CDID)

AM-2.3g Install uniform signalization, detectible warnings, audible signals and follow accessible design principles on County roadways.

GOAL AM-3.0 EQUITABLE ACCESS (EJ)

Improve transportation access and mobility opportunities for disadvantaged communities to access jobs, goods, nutritional food, healthcare, services, and parks through integrated land use and transportation planning.

See also Objective BE-3.5 Disadvantaged Communities.

OBJECTIVE AM-3.1 ENHANCE TRANSIT (EJ)

To work with regional and local public agencies to increase transit service and frequency connecting disadvantaged communities to jobs, goods, food and services.

Policies

AM-3.1.1 (EJ) **High Quality Transit Service.** Work with Metro and SCCRTC to support the implementation of high frequency and high-quality transit services that connect disadvantaged communities to key destinations including but not limited to the SR 1 bus on shoulder project and high-quality transit in the Santa Cruz Branch Line corridor.

AM-3.1.2 **Mobility Hubs.** Work with Metro, SCCRTC and transportation service providers to identify and develop mobility hubs at critical locations where different modes of transportation seamlessly converge, including but not limited to high-quality transit service, micromobility services, ridesharing as well as park and ride spaces.

See also Policy BE-1.2.7: Mobility Hub Land Use.

Mobility Hubs

Mobility Hubs are places of connectivity where different modes of travel – walking, biking, transit, and shared mobility – seamlessly converge. They are best suited near high-frequency transit and where there is a concentration of employment, housing, shopping, and/or recreation. They provide an integrated suite of mobility services, amenities, and technologies to bridge the distance between high-frequency transit and an individual's origin or destination.

AM-3.1.3 **Transit Facility Design.** Request transit stop improvements from developers including shelters, amenities, and improved accessibility to crossings by relocating stops if possible. Coordinate major new development review with Metro Transit District for design and requirements for new transit facilities.

AM-3.1.4 (EJ) **Farmworker Vanpools.** Work with AMBAG, CalVans, and other agencies to promote and expand access to farmworker vanpool programs through employer TDM programs.

AM-3.1.5 (EJ) **Healthy Food Access.** Maximize multimodal access to fresh food by encouraging grocery stores, healthy corner stores, and outdoor markets near high-quality transit stops and in disadvantaged communities.

Source: San Diego Association of Governments, 2019.

See also Policies BE-1.4.7: Eliminate Food Deserts, BE-1.4.8: Urban Agriculture, and BE-3.3.3: Integrated Workplace Development, as well as Implementation Strategies BE-1.4d, BE-1.4f, and BE-5.3b.

Implementation Strategies

AM-3.1a Participate in and support funding opportunities for high-quality transit implementation. (Responsibility: CDID)

AM-3.1b Design planned high-quality transit corridor roadways in a manner that supports future transit service. (Responsibility: CDID)

AM-3.1c Request coordinated operations and use of transit facilities by local transit and inter-County carriers. (Responsibility: CDID, Board of Supervisors, Metro)

AM-3.1d (EJ) Investigate options for expansion of CalVans and regulated private taxi services in agricultural communities as well as promote use and awareness of the federal voucher program for public transportation. (Responsibility: CDID, AMBAG)

AM-3.1e (EJ) Ensure an equitable distribution of funding for infrastructure. (Responsibility: CDID)

CalVans supplies agricultural workers with safe, affordable vans they can use to drive themselves and others to work with. The program is run by the California Vanpool Authority, a public transit agency and meets all state and federal requirements for farm labor transportation. Photo Credit: Hard Working Trucks 2019

OBJECTIVE AM-3.2 FIRST + LAST MILE GAPS.

To address first and last mile gaps to access transit service through active transportation improvements and services.

See also Policy BE-1.4.2: Neighborhood Mobility Infrastructure.

Policies

AM-3.2.1 (EJ) Active Transportation Access. Promote physical activity and close gaps in access to transit by planning for a comprehensive bikeway and pedestrian network that integrates with transit and connects to key destinations.

AM-3.2.2 Design. Support inter-modal transportation through design features such as bicycle parking near transit stops, sidewalk connectivity, and park & ride parking spaces.

AM-3.2.3 Prioritize Bicycle Connectivity. Prioritize all multimodal corridors for Class I or Class IV facilities and enforce parking limitations on all roadways. On streets that prioritize bicyclists limit on-street parking where the need for a bike lane exists. Look for opportunities to fill gaps in the bicycle network.

AM-3.2.4 (EJ) Walkable Street Patterns. Prioritize connected, short blocks and new connections over/under existing barriers to facilitate greater connectivity and access for pedestrians.

AM-3.2.5 Regional Connections. Provide local transit and active transportation connections to regional transit and bicycle facilities.

Implementation Strategies

AM-3.2a Plan for a comprehensive active transportation network in the County Active Transportation Plan and coordinate with regional agencies (SCCRTC and Metro) as well as other jurisdictions. (Responsibility: CDID, SCCRTC, Metro, local cities)

AM-3.2b Work with Metro and developers to include active transportation amenities such as bicycle parking and pedestrian safety features at transit stops. (Responsibility: CDID, Metro)

AM-3.2c Plan roadway networks to inter-connect residential and commercial areas while discouraging cut-through traffic on new and existing local streets through the use of traffic calming measures. Avoid street-closures that disrupt or eliminate connectivity.

AM-3.2d Work with developers, Caltrans and SCCRTC to create new roadway connections as shown on Figure 3-1. (Responsibility: CDID, Caltrans, SCCRTC)

AM-3.2e Require new subdivisions to incorporate multiuse paths if there is an opportunity to create new connectivity in the overall network or contribute towards multimodal roadway and roadside improvements as specified by the Roadway Design Criteria. (Responsibility: CDID)

AM-3.2f Incorporate new bicycle and pedestrian facilities into pavement preservation projects where feasible. (Responsibility: CDID)

AM-3.2g Work with Santa Cruz Metro to improve local transit connectivity to regional facilities such as future passenger rail service and intercounty bus services.

Source: http://www.placemakers.com/2018/04/03/healthiest-neighborhoods-both-walkable-and-green/.

COMMUNITY CHARACTER

GOAL AM-4.0 ACCESS TO RECREATIONAL OPPORTUNITIES

Preserve and create public access to the County's coast, parks and other natural resources.

