

4.7 TRAFFIC & TRANSPORTATION

This section analyzes traffic and transportation impacts of the proposed project based on the trip generation, distribution and level of service analyses prepared by Kimley-Horn (May 2017) that was reviewed by the City of Santa Cruz Public Works Department staff and consulting traffic engineer, Ron Marquez. A summary of the methodology is included in Appendix F of this document.

Public and agency comments related to traffic and transportation were received during the public scoping period in response to the Notice of Preparation (NOP). Issues raised in these comments include:

- ☐ Traffic should be considered in the EIR.

To the extent that issues identified in public comments involve potentially significant effects on the environment according to the California Environmental Quality Act (CEQA) and/or are raised by responsible agencies, they are identified and addressed within this EIR. Public comments received during the public scoping period are included in Appendix B.

4.7.1 Environmental Setting

Regulatory Setting

A number of local, regional and state agencies are involved with transportation planning and implementation of transportation programs and improvements within the City of Santa Cruz. The City maintains local roadways and transportation facilities. The California Department of Transportation (Caltrans) has jurisdiction over State highway segments that traverse the City, including portions of Highways 1, 9, and 17. To address roadway and intersection improvements needed as a result of impacts of new development, the City has developed a “Traffic Impact Fee” (TIF) program. The TIF is applied to new development and redevelopment and is collected at the time of issuance of building permits (see discussion below in the “Planned Transportation Improvements” subsection for more details). The City also is active in acquiring transportation funding from federal, state, and local sources.

Other local and regional agencies responsible for transportation services and/or transportation planning are summarized below.

- ☐ *The Association of Monterey Bay Area Governments (AMBAG)* is the federally designated Metropolitan Planning Organization (MPO) for transportation planning activities in the tri-county Monterey Bay region (Santa Cruz, Monterey and San Benito counties). It is the lead agency responsible for developing and administering plans and programs to maintain eligibility and receive federal funds for the transportation systems in the region. AMBAG conducts regional transportation planning activities through its Metropolitan Transportation Plan (MTP), the Metropolitan Transportation Improvement Program

(MTIP), maintenance of a regional travel demand model and demographic forecasts. AMBAG works with regional transportation planning agencies, transit providers, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), state and federal governments, and organizations having interest in or responsibility for transportation planning and programming.

- ❑ *The Santa Cruz Regional Transportation Commission (SCRTC)* is the State designated Regional Transportation Planning Authority (RTPA) for transportation planning activities in Santa Cruz County. SCRTC oversees planning and funding programs for local and countywide projects within Santa Cruz County using state and federal transportation funds. The City of Santa Cruz has one City representative on the 12-member SCRTC board and some City transportation projects are funded through grant programs administered by the SCRTC.
- ❑ *The Santa Cruz Metropolitan Transit District (SCMTD)* provides transit services throughout Santa Cruz County.

Study Area

The project area consists of the downtown area generally covered by the Downtown Recovery Plan (DRP) and the Central Business District zone, and specifically the lower downtown area generally between Soquel Avenue and Laurel Street on the north and south, and Cedar Street and the San Lorenzo River on the west and east. (Locations are shown on Figures 1-2 and 2-1 in Section 3, Project Description.) The study area includes properties adjacent to the western San Lorenzo River levee.

Since the proposed project includes an amendment to the land use designation text for the Regional Visitor Commercial land use designation, the study area also includes lands located within this designation. In addition to the downtown area, the Regional Visitor Commercial (RVC) land use designation is applied to sites in the Beach area and upper Ocean Street adjacent.

The City's "Transportation Impact Study Guidelines" (2011), requires a traffic impact analyses to be conducted where a project would result in an increase of 50 or more trips during the weekday PM peak hour. In the City of Santa Cruz, the PM peak hour (between 4 PM and 6 PM) generally has the highest number of trips compared to the AM peak hour (between 7 AM and 9 AM) or the midday peak hour (City of Santa Cruz, April 2012-DEIR), and is considered the peak hour period for traffic impact studies in the City.

Based on the Transportation Impact Study Guidelines and the trip generation of the project, study intersections were selected for evaluation by the City Public Works Department and include those listed below. AM and PM peak traffic count data was collected on Thursday, May 22, 2014 and Tuesday November 17, by Kimley-Horn Associates.

1. Front Street / Laurel Street
2. Pacific Avenue / Laurel Street
3. Front Street / Cathcart Street
4. Front Street / Metro Station Driveway
5. Pacific Avenue / Metro Station Driveway
6. Pacific Avenue / Maple Street
7. Pacific Avenue / Front Street / Mission-Water Street
8. Front Street / Soquel Avenue
9. Pacific Avenue / Cathcart Street
10. Soquel Avenue / Pacific Avenue
11. Ocean Street / Water Street
12. Highway 1 / Highway 9
13. Chestnut Street / Mission Street / Highway 1

Roadway Network

Local Streets and Roads

Project site access will be provided primarily from Pacific Avenue, Front Street, Laurel Street and Soquel Avenue. Other local streets and roads include Maple Street, Elm Street and Cathcart Street.

Pacific Avenue is a north-south street and is classified as arterial in the City of Santa Cruz General Plan (City of Santa Cruz, June 2012). Between Laurel Street and Cathcart Street it is a two lane divided roadway. North of Cathcart Street, Pacific becomes a one-way roadway. There is two hour metered on-street parallel parking and sidewalks are present on both sides of the street. SCMTD buses use Pacific Avenue to enter Pacific Station, a large transit center providing regional service to the City of Santa Cruz.

Front Street is a north-south two lane arterial with left turn pockets. Between Cathcart Street and Soquel Avenue, Front Street becomes three lanes. Sidewalks and bicycle lanes are present on both sides of the street. Metered on-street parallel parking is provided on the east side of the street as well. Front Street provides direct access to three surface parking lots and one parking structure. SCMTD buses use Front Street to enter and exit the Metro Station transit center.

Laurel Street is an east-west arterial with left turn pockets. Bicycle lanes and sidewalks are present on both sides of the street. There is no on-street parking allowed on Laurel Street in the study area.

Soquel Avenue is an east-west arterial that provides a major east-west connection over the San Lorenzo River to downtown and to the eastern portion of the City. Near the study area it is a four lane roadway with sidewalks and bicycle lanes on both sides of the street. Limited, metered, parallel parking is provided on both sides of the street between Pacific Avenue and Front Street.

Water Street is an east-west four lane arterial with left turn pockets between Center Street and Branciforte Avenue east of the study area. At its intersection with Center Street, Water Street becomes Mission Street. Between Chestnut Street Extension and Center Street, Mission Street is a two lane arterial. There are bicycle lanes on both sides of the street and crosswalks at every intersection within the study area. There is on-street twelve hour metered parallel parking on the north side of the street between Center Street and River Street. East of Pacific Avenue twelve hour metered on-street parallel parking is available on the south side of the street until River Street.

Cedar Street is a north-south two lane arterial parallel to Pacific Avenue. There are bicycle lanes on both sides of the street and crosswalks at every intersection in the study area. Metered on-street parallel parking is provided as well as access to several paid surface parking lots and parking structure. At its intersection with Laurel Street, vehicles are restricted to right turns only southbound.

River Street is a north-south arterial that parallels the San Lorenzo River. It connects to State Route 9 at its northern terminus with State Route 1. South of Water Street it splits into River Street and S. River Street. River Street terminates at Front Street and S. River Street terminates at Soquel Avenue. Bicycle lanes are provided on both sides of the roadway on River Street between Front Street and State Route 9. While there is no bicycle facility on S. River Street the San Lorenzo Riverwalk runs parallel to it. (See below for more information on the San Lorenzo Riverwalk.) There are textured colored crosswalks connecting to the pedestrian bridge over the San Lorenzo River at the Regal Cinemas theater. Twelve hour metered on-street parallel parking is provided on the west side of S. River Street and on the east side of River Street between Front Street and S. River Street.

