

SERVICE AUTHORITY  
FOR FREEWAY  
EMERGENCIES  
(SAFE)

RAIL/TRAIL  
AUTHORITY

COMMUTE  
SOLUTIONS

TRANSPORTATION  
POLICY WORKSHOP

BUDGET &  
ADMINISTRATION  
PERSONNEL  
COMMITTEE

INTERAGENCY  
TECHNICAL  
ADVISORY  
COMMITTEE

BICYCLE COMMITTEE

ELDERLY & DISABLED  
TRANSPORTATION  
ADVISORY COMMITTEE

John Barnes  
2005 LRDP EIR Comment  
UCSC Physical Planning and Construction  
1156 High Street, Barn G  
Santa Cruz, CA 95064

January 11, 2006

RE: Comments on the Draft EIR for the University of California at Santa Cruz  
(UCSC) Long-Range Development Plan

Dear Mr. Barnes,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the UCSC Long-Range Development Plan (LRDP). As you know, the Santa Cruz County Regional Transportation Commission (SCCRTC) serves as the Regional Transportation Planning Agency for Santa Cruz County. In general, the transportation analysis and mitigation measures in the Draft EIR appear to be inadequate.

Please accept the attached specific comments on the Draft EIR from the SCCRTC staff for your consideration.

Thank you for the opportunity to comment on the Draft EIR for the UCSC LRDP. If you have any questions, please contact Grace Blakeslee of my staff at (831) 460-3219.

Sincerely,



Pat Dellin  
Acting Executive Director

cc: Commissioner Mardi Wormhoudt  
Commissioner Emily Reilly  
Caltrans District 5 Regional Planning and Development Review  
SCMTD  
SCCRTC  
City of Santa Cruz

**Santa Cruz County Regional Transportation Commission**  
**Staff Comments on the University of California at Santa Cruz Long Range**  
**Development Plan Draft Environmental Impact Report**  
**(1/06)**

1. UCSC relies on Santa Cruz Metro to provide transit service to the campus. As noted in the Draft EIR, Santa Cruz Metro (Metro) and UCSC continue to work together to better integrate UCSC's and Metro's transit services which serve students, faculty, staff and visitors. RTC staff supports TRA-4A which will facilitate on-going evaluation of campus transit services. RTC staff recommends that UCSC continue to work closely with Metro to maximize both off-campus and on-campus transit services for students, faculty, staff and campus visitors. (2005 RTP Policy 2.3)

The Draft EIR indicates that in 2020, 73% of trips to the UCSC campus will be made by transit. This increase will result in transit demand that exceeds existing Metro capacity. In addition, the Draft EIR relies upon existing transit routes to provide transit access for trips to and from the campus. However, existing and new trips generated by implementation of the LRDP to the campus include origins, such as mid and south county locations, not serviced by existing express transit routes. To effectively mitigate impact TRA-2, RTC staff recommends that the Draft EIR add to mitigation measure TRA-2B, "identify new express transit routes from regional centers in south county, mid county and the east side of City of Santa Cruz to the UCSC campus, fully fund new express transit services and fully fund overhead and increased transit operations required from new ridership resulting from implementation of the LRDP". (2005 RTP Policy 5.2)

2. Thank you for including an analysis of potential mode conflicts in the Draft EIR as discussed in LRDP Impact TRA-4. Staff is pleased to see that UCSC continues to support dedicated transit routes such as Bus Rapid Transit. Dedicated transit can decrease conflicts between transportation modes and increase transit efficiency. RTC staff recommends that, "UCSC support funding of a dedicated transit way", be included in LRDP Mitigation TRA-4B. (2005 RTP Policy 2.3.2)
3. The 2005 RTP supports all forms of transportation demand management strategies for school and work trips. RTC staff would like to thank UCSC for your commitment to Transportation Demand Management (TDM) Programs both currently and as part of the LRDP. The Draft EIR identifies the expansion of TDM programs to increase the use of transportation alternatives to campus by 55%. The Draft EIR mitigation measure TRA-2B references potential measures that UCSC will consider to achieve this objective. However, as written, TRA-2B is not an effective mitigation measure for impact TRA-2 and does not commit UCSC to implementation of TRA-2B which mitigates off-campus transportation impacts using TDM strategies. RTC staff recommends that the mitigation measure TRA-2B be changed to state that, "Potential Transportation Demand Management Measures indicated in Table 4.14-19 will be funded and implemented by UCSC" to mitigate impact TRA -2. (2005 RTP Policy 1.3.1)