OBJECTIVE AM-4.1 RECREATIONAL + COASTAL ACCESS

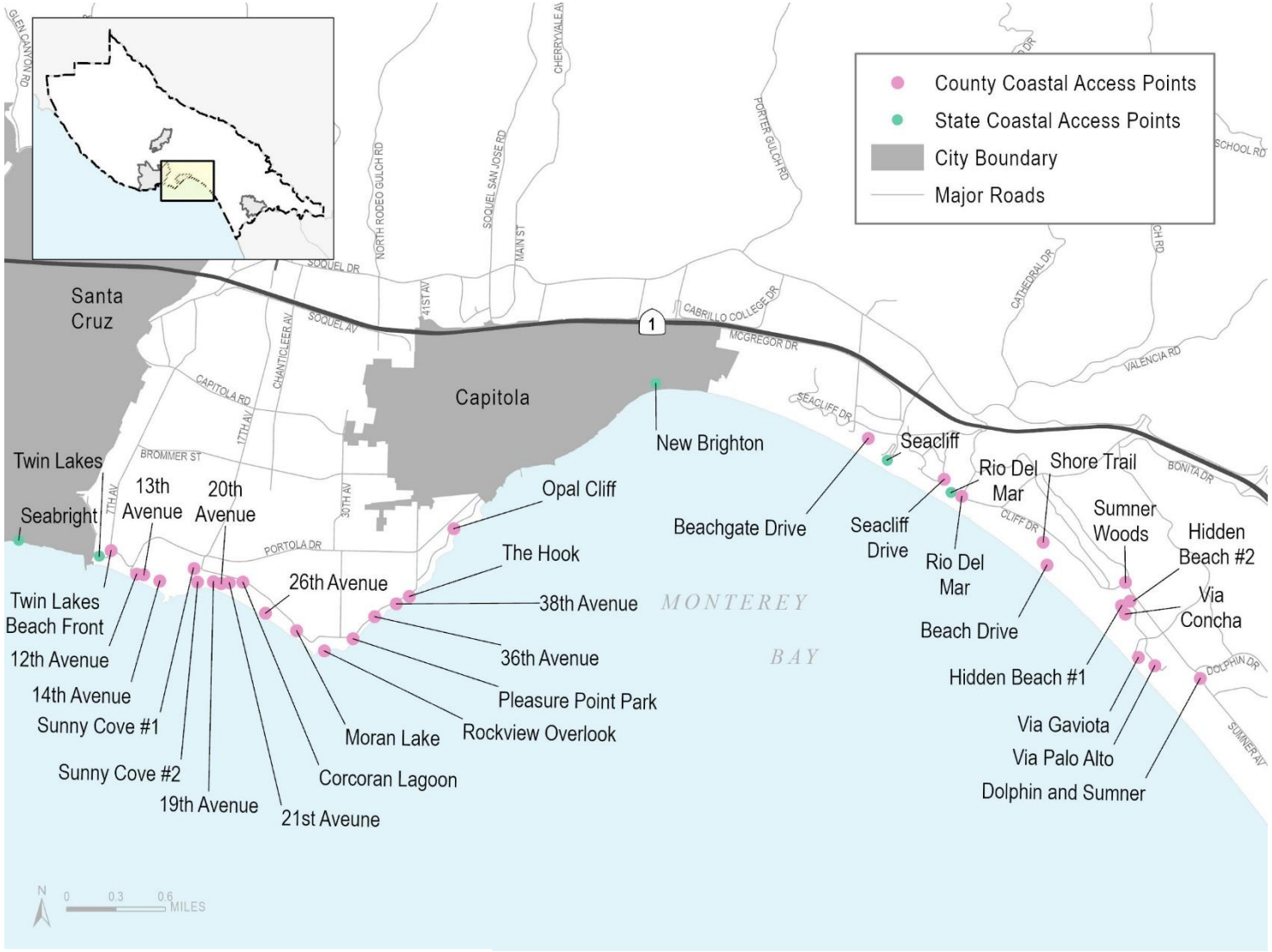
To provide measures to protect existing coastal access and create new or expanded access to the shoreline and other recreational opportunities.

Photo Credit: Hamish Duncan on Unsplash

Figure 3-8a: Coastal Access North County

Source: County of Santa Cruz

Figure 3-8b: Coastal Access Mid County



Source: County of Santa Cruz

Figure 3-8c: Coastal Access South County

Source: County of Santa Cruz

Policies

AM-4.1.1 (LCP) Active Transportation Recreation. Plan bicycle routes to facilitate access to recreational areas such as regional parks, beach areas, and major tourist commercial/recreational facilities.

AM-4.1.2 (LCP) Pedestrian Coastal Vistas. Encourage pedestrian enjoyment of ocean areas and beaches by the development and maintenance of vista points and overlooks with benches, railings, and facilities for pedestrian access to the beaches such as staircases and paths.

AM-4.1.3 Trail Network. Plan, develop, and maintain a network of countywide regional trails in both incorporated and unincorporated areas, through cooperative efforts with cities, property owners, non-profits and other agencies in Santa Cruz County.

See also Objective PPF-2.7: Trails and Recreation Corridors.

AM-4.1.4 (LCP) Maintaining and Enhancing Public Right-of-way Access. Continue to maintain and improve oceanfront public right-of-way for beach access purposes. Existing major access areas as shown in Figure 3-8 shall be permanently protected for long-term public use. Consider designating the end of Geoffroy Drive where it connects to Twin Lakes State Beach (Black's Beach) as a public access point if and when more definitive information emerges, such as, but not necessarily limited to, if the history of public use is clarified and/or the legal significance of that history for public rights of access at this location is finally adjudicated by the courts.

Coastal Access

Access to the coast is an important part of the County's community character and is one of the issues addressed by the Coastal Act. There are a few terms used in describing access in policies protecting coastal access that are clarified below.

Prescriptive Rights: a right that is legally valid because it has existed for a long time.

Vertical Access: connects the first landward public road, trail, or use area with a public beach or lateral accessway, used to get people to the shore. Stairways, ramps, trails, over- or underpasses are some of the facilities that can be built on vertical accessways

Lateral Access: provides the public with access along the water's edge.

AM-4.1.5 (LCP) Protecting Public Access. Existing private development, including unauthorized structures, signs, fences, and landscaping, which encroach into the public right-of-way and inhibit public access to the coast and other public recreational facilities shall, as a condition of approval, be removed upon application for any development on the subject property, if public access opportunities exist at the location encroachments. If no such opportunities exist and encroachments will remain in the public right-of-way, as a condition of approval, the applicant must acquire appropriate encroachment authorization. Continue to restrict the nature and extent of improvements that may be installed over public rights-of-way and preserve the County's right to utilize street easements for public projects, including parking spaces.

See also Policy BE-5.1.7: Development and Coastal Access.

AM-4.1.6 (LCP) Trails as a Resource Dependent Use. Recognizing that trails facilitate active transportation as well as recreation and are regionally significant resources for access and mobility, recreation, and the public's enjoyment of natural resources and vistas, allow for the development of trails within environmentally sensitive habitat areas as a resource dependent use with appropriate design strategies and measures to minimize impacts to habitat both within the coastal zone and outside of the coastal zone.

AM-4.1.7 (LCP) (EJ) Enhancing Public Access. Expand and enhance public access to and along the shoreline and to beaches, coastal waters, tidelands, coastal parks, and trails where feasible and where all environmental impacts and use conflicts can be satisfactorily mitigated. Focus first on areas where disadvantaged communities have limited or no coastal access.