State Highways

State highways that are in the vicinity of the project site include segments of State Routes 1 and 17; State Route 1 is located approximately 1/2 mile driving distance northwest of the project site. Though referenced as “state routes” in Caltrans documents, the more common term, “highway”, is used in this EIR. Highways 1 and 17 serve regional traffic, including motorists who commute to jobs in the Santa Clara Valley and motorists who travel into Santa Cruz County for recreational opportunities offered in the county (City of Santa Cruz, April 2012, DEIR volume).

Highway 1 provides access to San Francisco to the north and Monterey to the south. Regionally, Highway 1 is the major inter- and intra-county route for Santa Cruz County. Within the City of Santa Cruz, it is oriented in an east-west direction, although the interregional alignment of Highway 1 is primarily north-south. It is a four-lane arterial along Mission Street from the west

side of Santa Cruz to Chestnut Street Extension, a four-lane expressway between Mission Street-Chestnut Street and River Street, and a four-lane freeway east of River Street. The speed limit on Highway 1 is 25 mph along Mission Street, 45 mph along the expressway section, and 55 and 65 mph on the freeway sections. Recurrent congestion results in queuing on Highway 1 that extends for several miles during peak hours. Accidents, events, and other incidents in the corridor can further increase congestion related delays in either direction, on any day, including weekends (City of Santa Cruz, April 2012, DEIR volume).

Highway 9 is a multi-lane highway between Highway 1 and Encinal Street. It is two-lanes north of Encinal Street that connects the City of Santa Cruz with the San Lorenzo Valley, and eventually, Saratoga and Los Gatos.

Highway 17 connects Santa Cruz with Scotts Valley and San Jose and other Santa Clara County communities. It is a four-lane freeway north of the Highway 1/ Highway 9 intersection. Highway 17 is the primary route between the Santa Clara Valley and Santa Cruz County that serves as both a commute route for Santa Cruz County residents that work in Santa Clara County and as a route for recreational visitors that come to Cruz County. Congestion occurs both during weekday commute times and on summer weekends. This winding, four-lane road has steep sections, frequent road crossings, and substandard median shoulders and outside shoulders for most of its length. In addition to the challenging roadway configuration, weather-related conditions such as thick fog, heavy rains and mudslides affect roadway operations (City of Santa Cruz, April 2012, DEIR volume).

Other Transportation Modes

Pedestrian and Bicycle Facilities

Pedestrian facilities within the study area include sidewalks, crosswalks, ADA ramps and pedestrian signal heads. The sidewalks on Pacific Avenue are 10 to 25 feet wide and crosswalks with ADA ramps are provided at every intersection. The sidewalks on Front Street are generally 8 to 10 feet wide and crosswalks are provided at intersections as well as in front of the Pacific Station transit center. Bicycle amenities include bicycle parking (located at Pacific Station), Class II facilities (bicycle lanes) and the San Lorenzo Riverwalk.

The San Lorenzo Riverwalk is a north-south bicycle and pedestrian path that follows the San Lorenzo River in Santa Cruz for approximately 2.5 miles. The paved trail is on the river levee on both the east and west sides of the river, except for a short segment in the vicinity of the County Building north of Soquel Avenue, which is currently under construction. A pedestrian/bicycle bridge north of Soquel Avenue connects both sides of the levee trail system, and can be accessed from River Street, approximately 750 feet north of the project site.

Public Transit Service

Public transit service in the City and County of Santa Cruz is provided by the Santa Cruz Metropolitan Transit District (SCMTD). Pacific Station, located on the east side of Pacific Avenue between Elm Street and Maple Street, is the largest transit center for SCMTD bus service. There are four bus departure lanes and a staffed customer service information booth. All routes except 33-34, 55, and 72-79 service the station. In September 2016, SCMTD implemented a large service reduction to address funding shortfalls. This reduction affected some of the routes servicing Pacific Station, however it is still provides high frequency service.

Existing Traffic Conditions

According to City data, from the years 2010 to 2014, 63% of commuters within the City drove alone, 11% walked, 10% bicycled, 8% carpooled, 6% took the bus, and 2% used other modes such as taxi, motorcycle (City of Santa Cruz, 2016 Annual Traffic Safety Report). This data shows significant progress towards the City's Climate Action Plan goals to increase biking and walking and decrease single-occupancy vehicle use within the City. Santa Cruz has one of the highest bicycle mode splits in the country, and a lower "Drive Alone" mode split than most California cities (Ibid.).

Vehicle Traffic

Vehicle traffic conditions are measured by average daily traffic (ADT), peak hour traffic volumes, level of service (LOS), average delay, and/or volume to capacity (V/C) ratio. Average daily traffic is the total number of cars passing over a segment of the roadway, in both directions on an average day. Peak hour volumes are the total number of cars passing over a roadway segment during the peak hour in the morning (AM) or afternoon/evening (PM) (City of Santa Cruz, April 2012, DEIR Volume).

To evaluate the performance of roadways and levels of traffic congestion, many jurisdictions, including the city of Santa Cruz, use LOS. "Level of Service" is a qualitative measure that describes the level of traffic congestion and delay at intersections based on the amount of vehicle traffic that a roadway or intersection can accommodate and factors such as maneuverability, driver dissatisfaction, and delay. Traffic flow along roadways is typically controlled by the volume and capacity of the nearest intersection, therefore intersections are analyzed using LOS as an indicator of congestion. Intersections are rated based on a scale of LOS "A" through LOS "F," with LOS A representing free-flowing conditions and LOS F representing congested conditions. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. Table 4.7-1 relates the operational characteristics to each associated LOS category for signalized and unsignalized intersections.

The signalized intersection LOS methodology addresses the LOS for the intersection as a whole, whereas LOS methodology for unsignalized intersections computes delay for the minor

movements. The critical volume to capacity ratio (V/C) is another measure of the operating conditions of an intersection as opposed to LOS. It is not the average of all the movements at the intersection and is not used as a measure to define the levels of service.

The City of Santa Cruz General Plan 2030 seeks to maintain LOS D or better at signalized intersections during the PM peak hour (Action M3.1.3). However, the General Plan also accepts a lower level of service and higher congestion at major regional intersections if necessary improvements would be prohibitively costly or result in significant, unacceptable environmental impacts (Action M3.1.4).

Caltrans, which has jurisdiction over state highways, endeavors to maintain a target LOS at the transition between LOS C and D. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS (Caltrans, December 2002). If an existing State highway facility is operating at less than the appropriate target LOS, the existing LOS should be maintained (Ibid.).

TABLE 4.7-1: Intersection Level of Service Definitions

Level of Service	Description	Signalized (sec/veh.)	Unsignalized (sec/veh.)*
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	>10 – 20	>10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	>20 – 35	>15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	>35 – 55	>25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	>55 – 80	>35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

*Two-way stop control intersection

SOURCE: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council as cited in City of Santa Cruz General Plan 2030 EIR.

Intersection Levels of Service

Intersection turning movement counts were conducted on Thursday, May 22, 2014 and Tuesday November 17, 2015 at the study intersections during the PM peak period (4:00 pm to 6:00 pm). From these counts the peak one-hour period was identified. Figure 4.7-1 shows the traffic volumes during the PM peak one-hour period. LOS for the project traffic study intersections was calculated using methods defined in the *Highway Capacity Manual, 2010 and 2000* (HCM) and Synchro 8 traffic analysis software. HCM 2010 was used for all intersections except for the intersection of Pacific Avenue / Front Street / Mission-Water Street due to the presence of a fifth approach at this location, which HCM 2010 cannot analyze correctly. Therefore, HCM 2000 was used to analyze this study intersection. The delay and corresponding LOS for each of the study intersections was calculated.

Table 4.7-2 shows the resulting LOS based on approach to the intersection. All intersections operate at an acceptable LOS except Highway 1 / Highway 9 and Chestnut Street / Mission Street, which operate at LOS E.

State Highway Operations

Based on the most recent (2015) Caltrans Traffic Census Program (Caltrans 2015) data, the annual average daily traffic (AADT) on state highways within Santa Cruz is as follows:

- ❑ Highway 1
 - At Highway 17, AADT is approximately 61,000 to 86,000 trips with 4,950 to 6,300 trips occurring during the peak hour.
 - At Emeline Street Connection, AADT is approximately 85,000 to 86,000 trips with approximately 5,900 to 6,300 trips occurring during the peak hour.
 - At Morrissey Boulevard, AADT is approximately 85,000 to 94,000 trips with 5,900 to 6,300 trips occurring during the peak hour.
- ❑ Highway 17, at Pasatiempo (between Santa Cruz and Scotts Valley). AADT is approximately 67,000 to 70,000 trips with 5,700 to 6,000 trips occurring during the peak hour.
- ❑ Highway 9 within Santa Cruz City Limits. AADT is approximately 5,000 to 5,200 trips with 530 to 550 trips occurring during the peak hour as measured at the City limits, north of Encinal.

Review by the City's consulting traffic engineer, Ron Marquez, indicates that the highway segments in the vicinity of the project site are operating at LOS of C and D during the peak hour as summarized on Table 4.7-3.

TABLE 4.7-2: Existing Intersection Weekday PM Peak Hour Levels of Service

#	Intersection	Control Type	Jurisdiction	Threshold ²	Existing Conditions ¹		
					PM Peak Hour		
					Movement	Delay ³	LOS
1	Front Street / Laurel Street	Signal	Santa Cruz	D	Overall	30.8	C
2	Pacific Avenue / Laurel Street	Signal	Santa Cruz	D	Overall	17.9	B
3	Front Street / Cathcart Street	Signal	Santa Cruz	D	Overall	19.0	B
4	Front Street / Metro Station Access	Signal	Santa Cruz	D	Overall	4.9	A
5	Pacific Avenue / Metro Station Access	SSSC	Santa Cruz	D	Overall	1.1	A
		<i>Worst Approach</i>	Santa Cruz	D	WB	11.4	B
6	Pacific Avenue / Maple Street	AWSC	Santa Cruz	D	Overall	8.1	A
7	Pacific Avenue / Front Street / Mission-Water Street	Signal	Santa Cruz	D	Overall	20.2	C
8	Front Street / Soquel Avenue	Signal	Santa Cruz	D	Overall	21.9	C
9	Pacific Avenue / Cathcart Street	AWSC	Santa Cruz	D	Overall	8.8	A
10	Soquel Avenue / Pacific Avenue	SSSC	Santa Cruz	D	Overall	3.6	A
		<i>Worst Approach</i>		D	WB	10.3	B
11	Ocean Street / Water Street	Signal	Santa Cruz	D	Overall	35.3	D
12	Highway 1 / Highway 9	Signal	Caltrans	C-D	Overall	71.7	E
13	Chestnut Street / Mission Street / Highway 1	Signal	Caltrans	C-D	Overall	74.1	E

Source: Kimley-Horn May 2017.

Notes:

1. Analysis performed using HCM 2010 methodologies, except for Intersection 7 where HCM 2000 methodology was applied.
2. The City of Santa Cruz has established LOS D as the minimum acceptable LOS for overall intersection operations during the AM and PM peak hours. Caltrans maintains a standard of between LOS C and D.
3. Delay indicated in seconds/vehicle.
4. Intersections that fall below the LOS threshold are shown in **bold**.

TABLE 4.7-3: Existing Highway Traffic Volumes and Peak Hour Levels of Service

Segment	Direction	Number of Lanes	Volume	Max Flow Rate for C	Max Flow Rate for D	LOS
Route 1: Route 9 to Route 17	N	2	2,080	2,761	3,444	C
	S	2	3,120	2,761	3,444	D
Route 1: Route 17 to Emeline	N	2	2,820	2,761	3,444	D
	S	2	1,880	2,761	3,444	C
Route 17: Route 1 to Pasatiempo	N	3	3,300	3,888	5,165	C
	S	3	2,700	3,888	5,165	C
Peak hour volumes from Caltrans 2015						
Peak hour factor-.92, free flow speed – 55, heavy vehicle factor-.985 (Exhibit 11-17 HCM 2010)						

SOURCE: Ron Marquez, Traffic Engineer Consultant

Planned Transportation System Improvements

Metropolitan Transportation Improvement Program

AMBAG, as an MPO, is required by state and federal laws to develop and adopt a Metropolitan Transportation Improvement Program (MTIP), a multi-year transportation project program that includes multi-modal projects, including but not limited to major highway, arterial, transit, bikeway and pedestrian projects. The 2016 MTIP is a four-year program that covers the federal fiscal years from October 1, 2016 through September 30, 2020. The MTIP implements the 2035 Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the AMBAG Board of Directors in June 2014. The 2035 MTP/SCS is a financially constrained document and includes identified transportation improvement projects for the region. Once the projects are included in the MTP, they become eligible for inclusion in the MTIP and FSTIP. The projects included in the 2016 MTIP are consistent with the 2035 MTP/SCS (AMBAG, September 2016). Planned projects in the vicinity of Ocean Street and Ocean Street Extension include improvements to the Highway/9 intersection, Highway 1 auxiliary lanes (Soquel Avenue to 41st Avenue), and High Occupancy Vehicle (HOV) lanes between the Morrissey and San Andreas interchanges.

City of Santa Cruz Planned Improvements

The City's adopted Capital Improvements Program (CIP) is a multi-year schedule of projects with their associated costs and proposed funding sources. The CIP represents the best efforts to allocate available resources toward projects that maximize benefit and address the most critical needs. Major improvements on the current 2018-2020 CIP include: Highway 1 / Highway 9-River Street intersection improvement (programmed for 2018/19) described below; intersection improvements at the Ocean Street/Water Street intersection (programmed for completion in 2018); Branciforte Creek bike/pedestrian bridge path connection on the San Lorenzo River levee (under construction); and preliminary work to replace the Highway 1 bridge over the San Lorenzo River.

The City of Santa Cruz has adopted a “Traffic Impact Fee” (TIF) program based on future projected trips generated for each new development or redevelopment project. The TIF program, originally adopted in June 2005, evaluated over 60 intersections and identified numerous projects within the City which were needed in order to address the effects of cumulative development, and established fees. The fees are used to fund planned improvements at intersections and roadways included in the program. New development and redevelopment projects are required to pay traffic impact fees, which are paid at the time of building permit issuance. The TIF was updated in November 2012 to reflect traffic conditions associated with buildout accommodated by the City’s General Plan as identified in the City’s *General Plan 2030* EIR. All of the projects noted above are TIF program intersections, except for the Highway 1 bridge project. The program also funds bike and pedestrian projects (15% of fees collected) and neighborhood improvement projects adjacent to significant development (5% of fee collected).

Bicycle and Pedestrian Improvements

The City’s recently adopted *Active Transportation Plan* (2017) includes the following paths that are included in the FY2018-2020 CIP: Branciforte Creek Connection to complete the levee path over Branciforte Creek and under the Soquel Bridge, Monterey Bay Sanctuary Scenic Trail Network Segment 7 along the railroad track on the west side of the City, and the San Lorenzo River Trestle Bridge trail widening project. The Plan also includes numerous other infill and improvements to existing bike and pedestrian facilities.

Regional Transportation Plan Improvements

The SCCRTC periodically completes a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2014 RTP provides guidance for transportation policy and projects through the year 2035. Projects identified in the RTP that are within the project vicinity include:

- Highway 1/Highway 9 Intersection Modifications (also on City CIP and MTIP).
- Highway 1 bridge replacement over San Lorenzo River (also on City CIP).
- Highway 17: Preparation of study to determine long-range solutions to access, operations and safety on this route.
- Branciforte Creek multi-use path and bridge (also on City CIP and under construction)
- Ocean Street Widening from Soquel to East Cliff
- Hwy 1/Mission St at Chestnut/King/Union Intersection Modification
- Pacific Station: Bike Station
- River St/River Street South Intersection Modification
- Water Street Signal Synchronization
- Soquel/Branciforte/Water (San Lorenzo River to Branciforte) Bike Lane Treatments

Planned State Highway Improvements

Highway 1. As indicated above, improvements for the Highway 1 Soquel to Morrissey Auxiliary Lanes Project are complete. In addition, the SCCRTC has been working with Caltrans and the Federal Highway Administration since 1986 on studies for longer-term improvements to Highway 1. The current Caltrans Route Concept Report for Highway 1 includes the addition of HOV lanes to Highway 1 to reduce congestion, encourage carpooling, expand express bus service, and improve safety in the Watsonville to Santa Cruz corridor. (Caltrans, April 2006). This project will add a lane in each direction from Morrissey Boulevard in the City of Santa Cruz to San Andreas/Larkin Valley Road. Caltrans' *Corridor System Management Plan* for Routes 1 and 183 also supports HOV lanes on Highway 1 in conjunction with other transportation demand management strategies (Caltrans, October 2011).