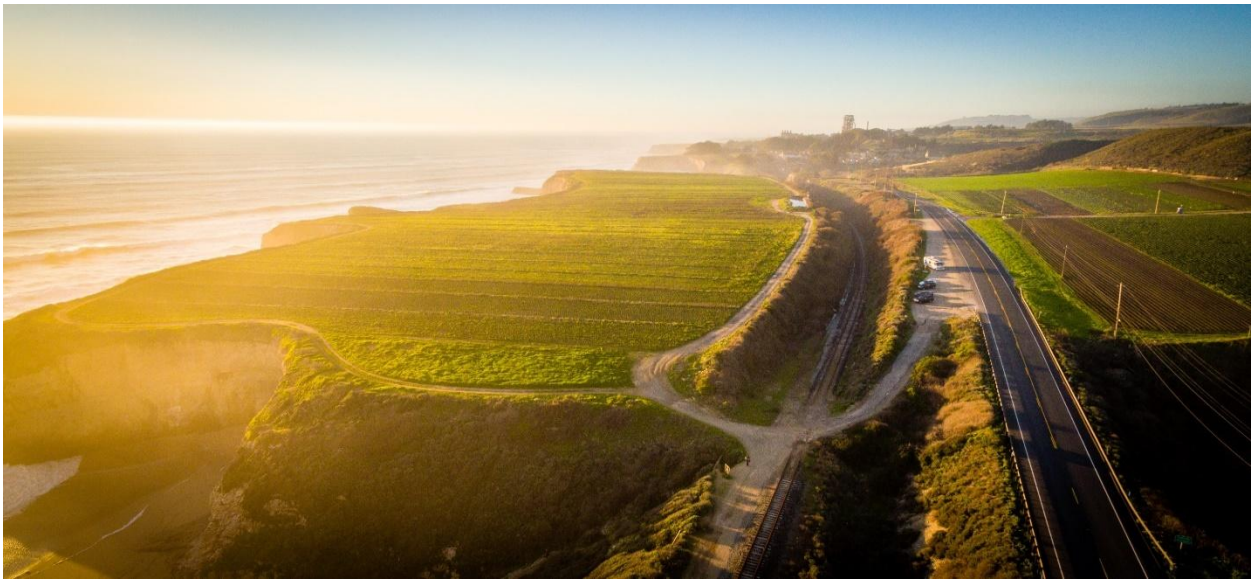


Photo Credit: Ian Mackey on Unsplash

See also Policy BE-5.3.3: Targeted Uses and Development.

AM-4.1.8 (LCP) Existing Access. Continue to protect the public's right of access to the sea where acquired through historic use or legislative authorization. Where substantial evidence of prescriptive rights exists, actively pursue public acquisition or require access easements as a condition for new development.

AM-4.1.9 (LCP) Prescriptive Rights. Where there is substantial evidence that prescriptive rights of access to the beach exist on a parcel, development on that parcel must be designed, or conditions must be imposed, to avoid interference with the prescriptive rights that may exist or to provide alternative, equivalent access.

AM-4.1.10 (LCP) Vertical Access. Determine whether new development may decrease or otherwise adversely affect the availability of public access, if any, to beaches and/or increases the recreational demand. If such impact will occur, the County should obtain, as a condition of new development approval, appropriate dedication of vertical access easements adequate to accommodate the intended use, as well as existing access patterns. All dedications required shall comply with *Policy PPF-2.7.2: Trail Easements*.

AM-4.1.11 (LCP) Lateral Access. Determine whether new development would interfere with or otherwise adversely affect public lateral access along beaches. If such impact will occur, the County should obtain, as appropriate, dedication of lateral access along the beach to the first line of terrestrial vegetation to the base of the bluffs, where present, or to the base of any seawall; and the dedication of lateral access along bluff tops where pedestrian and/or bicycle trails can

Photo Credit: The Bay Peak on Unsplash

Two-way cycle track on Beach Street near Santa Cruz Beach Boardwalk

Bicycle with surfboard carrier attachment

Scenic forest in Capitola

Source: SCCRTC, Monterey Bay Sanctuary Scenic Trail Master Plan, February 2016

be provided and where environmental and use conflict issues can be mitigated. Unrestricted lateral access to North Coast beaches shall be provided where environmental and public safety concerns can be mitigated, or appropriate in-lieu mitigations/fees. All dedications required shall comply with *Policy PPF-2.7.2: Trail Easements*.

AM-4.1.12 (LCP) New Development. Provide, encourage provision of, and/or require as a condition of approval, improvements at major access points that provide services to the public such as path improvements or maintenance, recycling and garbage collection, vehicle and bicycle parking, beach shuttles, ADA access improvements, restrooms, security, scenic overlooks, or signs.

AM-4.1.13 (LCP) Temporary Events. Ensure that temporary events do not impede public access to the shoreline.

See also Policy BE-3.4.4: Temporary Events and Implementation Strategy BE-3.4g.

Implementation Strategies

AM-4.1a (LCP) Work with the SCCRTC to build a countywide trail consistent with the MBSST Master Plan, which will act as the County's portion of the California Coastal Trail (CCT). (Responsibility: CDID, SCCRTC)

AM-4.1b (LCP) Provide bicycle parking at all primary public access points and at appropriate neighborhood access points for County beaches, parks and recreational resources. (Responsibility: Parks Department, CDID)

AM-4.1c (LCP) Update County code to expressly allow for active transportation and recreational trails as resource dependent uses in environmentally sensitive

habitats with design strategies and measures to minimize impacts to habitat.

AM-4.1d (LCP) Improve parking facilities at existing pullout parking locations near recreational facilities or in rural areas where there is limited parking if right-of-way can be obtained and the improvement does not jeopardize bicycle facilities. When such improvements are made, prohibit parking on the shoulder of the roadway. Prioritize bicycle connectivity over parking. (Responsibility: CDID)

AM-4.1e (LCP) Maintain coastal access SCCC provisions and review new development for consistency with SCCC to ensure protection of public access to coastal and recreational resources including the provision of new access facilities. (Responsibility: CDID)

AM-4.1f (LCP) Maintain a signage program identifying public access to coastal facilities in coordination with State Parks and other jurisdictions. (Responsibility: Parks Department, CDID, State Parks, local cities)

AM-4.1g (LCP) Ensure that transportation agencies, including Caltrans, SCCRTC, County CDID, etc., coordinate their actions to provide for the CCT as identified in the MBSST Master Plan. In particular, no highway, County road or street right-of-way will be transferred out of public ownership unless it has first been evaluated for its utility as part of the CCT or other public access, and is found to have no reasonable potential for such use. (Responsibility: CDID, SCCRTC, Caltrans)

AM-4.1h (LCP) Pursuant to Section 21101 of the Vehicle Code, consider adopting rules and regulations regarding the temporary closing of portions of any street for celebrations, parades, local special events, and other purposes when necessary for public safety. (Responsibility: CDID)

AM-4.1i (LCP) Prevent abandonment or transfer of any public roadway or real property lying between the first public road and the sea without reserving the right of public access over such real property unless an alternate route is made available to the public granting equal or greater public access to the Pacific Ocean in the same immediate vicinity. All impacts to public access shall be fully mitigated. (Responsibility: CDID)

AM-4.1j (LCP) Work with the State Department of Parks and Recreation, the Office of the Attorney General, the Coastal Commission, and the Coastal Conservancy to obtain a judicial determination of existing public beach and shoreline access and ownership, where it appears a right of access has been acquired by use. (Responsibility: CDID, Parks Department, Board of Supervisors)

GOAL AM-5.0 NEIGHBORHOOD CHARACTER

Protect the character of existing neighborhoods.

OBJECTIVE AM-5.1 INVESTMENT

To focus County investment within existing communities.

Policies

AM-5.1.1 **Corridor Design Guidelines.** Incorporate the *Santa Cruz County Design Guidelines* as well as any location-specific design guidelines in all new development and roadway improvements.

AM-5.1.2 **Specific and Area Plans.** Require new development to implement specific and area plan improvements and look for opportunities to improve roadways as identified within those plans as either part of maintenance or new capital projects.

See also Objective BE-5.2: Special Area Plans and Guidelines.

AM-5.1.3 **Support Placemaking.** Allow for and support public gathering spaces that provide a sense of place such as parklets, pocket parks, sidewalk seating, curbside art, wayfinding, and other features that provide character and community expression.

See also Policy BE-3.4.3: Outdoor Seating, Mobile and Pop-Up Businesses; and Objective BE-4.3: Public Realm + Placemaking.

AM-5.1.4 **Future Roadway Needs.** Establish plan lines for future road improvements consistent with the General Plan and the County Design Criteria.