A Draft EIR for the Highway 1 Corridor Investment Program was prepared and released for public review and comment in November 2015 (Caltrans and FHWA, November 2015). The Draft EIR considers three alternatives including an HOV Lane alternative with auxiliary lanes and a Transportation System Management alternative without HOV lanes. A final decision on the preferred alternative has not been made yet. The Draft EIR provides a program level analysis of the Highway 1 corridor alternatives using a two tiered approach. Tier I is 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). The Tier II analysis includes project-level analysis of smaller incremental projects within the Tier I corridor which would move forward based on available funding. Each of the Tier II projects would undergo separate environmental and public review. Caltrans received a total of 263 letters, emails, and recorded comments from public agencies, organizations and individuals, on the Draft EIR. Based on review of the comments received, the project team has identified a need to update the air quality, natural environment, and traffic operations studies, as well as reporting of the cumulative impacts of the project alternatives prior to completion and release of a Final EIR.

Caltrans has prepared and approved a "Corridor System Management Plan" (CSMP) for Highway 1 from the junction of Highway 68 in Monterey County to King Street/Mission Street in Santa Cruz. The following strategies will be used to manage State Route 1 over the next 20 years:

- Cost-effective maintenance and preservation of the roadway.
- Support improvement of transit service, including new express bus service on HOV lanes if implemented in the Santa Cruz corridor.
- Support land use and transportation planning efforts through participating in local development review and regional planning efforts.
- Reduce congestion through transportation demand management to increase the use of transit, improve bicycle and pedestrian programs, and encourage programs such as carpools, ridesharing, telecommuting, and park-and-ride facilities.

- Implement Intelligent Transportation Systems/Traveler Information/Traffic Management to improve incident management and provide real time traveler information which helps reduce delay.
- Increase modal options such as Caltrain and integrate transit, bicycle and pedestrian transportation into a coordinated multimodal system.
- Collaborate with local partners on a ramp metering plan.
- Operational Improvements, including auxiliary lanes, intersection improvements, and other system refinements to enhance existing services and reduce delay.
- Upgrade intersections to maximize throughput on the State highway and parallel routes.
- Increase the capacity, operational efficiency and connections on parallel roads to reduce local traffic demand on Highway 1.
- Improve mobility, accessibility, reliability, reduce congestion and improve safety by improving capacity on the existing system (Caltrans, October 2011).

Highway 17. Highway 17 connects Santa Cruz with Scotts Valley and San Jose and other Santa Clara County communities. It is a four-lane freeway north of the Highway 1/ Highway 9 intersection. The highway is the primary route between the Santa Clara Valley and Santa Cruz County that serves as both a commute route for Santa Cruz County residents that work in Santa Clara County and for recreational visitors that come to Cruz County. Congestion occurs both during weekday commute times and on summer weekends. This winding, four-lane road has steep sections, frequent road crossings, and substandard median shoulders and outside shoulders for most of its length. In addition to the challenging roadway configuration, weather-related conditions such as thick fog, heavy rains and mudslides affect roadway operations (City of Santa Cruz, April 2012-DEIR volume). According to the Transportation Concept Report for State Route 17 in District 5, (Caltrans District 5, January 2006), the target level of service for Highway 17 between Ocean Street and Scotts Valley is LOS E. The highway segment between Santa Cruz and Scotts Valley is considered to be a four-lane freeway (Caltrans, January 2006).

Highway 9. The current Caltrans Route Concept Report for Highway 9 includes recommendations to widen the shoulders to accommodate bicycle traffic, widening to four lanes from the junction of Highway 1 and Highway 9 to the Santa Cruz city limits, and other left turn improvements outside of the City of Santa Cruz (Caltrans, September 2007).

The Highway 1/Highway 9-River Street intersection, which is controlled by a signal, currently operates at LOS E during the both the PM and Design Day peak hours, which does not meet Caltrans standards. The City is working with Caltrans to implement lane modifications at this intersection. The improvements require Caltrans approval and an encroachment permit. With implementation of these improvements, the intersection would continue to operate at LOS E during the existing PM peak hours, but the average delay would be reduced by approximately 20 seconds.

The following improvements are identified for the Highway 1/Highway 9-River Street intersection, and are included in the current City Traffic Impact Fee (TIF) Program:

- Northbound Approach: Modify the intersection to consist of one left/thru, one-thru, two right lanes and a bike lane; add one northbound lane on Highway 9 and a shoulder/bike lane.
- Southbound Approach: Modify the intersection to consist of two-left, one-left/thru, one-thru, one right lane and a bike lane.
- Eastbound Approach: Reconstruct to consist of two left, three through, and one right-turn lanes.
- Upgrade all sidewalks and access ramps to meet ADA requirements.

Currently, a Project Report, preliminary engineering and associated studies, and environmental review are complete. Construction is anticipated in 2018.

4.7.2 Impacts and Mitigation Measures

Thresholds of Significance

In accordance with the California Environmental Quality Act (CEQA); State CEQA Guidelines (including Appendix G); City of Santa Cruz plans, policies and/or guidelines; and agency and professional standards, a project impact would be considered significant if the project would:

- 7a Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (see discussion of City standards below);
- 7b Change the level of service of a State Highway roadway segment from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F) or result in a change in LOS for a segment currently operating at a deficient level based on Caltrans significance criteria¹;
- 7c Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- 7d Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment);

¹ Caltrans. December 2002. "Guide for the Preparation of Traffic Impact Studies."

- 7e Result in inadequate emergency access; or
- 7f Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City of Santa Cruz General Plan 2030 strives to maintain a LOS of “D” or better as the acceptable level of service for intersections. A significant impact would result if LOS dropped below a “D” level of service or where a project would contribute traffic increases of more than three percent at intersections currently operating at unacceptable levels (E or F), as further described below. This criteria is applied only to intersections within the City’s jurisdiction, but not to Caltrans intersections. The City’s General Plan 2030 also accounts for accepting a LOS below “D” at major regional intersections where improvements would be prohibitively costly or result in significant, unacceptable environmental impacts. There are no other adopted plans, ordinances, or policies that establish “measures of effectiveness” for the performance of the circulation system.

For City intersections that already operate at unacceptable levels of service (E or F), the City considers project impacts to be significant if congestion will worsen measurably at the intersection as a result of the project. “Measurably worse” is considered to be a three percent increase in trips at the affected intersection. The City has used the three percent significance criterion for project trip contribution at existing impacted intersections, except for Caltrans-maintained intersections (which are subject to the criteria in 3b above), in part based on directives in the City’s existing General Plan to accept a certain level of congestion during peak hours at major intersections, as well as to reflect variations in daily traffic volumes. The three percent criterion has been used throughout the City and is based upon the likelihood that a project will result in an observable increase in congestion at a given intersection or road segment. This is based in part on information provided by Caltrans, in the yearly “Traffic Volumes” reports, which identifies the standard deviation expected with regard to reliability of traffic count data. The standard deviation ranges indicate a 12 percent deviation at 10,000 vehicle trips, meaning that if a traffic count totals 10,000 vehicles per day, then approximately 90 percent of the time, the actual traffic counts will lie within a range of 8,800 to 11,200 vehicles. Thus, the three percent reflects this variation in daily traffic conditions (California Department of Transportation, June 2015).

Regarding Caltrans’ intersections and other Caltrans maintained facilities, the Caltrans Traffic Impact Study Guidelines (Caltrans 2002) state that Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. As such, LOS C through D is considered to be acceptable traffic operations during the peak hour at intersections maintained by Caltrans. The Guidelines also state that if an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE (LOS) should be maintained (Caltrans, 2002).

Vehicle Miles Traveled

In September 2013 Governor Brown signed Senate Bill 743 which made significant changes to how transportation impacts are to be assessed under CEQA. SB 743 directs the Governor's Office of Planning and Research (OPR) to develop a new metric to replace LOS as a measure of impact significance and suggests vehicle miles travelled as that metric. According to the legislation, upon certification of the guidelines, automobile delay, as described solely by LOS shall not be considered a significant impact (Section 21009(a)(2)). SB 743 also creates a new CEQA exemption for certain projects that are consistent with the regional Sustainable Communities Strategy.

OPR has released draft CEQA Guidelines to address this requirement; however, at the time this analysis was completed the Guidelines have not been finalized or certified. It is anticipated that the revisions to the CEQA Guidelines will be finalized in 2017. According to the most recent draft CEQA Guidelines released by the OPR, lead agencies would have a grace period of two years to update and adopt new thresholds once the final Guidelines have been adopted. The City of Santa Cruz will update its transportation standards of significance to reflect SB 743 once the state has finalized the guidelines. Because there are no adopted thresholds and the revised State CEQA Guidelines' have not yet been certified, vehicle miles travelled is not utilized as a standard of significance in this EIR. However, VMT estimates are provided in the Impact 4.7-1 discussion as an informational item.

Analytical Method

The proposed project consists of amendments to the City's Downtown Recovery Plan, General Plan, Local Coastal Plan and Zoning Code regarding development in the downtown area and Central Business District. The proposed project would not directly result in new development. However, the proposed Downtown Plan amendment would expand areas for potential additional building height that could accommodate intensified redevelopment of existing developed sites. City staff estimates that the proposed amendments could indirectly lead to development, resulting in a potential net increase of 711 new residential units and 2,200 square feet of office space with a net decrease of approximately 14,700 square feet of commercial building space over existing conditions within the downtown area. The proposed General Plan amendment would increase FAR in areas designated as RVC in the General Plan, but would not lead to development on sites not already considered in the General Plan and General Plan EIR. The proposed LCP and Zoning Code amendments would not result in changes that could indirectly lead to intensified development.

A project traffic impact study was prepared for the project in accordance with City requirements. As indicated, above, the City of Santa Cruz uses LOS To evaluate the performance of roadways and levels of traffic congestion. The project traffic impact study was based on intersection turning movement counts taken on Thursday, May 22, 2014 and Tuesday November 17, 2015 at the study intersections during the PM peak period (4:00 pm to 6:00 pm), from which the PM peak hour was determined.

The traffic study computed intersection LOS using the 2010 and 2000 HCM methodology and Synchro 8 software. The result of the HCM calculations is an estimate of average control delay at the intersection which corresponds to an LOS grade as shown in Table 4.7-1 above. Project trip generation is provided in the traffic impact study, and traffic distributed on city streets utilizing the City's traffic model that was developed as part of the General Plan 2030 using Traffix software. AMBAG maintains a regional travel demand model, but it was not used as the City's model is more detailed and specific to conditions in the City. The study scenarios analyzed include existing conditions, existing with the project, and cumulative conditions, including the project. The traffic impact analysis also includes evaluation of other travel modes based on adopted regional plans and review with City of Santa Cruz staff.

Impacts and Mitigation Measures

As described in the Initial Study (see Appendix A), there are no adopted congestion management programs² for the project area (7c). The following impact analyses address impacts to City streets and intersections (7a) and state highways (7b), the potential to substantially increase hazards or result in inadequate emergency access (7d-e), and potential project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or impacts to the performance of these facilities (7f).

Traffic Impacts

Impact 4.7-1: Circulation System Impacts. The project will result in an increase in daily and peak hour trips, but would not cause existing or planned intersections to operate at an unacceptable Level of Service (LOS) or further degrade intersections that already operate at an unacceptable LOS (7a). Therefore, the impact is *less than significant*.

A LOS analysis was completed to comply with City regulations, and as discussed above, LOS is the performance measure used to evaluate the effectiveness of the circulation system. In order to identify the potential traffic impacts of the project using LOS, a multi-step process was utilized. The first step is calculating trip generation, which estimates the total arriving and departing traffic during a peak hour and on a daily basis. Trip generation was estimated for the project by applying vehicle trip generation rates to the project development based on land use. Figure 4.7-2 shows the downtown project area zones and study intersections. Trip rates specific to the downtown area were used from the City of Santa Cruz General Plan EIR (City of Santa Cruz 2012). The project area was divided into zones and trip generation was calculated separately for each zone. Trip generation calculations include a 40 percent trip reduction due to proximity to the downtown transit center, mixed use development, bicycle use and walking trips. The project

² The Code of Federal Regulations, Title 23 Volume 1, adopted in April 2005 require Transportation Management Areas (TMAs) to prepare Congestion Management Programs. TMAs are defined as urbanized areas with a population over 200,000. There are eight such areas in California plus Santa Barbara that asked to be included (City of Santa Cruz, 2012).

would generate 293 weekday PM peak hour trips (188 in and 106 out) between 4 and 6 PM and 2,627 daily trips as summarized on Table 4.7-4.

TABLE 4.7-4: Project Trip Generation

Land Uses	Size	Units	Daily Trips	PM Peak Hour		
				Total Peak Hour	IN	OUT
Trip Generation Rates ¹						
Commercial		1,000 Sq Ft	44.32	2.71	44%	56%
Office		1,000 Sq Ft	11.01	1.49	17%	83%
Townhomes ²		Dwelling Unit(DUs)	7.50	0.62	65%	35%
Apartments		DUs	6.65	0.62	65%	35%
Trips Generated						
Area X - Riverfront						
Commercial	11,171	Sq Ft	496	30	13	17
Office	18,296	Sq Ft	202	27	5	22
Townhomes	321	DUs	2,408	199	129	70
Apartments	0	DUS	0	0	0	0
Area X Total Trips			3,106	256	147	109
40% Reduction for Downtown Area ³			(1,242)	(102)	(59)	(44)
Area X Net Trips			1,864	154	88	65
Area Y - E. Pacific/W. Front Pacific Station						
Commercial	(27,864)	Sq Ft	(1,236)	(76)	(33)	(43)
Office	(16,105)	Sq Ft	(178)	(24)	(4)	(20)
Townhomes	0	DUs	0	0	0	0
Apartments	370	DUs	2,462	229	149	80
Area Y Total Trips			1,048	129	112	17
40% Reduction for Downtown Area ³			(419)	(52)	(45)	(7)
Parking Garage						
Added Trips ⁴				52	26	26
Area Y Net Trips			629	129	93	36
Area Z - W. Pacific						
Commercial	2,000	Sq Ft	90	5	2	3
Office	0	Sq Ft	0	0	0	0
Townhomes	0	DUs	0	0	0	0
Apartments	20,000	DUs	134	12	8	4
Area Z Total Trips			224	17	10	7
40% Reduction for Downtown Area ³			(90)	(7)	(4)	(3)
Area Z Net Trips			134	10	6	4
Total Project Trips			2,627	293	188	106

Source: Kimley Horn, May 2017.

Notes:

1. Trip generation rates obtained from Appendix C of the City of Santa Cruz General Plan 2030 EIR.
2. ITE Land Use 270 Rates used for Townhomes per City direction (email correspondence with Ron Marquez dated 04/22/16).
3. 40% Reduction for mixed use development in Downtown Santa Cruz per City direction (email correspondence with Ron Marquez dated 04/22/16).
4. Required parking per City Code= 414+880+871=2,165 spaces. With 20% reduction=1,732, so 259 additional spaces (1,991-1,732) that will generate traffic. 10% in the AM peak = 26 trips; 20% in the PM peak = 52 trips.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing or anticipated travel patterns in the study area. Figure 4.7-2 shows the trip distribution that was applied to the study area roadway network.