Implementation Strategies

AM-5.1a Apply consistent and objective criteria as required by law in the review of discretionary development applications that is based on existing code, plans, and policies through an interdepartmental working group. (Responsibility: CDID)

See also Policy BE-6.1.2 and Implementation Strategies BE 1.2a and BE-4.3a.

AM-5.1b Focus capital project investments in existing high traffic corridors or on projects that create improved system efficiency. (Responsibility: CDID.)

AM-5.1c Update the SCCC to allow for parklets and streetscape improvements that add to neighborhood placemaking and community character. (Responsibility: CDID.)

See also Implementation Strategy BE-1.4e.

AM-5.1d Require new development to dedicate frontage property and construct, or pay fair share fees towards, improvements that have been identified in the CIP or in approved plan lines consistent with Government Code Sections 65909(a) and 66475(b). (Responsibility: CDID.)

AM-5.1e Create a wayfinding program implementing recommendations in the Pleasure Point Guiding Design Principles and other accepted and adopted planning documents. (Responsibility: CDID.)

Photo Credits: Top – "Bike parking is provided on the west side of the Molly Moon's parklet" from Seattle Department of Transportation. Bottom - "Public Parklet" by fumi.

OBJECTIVE AM-5.2 CONTEXT-SENSITIVE DESIGN

To utilize context-sensitive design to ensure that transportation projects are in alignment with the natural, social, economic, and cultural environment of the community.

Policies

AM-5.2.1 **Land Use Context.** In planning and implementing street projects, maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas.

AM-5.2.2 **Environmental Alignment.** Account for the constraints that affect a project's corridor to minimize impacts to physical environmental conditions. Locate and design public and private roads to avoid or minimize, if necessary, impacts to significant biological, visual and other environmental resources.

AM-5.2.3 **Limiting Traffic Volumes.** Seek to limit traffic volumes and speeds in residential neighborhoods through traffic calming measures without reducing connectivity to adjacent neighborhoods and commercial areas.

AM-5.2.4 **Commercial Traffic.** Whenever feasible, heavy commercial traffic should be routed away from residential neighborhoods.

AM-5.2.5 (EJ) **Buffers.** Incorporate buffering between people and roadway pollutants to promote health, particularly near sensitive receptors.

Implementation Strategies

AM-5.2a Develop the CIP to take into account a layered network approach in order to determine how improvements can meet the needs of intended priority users based on the land use of the area. (Responsibility: CDID)

AM-5.2b Implement traffic calming measures where feasible and after conducting field research to determine the potential effectiveness of such measures. Physical devices may be used but should not unduly restrict access to neighborhoods, particularly by emergency vehicles. (Responsibility: CDID)

AM-5.2c Avoid locating new roads through floodplains to minimize impacts on habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads where feasible for that purpose. (Responsibility: CDID)

AM-5.2d Coordinate transportation infrastructure projects with resource planners to ensure minimal impacts to the environment. (Responsibility: CDID)

AM-5.2e (EJ) Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise receptors to minimize adverse impacts from rail and vehicle traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, setbacks or buffers, and modifications to buildings affected by roadway or rail noise, prior to berms and walls. (Responsibility: CDID)

AM-5.2f (EJ) Design roadways to incorporate street trees and landscaping buffers between pedestrians and vehicles where there is sufficient right-of-way. (Responsibility: CDID)

See also Policies BE-4.3.8: Low Impact Streetscape Landscaping and BE-4.3.9: Urban Greening of Streets, Parking Lots, and Development Sites, and Implementation Strategy BE-4.3e.

AM-5.2g Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts. (Responsibility: CDID)

AM-5.2h Maintain County ordinances restricting drive-through uses accommodating only ancillary convenience windows at uses such as drug stores. (Responsibility: CDID)

Source: https://www.citymetric.com/transport/pictures-do-cars-take-too-much-space-city-streets-483

GOAL AM-6.0 TRANSPORTATION SYSTEM MAINTENANCE + OPERATIONS

Maintain the existing transportation system cost effectively to maximize the utility of existing investments and protect public safety.

OBJECTIVE AM-6.1 MAINTENANCE + SAFETY

To prioritize improvements to transportation system efficiency and safety.

Policies

AM-6.1.1 **Fire and Emergency Response Access.** Design adequate roadway infrastructure for fire and emergency response safety including safe access by emergency response vehicles, visible street signs, and water supplies for structural fire suppression.

AM-6.1.2 **Maintenance.** Prioritize improvements to system efficiency and pavement quality before investing in new roadways and increased vehicle capacity.

AM-6.1.3 **Consistency.** Use consistent markings, signals and signage based on standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) or as specified by the County to ensure continuity in user experience and understanding.

AM-6.1.4 (LCP) **Sea Level Rise.** Plan for sea level rise and plan for transportation infrastructure adaptation, replacement and maintenance.

AM-6.1.5 **Highway Improvements.** Coordinate with regional and state agencies to improve the operational efficiency of highways to alleviate the demand on local roadways which currently function as alternative routes for vehicle drivers when Highways are congested.

AM-6.1.6 **Functional Classification System.** Maintain the functional classification system to inform street design that is consistent with the layered network approach as shown in Table 3-1.

Implementation Strategies

AM-6.1a Coordinate development review of roadways and SCCC transportation related ordinances with Fire and Sheriff Departments. (Responsibility: CDID, Fire and Sheriff Departments)

AM-6.1b Prioritize roadway safety projects within the CIP while including new active transportation improvements into these projects whenever possible. (Responsibility: CDID)

AM-6.1c Continue to inventory roadway needs and roadway elements such as signs, striping, bridges, drainage, and others. (Responsibility: CDID)

AM-6.1d Update SCCC to address unauthorized signage and provide standards for signage that is not in the current MUTCD, such as County-specific wayfinding or business signage. (Responsibility: CDID)

AM-6.1e (LCP) Identify and evaluate at risk transportation infrastructure to develop projects that preserve the roadway system such as elevating East Cliff Drive at beaches and lagoons. (Responsibility: CDID)

AM-6.1f Evaluate sight distance requirements in SCCC and County Design Criteria for best practice standards/distances and pedestrian safety. (Responsibility: CDID)

AM-6.1g Maintain and update the functional classification system roadway layer in publicly accessible geographic information systems (GIS) data along with the layered network. (Responsibility: CDID)

OBJECTIVE AM-6.2 LEVEL OF SERVICE

To design new development to minimize congestion, thereby increasing the efficiency of the transportation system.

Policies

AM-6.2.1 **Level of Service Criteria.** Require development projects to provide multimodal roadway improvements necessary to achieve a minimum level of service (LOS) of "D," except for those where a lesser LOS has been accepted by the County pursuant to the criteria specifically identified in Table 3-2 below. When development is proposed on roads where a LOS E or F standard has been accepted, require feasible mitigation in the form of road improvements, a fair share contribution to a road improvement program, or other in-lieu mitigation for the transportation system.

AM-6.2.2 **Multimodal Improvements.** Encourage and allow developers to provide multimodal improvements that shift travelers from vehicles to alternative modes of transportation to improve LOS and simultaneously reduce VMT.

AM-6.2.3 **Trip Generation Reductions.** Allow for the reduction of trip generation rates for the purposes of VMT analysis if proposed development can demonstrate lower than average trip rates through land use siting close to high quality transit, transportation demand management measures, providing a mixture of uses on site, or other factors that have been demonstrated through research to produce lower trip rates than Institute of Traffic Engineers (ITE) standard trip rates.