The third step is traffic assignment, which involves the allocation of project traffic to streets and intersections in the study area. Traffic distribution patterns are indicated by percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area. Figure 4.7-3 depicts project trip assignment.

With the forecasting process complete and project traffic assignments developed, the impact of the project is identified by comparing operational (LOS) conditions with and without the project at the study intersections. Table 4.7-5 summarizes the PM peak hour LOS at the study intersections for Existing Conditions with and without the project. See Figure 4.7-4 for intersection traffic volumes with the addition of project traffic.

As shown, traffic associated with the project will not degrade LOS to below acceptable levels at any of the study intersections under the jurisdiction of the City. The two Caltrans intersections of Highway 1 / Highway 9 and Chestnut Street / Mission Street would continue operate at LOS E as a result of the proposed project. There are improvements identified for the Highway 1/Highway 9-River Street intersection as discussed above, which are included in the current City Traffic Impact Fee (TIF) Program, and the Chestnut Street / Mission Street intersection is included in the RTIP. The improvements are already required under existing conditions without the project. Traffic associated with the project does not further degrade the LOS at the two Caltrans intersections, and would not substantially increase delay. Therefore, based on the significance criteria discussed above, traffic associated with the project would not cause existing or planned intersections to operate at an unacceptable Level of Service (LOS) or further degrade intersections that already operate at an unacceptable LOS. Therefore, the impact is less than significant.

For informational purposes, a per capita VMT resulting from potential development accommodated by the proposed plan amendments was estimated utilizing trip length information from the California Statewide Travel Demand Model and percentages for different trip types, i.e., home to work, included in the CalEEMod air emissions model. Estimated new net development, including reduction in commercial uses, is estimate to result in a total of weekday VMT of 14,059 trips. Based on U.S. Census data for the downtown area and employee projections in the City's General Plan 2030 EIR, total residential and employee population is estimated at approximately 1,280, which results in a weekday per capita VMT of 11.0. According to the Santa Cruz County Regional Transportation Commission, VMT per capita within Santa Cruz County is estimated to decrease by 17% from approximately 15.3 to approximately 12.5 between 2005 and 2035 (Santa Cruz County Regional Transportation Commission. Although no VMT standards have been developed within the City, this preliminary project per capita VMT

estimate shows that VMT would be below existing and projected county-wide estimates, which in large part is a reflection of the project's location downtown and in proximity to transit, bicycle and pedestrian facilities.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

TABLE 4.7-5: Intersection Weekday PM Peak Hour Levels of Service with Project

#	Intersection	LOS Threshold ¹	Existing Conditions ²			Existing Plus Project Conditions ²		
			PM Peak Hour			PM Peak Hour		
			Movement	Delay ³	LOS	Movement	Delay ³	LOS
1	Front Street / Laurel Street	D	Overall	30.8	C	Overall	31.2	C
2	Pacific Avenue / Laurel Street	D	Overall	17.9	B	Overall	18.5	B
3	Front Street / Cathcart Street	D	Overall	19.0	B	Overall	18.9	B
4	Front Street / Metro Station Driveway	D	Overall	4.9	A	Overall	5.1	A
5	Pacific Avenue / Metro Station Driveway	D	Overall	1.1	A	Overall	1.1	A
		D	WB	11.4	B	WB	11.6	B
6	Pacific Avenue / Maple Street	D	Overall	8.1	A	Overall	8.2	A
7	Pacific Avenue / Front Street / Mission-Water Street	D	Overall	20.2	C	Overall	21.1	C
8	Front Street / Soquel Avenue	D	Overall	21.9	C	Overall	23.1	C
9	Pacific Avenue / Cathcart Street	D	Overall	8.8	A	Overall	8.9	A
10	Soquel Avenue / Pacific Avenue	D	Overall	3.6	A	Overall	3.6	A
		D	WB	10.3	B	WB	10.3	B
11	Ocean Street / Water Street	D	Overall	35.3	D	Overall	35.6	D
12	Highway 1 / Highway 9	C-D	Overall	71.7	E	Overall	74.1	E
13	Chestnut Street / Mission Street / Highway 1	C-D	Overall	74.1	E	Overall	73.8	E

Impact 4.7-2: Highway Segment Impacts. The project will result in an increase in daily and peak hour trips, but would not result in a change to an unacceptable LOS along state highway segments (7a). This is a *less-significant impact*.

The project will result in approximately 38 to 59 additional PM peak hour trips along Highway 1 and 20 additional peak hour trips along Highway 17, representing a 0.2 to 1.8 percent increase. All of the study highway segments would operate at acceptable levels of service according the LOS targets established by Caltrans as summarized on Table 4.7-6.

TABLE 4.7-6: Highway Traffic Volumes and Peak Hour Levels of Service

Segment	Direction	Number of Lanes	Max Flow Rate for C	Max Flow Rate for D	Existing		Existing plus Project			
					Volume	LOS	Project Trips	Volume	Percent Change	LOS
Route 1: Route 9 to Route 17	N	2	2,761	3,444	2,080	C	38	2,118	1.8%	C
	S	2	2,761	3,444	3,120	D	21	3,141	0.7%	D
Route 1: Route 17 to Emeline	N	2	2,761	3,444	2,820	D	24	2,844	0.9%	D
	S	2	2,761	3,444	1,880	C	14	1,894	0.7%	C
Route 17: Route 1 to Pasatiempo	N	3	3,888	5,165	3,300	C	7	3,307	0.2%	C
	S	3	3,888	5,165	2,700	C	13	2,713	0.5%	C
Peak hour volumes from Caltrans 2015										
Peak hour factor-.92, free flow speed – 55, heavy vehicle factor-.985 (Exhibit 11-17 HCM 2010)										

SOURCE: Ron Marquez, Traffic Engineer Consultant

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Access and Hazards

Impact 4.7-3: Project Access. The project will not result in creation of hazards due to design of the project circulation system or introduction of incompatible uses (7d). Therefore, the project would result in *no impact*.

The proposed project does not include any design features that would change vehicle circulation or access. The project includes some minor changes to clarify the locations of pedestrian access to open space and areas around downtown. However, these changes do not result in hazardous features such as sharp curves or dangerous intersections. Therefore, there is no impact as a result of the project.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Impact 4,7-4: Emergency Access. The project will not result in inadequate emergency access (7e). Therefore, the project would result in *no impact*.

There are no proposed changes to vehicle circulation and the proposed project does not modify emergency access from existing conditions. Therefore, there is no impact related to emergency access.

Mitigation Measures

No mitigation measures are required as a significant impact has not been identified.

Transit, Pedestrian and Bicycle Travel

Impact 4.7-5: Transit, Pedestrian and Bicycle Travel. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (7f). Therefore, the project would result in *no impact*.

The Santa Cruz City Council recently accepted an Active Transportation Plan (ATP) (City of Santa Cruz, February 2017). The ATP includes a number of recommendations including programs and projects to create an integrated network of walkways and bikeways that connect neighborhoods to employment centers, commercial land uses, educational facilities, and recreational opportunities. The recommended projects in the ATP are prioritized and ranked based on a number of criteria including crash data, proximity to trip generators, traffic counts and public comments.

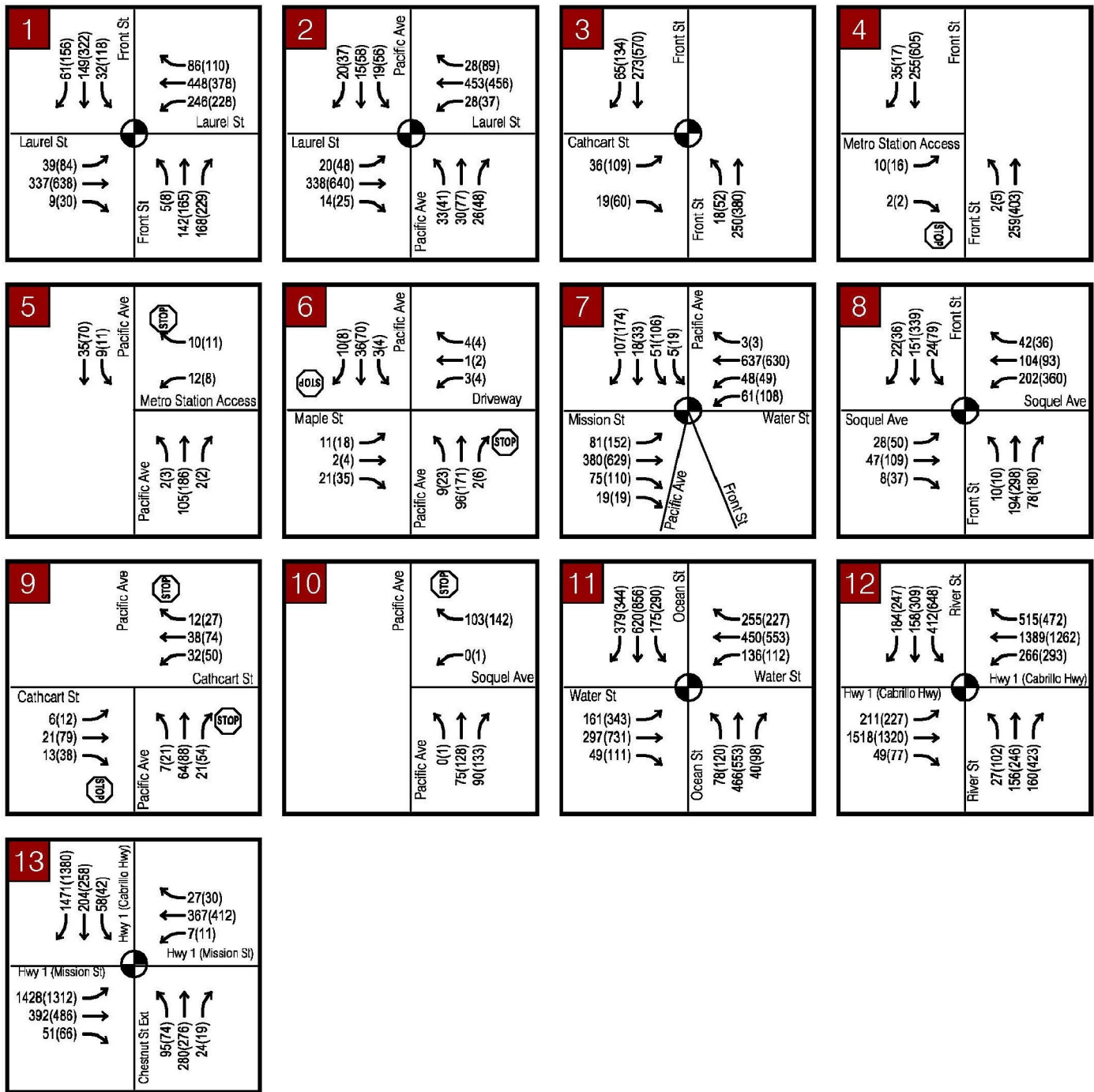
The SCMTD completes a Short Range Transit Plan (SRTP) every five years that contains a review of procedures and an analysis of existing services that results in service improvements and investments. The most recent SRTP (SCMTD 2013) contains a number of policy, practice, and service recommendations. Policy and practice recommendations primarily address SCMTD infrastructure. In 2016, SCMTD underwent a comprehensive operational analysis to reduce operating expenses in order to address a structural deficit of \$6.5 million. The operating analysis resulted in a number of service changes that help to reduce operating costs and superseded the recommendations in the SRTP.

The Downtown Recovery Plan has a strong emphasis on pedestrian scale design and accessibility and includes a new pedestrian connection between Pacific Avenue and Front Street in the vicinity of Elm Street as well as bicycle access at the Elm Street extension to the San Lorenzo Riverwalk. None of the design features in the Downtown Recovery Plan conflict with the ATP or the SRTP and the design emphasis on pedestrians supports the objectives and goals of the ATP. Therefore, there is no impact related to conflicts with plans or programs related to active transportation and transit.