Implementation Strategies

AM-6.2a Require payment of an approved Transportation Impact Fee proportional to the forecasted trip generation based on an updated nexus study. (Responsibility: CDID)

AM-6.2b Develop written guidelines on the preparation of TIAs and the LOS and VMT policies. These guidelines will be made available to citizens, developers, and others. The guidelines will address issues such as allowable LOS and VMT calculation methods, trip generation methodologies, and criteria for accepting LOS impacts to intersections operating at E/F. (Responsibility: CDID)

See also Implementation Strategy AM-1.1a.

Table 3-2: Criteria for Accepting LOS E/F

Situation	Description	Potential Improvement Options
Marginal Deficiencies	Marginal deficiencies are characterized when only a short segment of a road is forecast to operate at LOS E or F, or the forecasted traffic volumes are only slightly higher than the LOS D threshold. Classifying the road with a designation that would add travel lanes for the entire road would be excessive and could adversely impact community character and / or impede bicycle and pedestrian circulation. Also, in some instances, although underutilized alternate routes exist that could accommodate the excess traffic, they were not included in the traffic forecast model.	Rather than increase the number of travel lanes for the entire road segment to achieve a better LOS, it is more prudent to apply operational improvements only on the portion of the road operating at LOS E or F.
Impacts Inside the Urban Services Line	This situation would apply to roadway segments within the urban services line where the right-of-way requires additional travel lanes that would adversely impact established land development patterns and/or impede bicycle, pedestrian, or transit circulation and prevent identified bicycle, pedestrian, or transit improvements. The General Plan strives to encourage new development to be compact, located primarily within existing urban areas, include a mixture of uses where appropriate, and support sustainable transportation choices including transit, cycling, walking, and carpools. Road widening could divide an established community, even though the intent of the road would be to connect areas within the community or improve access to areas within or surrounding the community.	Traffic congestion impacts can be mitigated without adding travel lanes by establishing alternate or new parallel routes and roadways that would distribute the traffic volumes, such as a network of local public roads. Other means of mitigating traffic congestion impacts other than increasing the number of traffic lanes include promoting the use of alternate modes of travel to reduce single-occupant vehicle trips or maximizing the efficiency of a roadway with operational improvements, such as intersection improvements.
Regional Connectivity	Regional connectivity issues would apply when congestion on state highways causes regional travelers to use County roads, resulting in congestion on the County road network. Rather than widening County roads to accommodate this traffic, the deficiencies in the regional road network should be addressed, as feasible.	Coordinate with SCCRTC and Caltrans to identify the necessary improvements to the regional transportation network and to support appropriate priority in the Regional Transportation Plan to improve these congested highways, rather than contributing to increased congestion on County roads.
Impacts to Environmental and Cultural Resources	This situation occurs when adding travel lanes to a road that would adversely impact environmental or cultural resources such as sensitive habitat, riparian and wetlands, sandhills habitat, significant wildlife corridors, historic landmarks, special forest, or archaeological sites. This situation would also occur in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.	See potential improvement options under Marginal Deficiencies.

OBJECTIVE AM-6.3 PARKING

To provide practical parking solutions that serve community needs while avoiding excessive amounts of parking supply, which incentivizes driving and uses valuable land resources.

Policies

AM-6.3.1 **Parking Requirements.** Update parking requirements regularly to take into consideration best practice supply ratios, rather than requiring parking for peak day peak demand, including parking reductions based on land use and transit access.

Photo credit: Shai Pal on Unsplash.

AM-6.3.2 **Shared Parking.** Support shared parking facilities in commercial/visitor areas in order to meet parking needs with fewer total spaces.

See also Policy BE-4.1.8: Coordinated Development + Connectivity.

AM-6.3.3 **Neighborhood Parking Spillover.** Reduce parking spillover into neighborhoods by requiring commercial uses and institutions near residential areas to implement TDM measures that reduce driving and therefore parking demand.

AM-6.3.4 **Manage Parking Demand.** Monitor parking usage and consider parking management programs.

AM-6.3.5 **(LCP) Coastal Access Parking.** Prohibit the implementation of restrictions on public parking along public streets that impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, physical barriers, and preferential parking programs), except where such restrictions are needed to protect public safety; where such restriction is narrowly tailored to abate and/or address an identified need or problem; where no other feasible alternative exists; and where any impacts to public access and recreation have been mitigated so as to maximize public access and recreational opportunities.

AM-6.3.6 (LCP) Coastal Parking Fees. Prioritize improving access and maintaining existing free and low-cost parking opportunities. If coastal parking fees are considered, evaluate whether any proposed parking fees or increased fees are commensurate with expenses and not overly burdensome so as to deter people from accessing recreational areas. Any Coastal Development Permit (CDP) application for a parking fee program should be evaluated for the potential impact on public coastal access, and ensure existing levels of public access are maintained, including through providing alternative access opportunities such as bike lanes and free bike parking, pedestrian trails, free parking for an initial period of time, hourly/daily/year-round parking fee options, discounted senior and low-income parking rates, public transit improvements, and relocated free vehicular parking spaces. Any revenue generated by parking fee programs within the Coastal Zone shall only be used to fund public access within the Coastal Zone and in the area where the funds are collected. Only approve a CDP for a parking fee program if it can be demonstrated that such a program will maintain and enhance, and will not adversely impact, coastal access. Consider parking fees only within the USL and in areas with sufficient coastal access points. Off-street public parking areas otherwise required to be free, for example as a result of Coastal Development Permit conditions, shall remain free of charge.

Photo credit: Logan Weaver on Unsplash.

Implementation Strategies

AM-6.3a Where appropriate, update County parking requirements to reduce the number of parking spaces required, allow for shared parking and update parking ratios. (Responsibility: CDID)

AM-6.3b Regularly conduct parking studies to determine supply needs based on local land use contexts and demand rather than generalized rates. (Responsibility: CDID)

AM-6.3c Ensure SCCC consistency with state legislative requirements regarding the reduction or elimination of parking requirements for developments that meet specific infill criteria. (Responsibility: CDID)

AM-6.3d Allow for parking reductions in areas where complementary mixed uses can be demonstrated, in high-quality transit corridors, or for infill projects. (Responsibility: CDID)

AM-6.3e Consider allowing for unbundled parking in development projects as a transportation demand management strategy and to make the cost of parking more transparent.

AM-6.3f Monitor neighborhood parking issues as they arise and coordinate and communicate with nearby employers and commercial development that are contributing to parking spillover. (Responsibility: CDID)

AM-6.3g Consider limited term and/or paid parking to maintain 60 to 80 percent occupancy in areas where demand exceeds these ratios. Study and consider "park once districts" in areas where land uses support it. (Responsibility: CDID)

AM-6.3h Work with local and State agencies, the County Board of Supervisors, and local businesses to increase access to publicly-owned parking areas, such as schools, State Parks, and municipal parking lots, during evening and off-season hours to support the economic viability of nearby businesses. Allow new development to share parking with nearby businesses if the active hours of nearby businesses allow for offset demand. (Responsibility: CDID, School Districts, State Parks, Caltrans, local businesses)

AM-6.3i (LCP) Develop guidelines for the purpose of management and maintenance of coastal access parking at sites with visitor serving priority uses. At a minimum, the contract provisions should include identification of parking spaces, maintenance responsibilities, hours of operation, liability, refuse collection, law enforcement, and signage. (Responsibility: County Counsel, CDID, Parks Department)

AM-6.3j Evaluate adding parking strategies to the SCCC TDM requirements. If paid parking is implemented, consider directing funds or a portion of funds to public transit and active transportation projects. (Responsibility: CDID)

See also AM-6.3g above.

AM-6.3k Consider increasing the required number of compact parking spaces to reduce the amount of land dedicated to parking and increase pedestrian safety. (Responsibility: CDID)

AM-6.3l (LCP) Seek funding mechanisms to maintain and enhance existing coastal access amenities and parks and acquire/construct new coastal parks and access amenities. Evaluate funding sources such as grant funding opportunities, expansion of the Coastal Encroachment Program, creation of "Adopt-a-Park" or donation drive programs, partnerships with nonprofit organizations, and development approval impact mitigation fees over parking fee programs. (Responsibility: CDID, County Parks)

Photo credit: Matt Alaniz on Unsplash

TRANSPORTATION + ECONOMIC VITALITY

GOAL AM-7.0 EFFICIENT FREIGHT SERVICE

Work with regional agencies to plan for freight service that efficiently moves goods.

OBJECTIVE AM-7.1 FREIGHT SERVICE

To provide a system for the efficient transport of freight that serves the needs of residents and industry without degrading the environment.

Policies

AM-7.1.1 **Truck Traffic.** Minimize heavy truck traffic (generally more than 33,000 pounds and mostly used for long-haul purposes) near schools and within residential neighborhoods by designating official truck routes, establishing incompatible weight limits on roads unintended for frequent truck traffic, and carefully locating truck-intensive land uses.

AM-7.1.2 **Rail Freight.** Support the use of existing rail lines for freight and encourage commercial, industrial, and agricultural businesses to use rail freight.

AM-7.1.3 **Peak Hour Goods Movement.** Encourage minimum movement of goods by truck during peak traffic flow hours.

AM-7.1.4 **Loading.** Limit on-street loading and unloading of goods on arterials to non-peak traffic hours. Develop access to loading and unloading facilities from non-residential streets. Require buffering from residential uses.

Implementation Strategies

AM-7.1a Develop and maintain an official truck routes plan and sign program which limits freight truck traffic on local streets and in recreational areas. (Responsibility: CDID)

AM-7.1b Require streets and interior circulation systems in new developments to adequately provide for truck delivery and utility services. (Responsibility: CDID)

AM-7.1c Work with the SCCRTC to continue to upgrade railroad crossings. (Responsibility: CDID, SCCRTC)

AM-7.1d Support the continued operation of cargo service at the Watsonville Airport. (Responsibility: CDID, Board of Supervisors)

AM-7.1e Continue and expand the use of discretionary permit conditions regulating the amount of bulk commodities such as sand, gravel, cement, and lumber that must be shipped by rail. (Responsibility: CDID)

AM-7.1f Require commercial facilities located near existing rail to retain access for rail shipping facilities. (Responsibility: CDID)

GOAL AM-8.0 PROACTIVELY SEEK FUNDING

Solicit and utilize all sources of local, regional, state and federal funds to facilitate the development and maintenance of a circulation system that balances the needs of all circulation modes.

OBJECTIVE AM-8.1 FUNDING

To strategically use existing funding resources and seek out new sources of local, regional, state and federal assistance to fund needed transportation infrastructure, operations, and maintenance.

Policies

AM-8.1.1 **Capital Project Funding.** Solicit and utilize all sources of local, regional, state and federal funds to plan, acquire right-of-way, and construct capital projects for all modes.

AM-8.1.2 **Operations and Maintenance Funding.** Prioritize a fix-it-first funding approach for local discretionary funding resources.

AM-8.1.3 **County Funding.** Support the programs, plans, and projects identified in this Access + Mobility Element and in the County's CIP.

AM-8.1.4 **Transportation and Multi-Modal/Roadside Impact Fees.** In accordance with State Law (AB 1600), periodically review the fair share contribution through the collection of transportation and Multi-Modal/Roadside Impact Fees, reassess the unfunded cost of required improvements, and adjust the required fees as appropriate.

AM-8.1.5 **Collaboration.** Work with regional agencies and other local jurisdictions to cooperatively apply for state and federal funding resources to build large cross-jurisdictional projects in order to compete at the state level for limited funding resources.

AM-8.1.6 **Coordination with Regional and State Agencies.** Collaboratively work with regional and state agencies such as AMBAG, SCCRTC, Caltrans, the California Transportation Commission (CTC), and California Air Resources Board (CARB) to manage transportation funding, resources, and state mandates.

See also Objective BE-1.5: Coordinated Regional Growth.

Implementation Strategies

AM-8.1a Advocate for legislation that increases transit and active transportation funding in Santa Cruz County. (Responsibility: CDID, Board of Supervisors)

AM-8.1b Support legislation to increase transportation user and benefit fees, and to index such fees to keep pace with inflation, in order to provide the additional revenues for needed transportation facilities and services (Responsibility: CDID, Board of Supervisors)

AM-8.1c (LCP) Seek state and federal funding for road improvements for recreational travel corridors in recognition of the statewide and national interest in local recreational resources including beaches and coastal areas. (Responsibility: Parks Department, CDID)

AM-8.1d The transportation mitigation fee program shall be updated and periodically reviewed to ensure that it continues to provide funds for addressing multimodal transportation impacts generated by new projects. (Responsibility: CDID)

AM-8.1e Seek funding opportunities for large multi-jurisdictional projects such as the MBSST, SR 9 or Soquel Drive corridor improvements in cooperation with the SCCRTC and local cities. (Responsibility: CDID)

AM-8.1f Work with other cities in the County and the SCCRTC to develop a countywide regional impact fee for the improvement of regional and state highway roadway operations including improvements on Highway 1.

TECHNOLOGY + INNOVATION

GOAL AM-9.0 PROACTIVE PLANNING FOR TECHNOLOGY

Recognizing that transportation technology is rapidly advancing, support investments and pilot projects that prepare Santa Cruz County for a future that includes automated vehicles, expanded micro-mobility options, electrification, intelligent transportation systems and other transformative technologies.

OBJECTIVE AM-9.1 PILOT PROJECTS

To seek opportunities for piloting new technology that provides a benefit to the community or an opportunity for learning how to prepare for the widespread adoption of new technology, such as automated vehicles.

Policies

AM-9.1.1 **Tactile Urbanism.** Consider using temporary, low-cost roadway improvements or changes to demonstrate new design practices and test their effectiveness on the ground before making such changes permanent.

AM-9.1.2 **Autonomous Vehicle Preparedness.** Support the testing and coordinated deployment of autonomous vehicles so that County staff and elected officials understand the land use and transportation implications of full-scale adoption.

AM-9.1.3 **Public-Private Partnerships.** Partner with private entities to implement new technology that improves system efficiency, encourages non-drive alone methods of transport or achieves other General Plan objectives.

Source: https://www.intelligenttransport.com/transport-articles/72914/automation-future-public-transport/

Source: https://en.wikipedia.org/wiki/Self-driving_car

AM-9.1.4 **Public Engagement.** Make technology development and pilot projects transparent so that the public can engage in an informed discussion about how new technology can make their lives and communities better and stronger.

Implementation Strategies

AM-9.1a Work with non-profits and other community organizations to host events or temporary street design changes as demonstrations to the community. (Responsibility: CDID)

AM-9.1b Work with local businesses and universities to find a suitable environment for testing autonomous shuttles or other shared vehicles. (Responsibility: CDID)

AM-9.1c Create replicable requests for qualifications and contracting with standardized contract clauses and procurement policies so that companies have clear guidance on County requirements and expectations, supporting local goals. (Responsibility: CDID)

OBJECTIVE AM-9.2 PLANNING FOR SHARED MOBILITY TECHNOLOGY

To counteract increasing vehicle trips, particularly with the deployment of automated vehicles, by creating opportunities for shared transportation resources including shared micromobility services, shared vehicle ownership models and shared vehicle services.