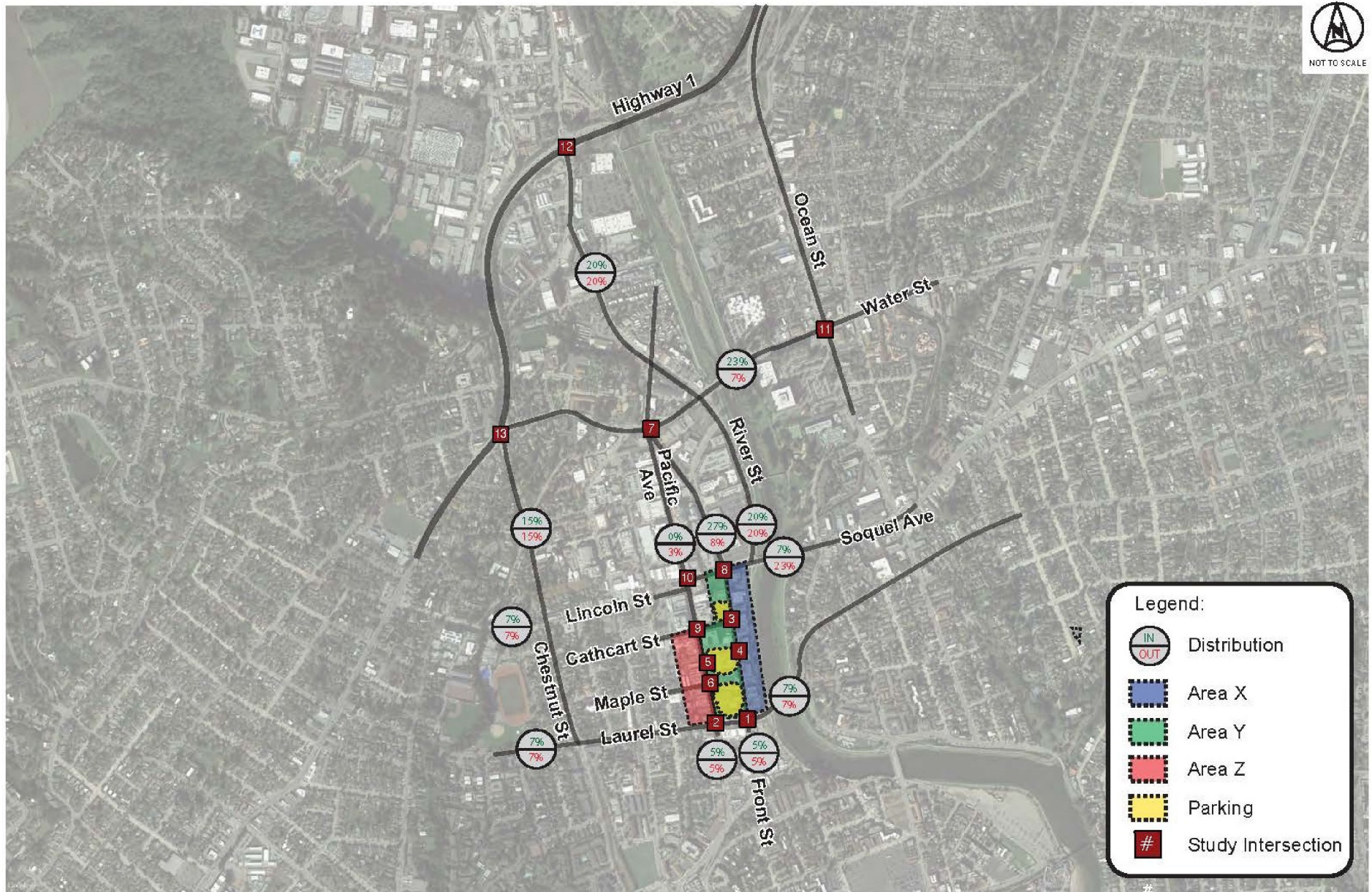
Mitigation Measures

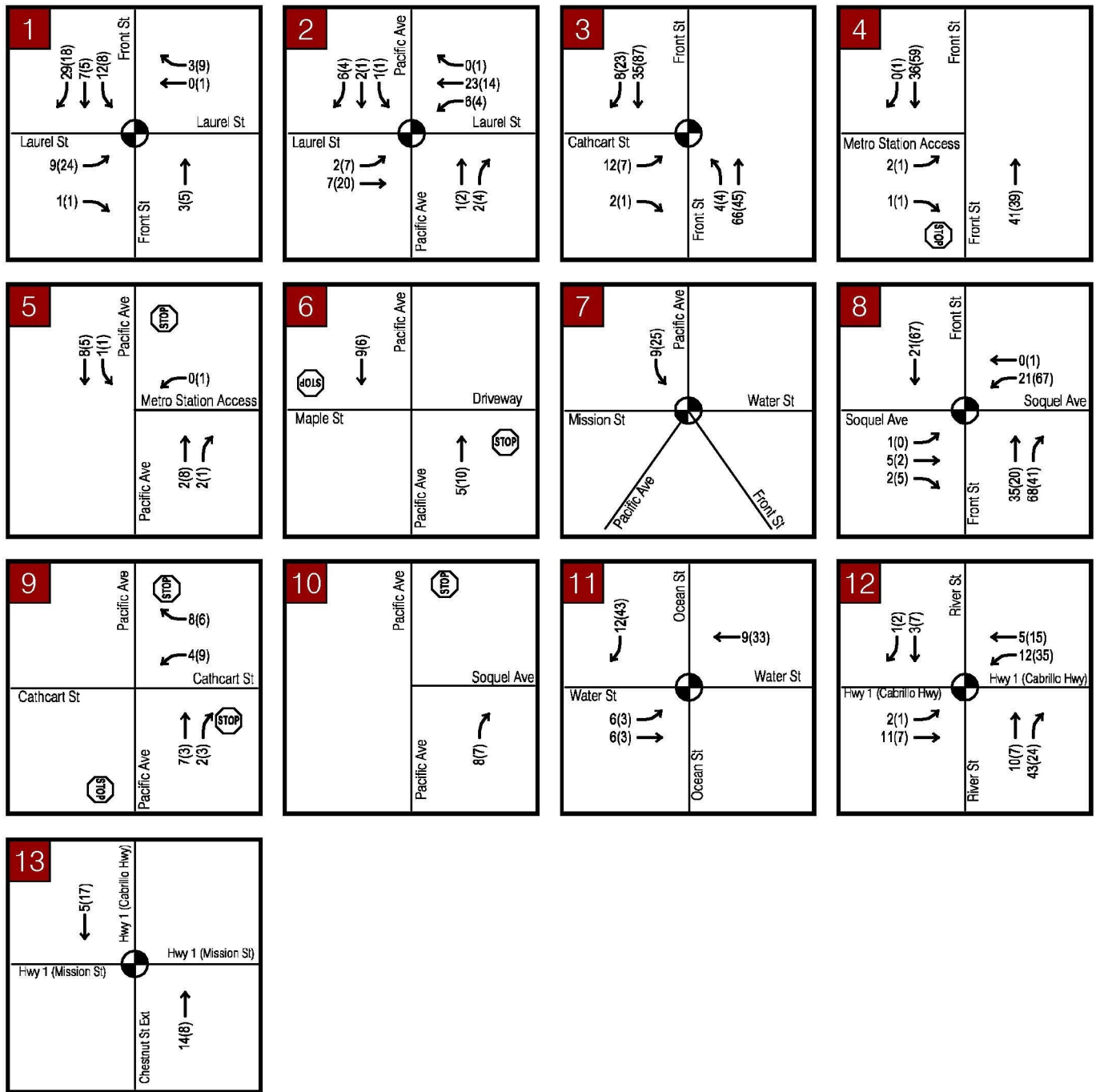
No mitigation measures are required as a significant impact has not been identified.

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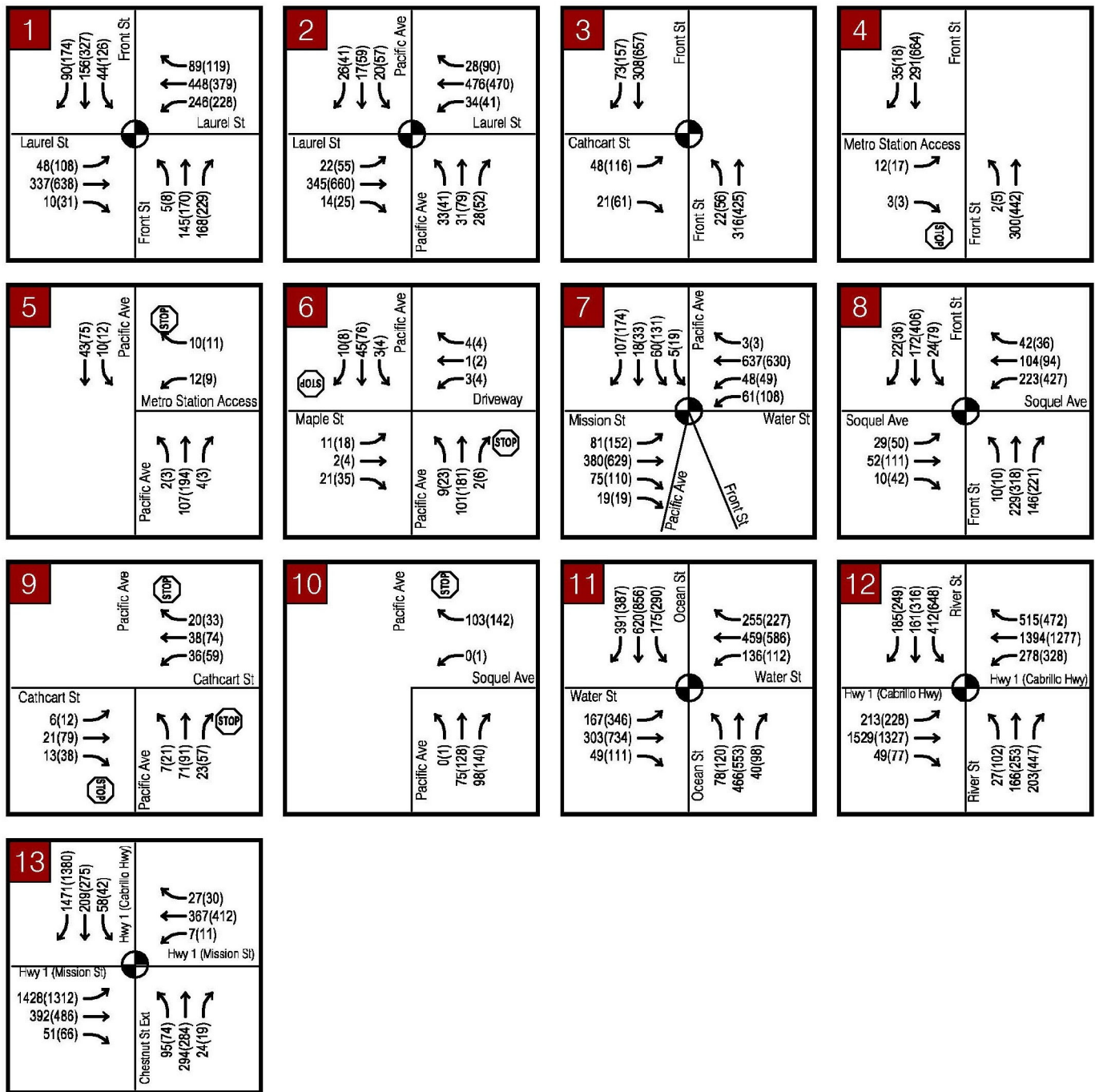


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	INTERSECTION #
	TRAFFIC SIGNAL
	STOP SIGN
XX(X)	AM(PM) PEAK HOUR VOLUMES





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