Policies

AM-9.2.1 **Micromobility.** Establish a legal framework for micromobility services to operate within the County.

AM-9.2.2 **Transit.** Work with Metro and other transit providers to implement new technologies that improve efficiency, customer service, and safety.

AM-9.2.3 **Incentivize Shared Resources.** Think creatively about opportunities to incentivize use of shared vehicles, micromobility and transit through improving the user experience.

AM-9.2.4 **Plan for Space Reallocation.** Begin planning for a future where the demand for right-of-way space is drastically different with less demand for parking, more demand for the curb, and high-quality transit needs dedicated lanes. *See also Policy BE-4.3.3: Deprioritize Vehicles.*

Micromobility

Micromobility is a transportation mode that includes shared methods of transport such as electric scooters, electric skateboards, bicycles and electric pedal-assist bicycles. Micromobility "vehicles" are sometimes docked (parked in stands) at convenient, accessible locations, but more often they are dockless.

Introduced in the 2010's, micromobility has become a popular alternative for making short trips in urbanized and/or congested areas as they can be faster, cheaper, and more convenient than driving for short trips. They provide a solution to the first/last mile problem of taking transit by allowing people to travel farther faster from transit stops.

The technology is still nascent, but rapidly changing, and will likely progress to lighter and easier to use equipment. The industry has faced some criticism and challenges related to safety and parking: people riding without helmets or on sidewalks and parking them in such a way that pedestrian movement is obstructed.

AM-9.2.5 Coordination with Local Jurisdictions. Coordinate with nearby jurisdictions to learn from their experiences with micromobility and to encourage interjurisdiction operability of micromobility services.

Implementation Strategies

AM-9.1a Establish a permitting and licensing structure for shared mobility services including guidelines for operation including a requirement that operations do not interfere with pedestrian mobility and an enforcement mechanism for ensuring compliance with the terms of issued licenses and permits. (Responsibility: CDID)

AM-9.1b Explore pilot projects with developers, large employers, and Metro for microtransit and new transit technology that improves efficiency and user experience. (Responsibility: CDID)

AM-9.1c Coordinate the development of a long-range Transportation Technology Strategy that identifies needs, guidance, and standards for technology deployment and methods for incentivizing shared transportation resources. (Responsibility: CDID)

AM-9.1d Research curbside inventory and management software and look to other cities and counties deploying curb management technology and pricing policies. Consider time-based loading zones, curbside demand-based pricing, designated rideshare drop-off and pick-up zones and other demand management strategies. (Responsibility: CDID)

AM-9.1e Consider updates to the SCCC to allow for space reallocation for drop off, pick-up, and drive-through services.

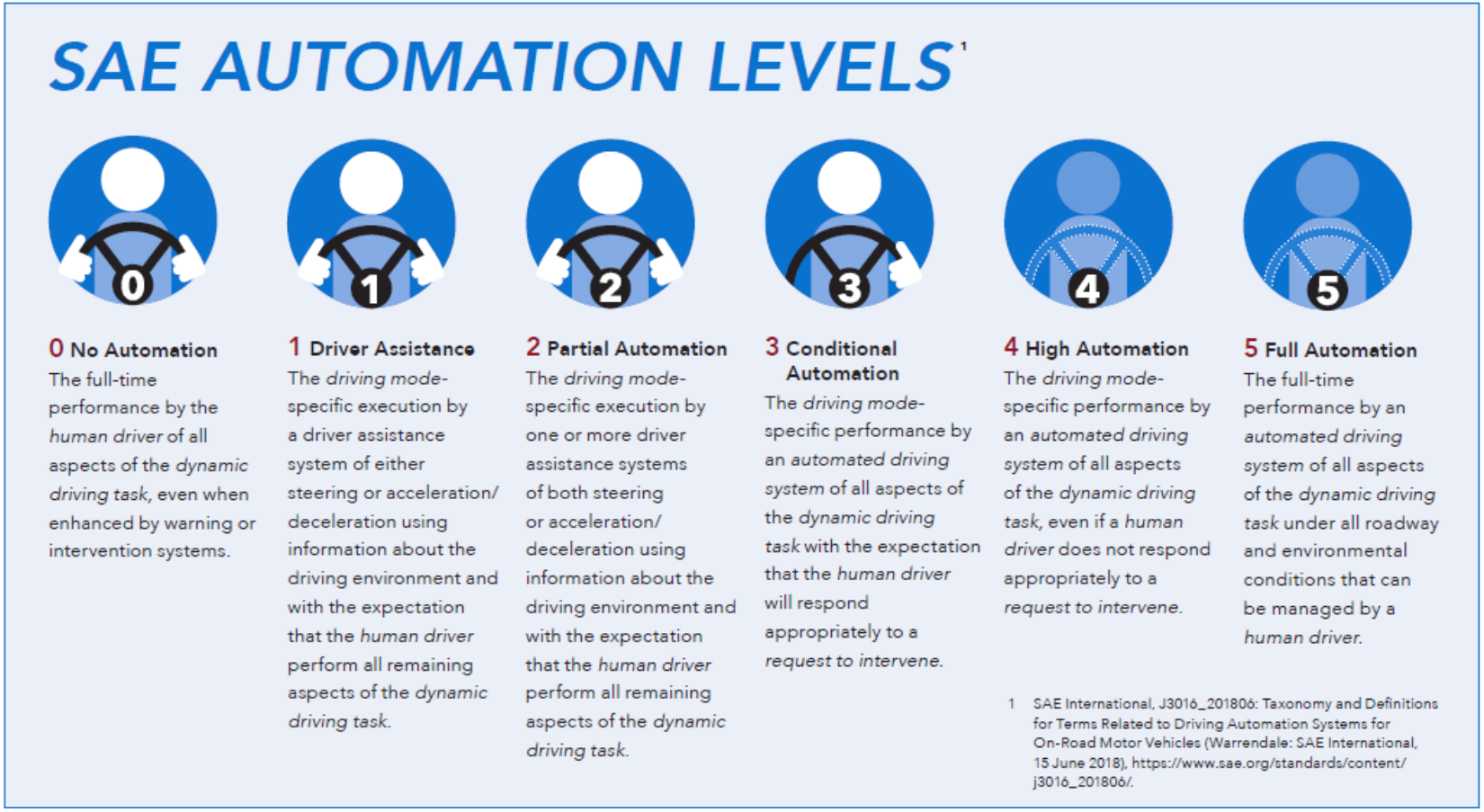
Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) refers to the planning and design of roadway systems that applies data, information systems, communications, and sensor technologies to vehicles and transportation infrastructure in order to provide information to road users and transportation system operators to make decisions that improve travel safety, relieve traffic congestion, reduce air pollution, and increase energy efficiency.

ITS includes vehicle-to-vehicle and vehicle-to-infrastructure technology as well as incorporates both wireless and wire line communications-based information. ITS has and will continue to have a significant impact on transportation related to real-time traveler information, signal coordination, traffic systems monitoring, improved transit travel times, bicycle and pedestrian safety, as well as bicycle and pedestrian sensing, signals and prioritization.

AM-9.1f Create an inter-departmental and inter-jurisdictional working group to prepare, plan and coordinate for the adoption of new technology and shared services. (Responsibility: CDID)

Figure 3-9: Automated Vehicle Definitions



Source: Automated Vehicles 3.0, Preparing for the Future of Transportation. FHWA.

GOAL AM-10.0 DATA + SMART INFRASTRUCTURE

Invest in smart infrastructure and prioritize data collection, understanding that data is no longer just a tool, but rather a form of infrastructure.

OBJECTIVE AM-10.1 INTELLIGENT TRANSPORTATION SYSTEMS

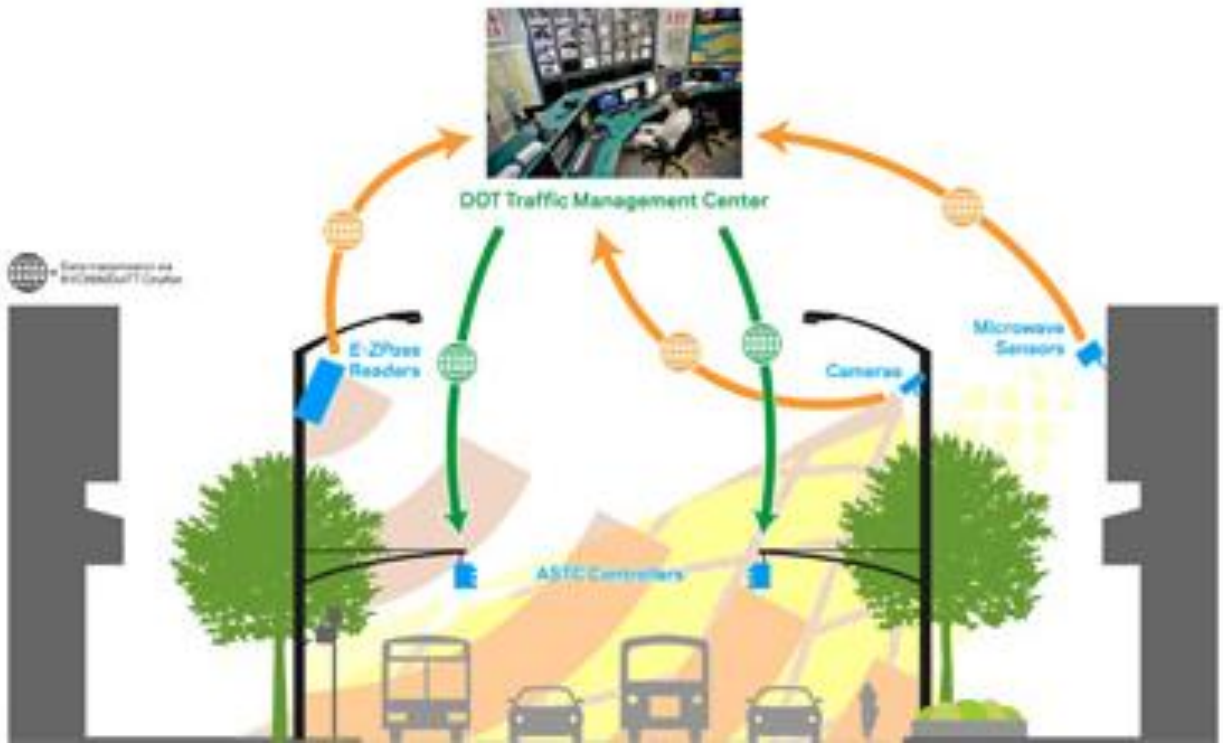
To invest in intelligent transportation systems (ITS) such as adaptive signalization and vehicle-to-infrastructure technology.

Policies

AM-10.1.1 **Communications Systems.** Investigate and deploy vehicle-to-vehicle and vehicle-to-infrastructure communications systems.

AM-10.1.2 **Adaptive and Coordinated Signals.** Work towards incorporating adaptive and coordinated signals on heavily traveled corridors in order to improve traffic flow including for bicyclists and pedestrians.

Figure 3-10: Adaptive Signal Control



Source: https://www.ourgenerationusa.com/transportation.html

AM-10.1.3 **Bicycle and Pedestrian Safety.** Upgrade County intersection technology to improve bicycle and pedestrian safety.

AM-10.1.4 **Zero and Low Emissions Vehicles Infrastructure.** Provide infrastructure to support and incentivize zero and low emissions vehicles (plug in and hybrid plug-in vehicles).

AM-10.1.5 **Operating Principles.** Establish principles for operation and roadway geometry taking into account new ITS on County streets that facilitate the safe operations of both human-drive and automated vehicles using information learned from pilot projects, other jurisdictions, and think tanks.

Implementation Strategies

AM-10.1a Identify and apply for funding to upgrade County intersections to adaptive and coordinated signals and coordinate with neighboring jurisdictions to achieve corridor wide efficiency. Incorporate signal upgrades into the design for new major roadway capital improvement projects. (Responsibility: CDID)

AM-10.1b Install bicycle detector loops in all existing and proposed intersections when intersection improvements are made and support future technology that allows vehicles to detect the presence of bicyclists. (Responsibility: CDID)

AM-10.1c Implement technology that improves pedestrian safety, such as leading pedestrian intervals at intersections with free right-turning movements and support vehicle technology that detects pedestrian movements. (Responsibility: CDID)

AM-10.1d Reduce County fleet emissions by replacing older vehicles with low or zero emission vehicles (i.e., hybrid, fuel cell, natural gas, etc.). Where possible replace older vehicles with vehicles with lower hood heights, highest ratings for pedestrian crash tests, and lowest overall weight to improve pedestrian visibility and reduce wear and tear on roadways. (Responsibility: General Services Department)

AM-10.1e Invest in improved wireless communications infrastructure, such as fiber and other technologies that facilitate fast and reliable data transmission. (Responsibility: CDID)

AM-10.1f Develop a program to update roadway striping and signage for the safe and reliable movement of connected and automated vehicles. (Responsibility: CDID)

OBJECTIVE AM-10.2 DATA COLLECTION + MANAGEMENT

To require, collect and manage data on the usage of the transportation system to help understand investment needs and facilitate real-time right-of-way management thereby increasing the safety and efficiency of the transportation system.

Policies

AM-10.2.1 **Decision Making Informed by Data.** Use quantitative measures of system performance to inform decision making including the prioritization of projects, the development of plans, and programming of projects.

AM-10.2.2 **Require Data.** Require private sector companies operating within the County to provide ride activity data on a regular basis as determined by the County.

AM-10.2.3 **Standardize Data.** Require and utilize an authenticated standardized data format and work with neighboring jurisdictions to set a data standard across platforms in use within the County.

AM-10.2.4 **Data Infrastructure.** Use data to manage the safety and efficiency of the transportation network.

AM-10.2.5 **Privacy Standards.** Create data privacy practices and requirements from service providers to protect users of the transportation system.

Implementation Strategies

AM-10.2a Develop and maintain an existing traffic count program incorporating vehicle, bicycle, and pedestrian counts. (Responsibility: CDID)

AM-10.2b Regularly update the travel model to reflect the effects of automation and other new technologies. (Responsibility: CDID)

AM-10.2c Use a third-party platform to anonymize and aggregate data from vehicles operating in the County. (Responsibility: CDID)

AM-10.2d Research and implement a data management system that collects and integrates data from various fleet types, such as connected vehicles, micromobility services, transit vehicles, transportation network companies, which supports street management in real-time. (Responsibility: CDID)

AM-10.2e Conduct audits of data for accuracy and efficacy as well as to ensure compliance with data sharing requirements without exposure of personally identifiable information. (Responsibility: CDID)

AM-10.2f Work with other agencies such as Caltrans, AMBAG, SCCRTC, Metro and other local jurisdictions to standardize data metrics and evaluate system performance. (Responsibility: CDID, Metro, SCCRTC, AMBAG, Caltrans, local cities)