In addition, RTC staff recommends that the Potential Transportation Demand Management Measures indicated in Table 4.14-19 related to carpooling, vanpooling and

park and ride lot facilities be revised to say, "expand and fully fund commuter vanpools, fully fund on campus carpool promotions, fully fund new park and ride lot facilities and multi-modal hubs in the west and east side of the City of Santa Cruz". (2005 RTP Policy 5.2, 2.4.9)

The RTC's Commute Solutions Program provides ridematching services and commute alternative information for commuters traveling to, from or within Santa Cruz County. RTC staff recommends that UCSC work with the RTC's Commute Solutions Program to identify and fund innovative ways to promote carpooling among campus commuters as noted in Table 4.14-19 and to conduct a study and fund Park & Ride facilities to serve carpoolers and transit service at major centers within Santa Cruz County. RTC staff also recommends that, "UCSC will continue to be a member of the Santa Cruz Area Transportation Management Association", be added to Table 4.14-19. (2005 RTP Policy 1.3.2)

4. The Draft EIR identifies off-campus parking permit programs in place to manage neighborhood parking in the City of Santa Cruz. RTC staff recommends that UCSC continue to work cooperatively with the City of Santa Cruz to implement, administer and enforce the City of Santa Cruz Parking Programs in the downtown and Westside areas of the City. If the City needs funding participation by UCSC for the program, it should be added to a mitigation measure. (2005 RTP Policy 3.5)
5. The Draft EIR identifies 11 off-campus intersections which will be significantly impacted by the implementation of the LRDP. Although impacted, some intersections are not considered significantly impacted as interpreted by the Standards of Significance referred to in the Draft EIR. RTC staff requests that any intersections for which delay is increased due to implementation of the LRDP be considered a significant impact. Mitigations measures should be established for all intersections which will experience an increase in delay, including funding participation by UCSC as determined by the local jurisdiction. Staff also recommends that UCSC work with the City of Santa Cruz to identify the correct Significant Thresholds for the City of Santa Cruz. In particular, RTC staff recommends the delay caused at the Highland Ave/High Street intersection as a result of LRDP implementation be identified as a significant impact. (2005 RTP Policy 2.4.3)
6. The Draft EIR discusses Off-Campus Transportation System Improvements. The Bay Street/Escalona Traffic Signal Project and the Mission Street/Bay Street Improvements are included as planned improvements. These are two of several unfunded local and regional transportation projects in Santa Cruz County. Please provide a funding and construction timeline for these projects as part of this discussion in the Draft EIR to explain why these improvements are assumed in the traffic analysis. Also, if the City identifies funding participation by UCSC, it should be included as a mitigation measure.
7. The Draft EIR did not include a traffic analysis for regional transportation facilities. However, the addition of over 10,000 trips to and from the campus will impact the regional transportation system including the Highway 1 corridor between Morrissey and Larkin Valley Road, Highway 1/San Lorenzo Bridge corridor and the Highway 1/17 Interchange. UCSC's strategies to increase on-

campus housing for students and staff and faculty to reduce daily trips supports 2005 RTP policies and goals. However, the cumulative regionally significant impacts as a result of the LRDP cannot be completely addressed by on campus housing. RTC staff recommends that the EIR analyze and discuss the cumulative impacts of the LRDP implementation on Highway 1 between Morrissey and Larkin Valley Road, Highway 1/San Lorenzo Bridge and the Highway 1/17 Interchange and provide mitigation measures for associated impacts as appropriate, including funding participation by UCSC as determined by the SCCRTC.

8. Please correct the discussion under Planned Regional Improvements to reflect the funding received for the Highway 1/SR 17 Interchange Project in September 2005. The project is scheduled to begin construction in Spring 2006.
9. The 2005 RTP goals and policies support efficient connections among all transportation modes. RTC staff recommends that mitigation measure TRA-2B include funding bicycle parking at transit centers in Santa Cruz County. (2005 RTP Policy 2.8)
10. RTC staff supports that new bicycle lanes be included on all new roads and existing campus roadways. RTC staff recommends that UCSC's financial contribution to the addition of bicycle lanes on new and existing roads be added as a mitigation measure for impact TRA-4. (2005 RTP Policy 1.6.2)
11. The Draft EIR notes that 3% of trips to and from the campus are bicycle trips. This mode split combined with an increase in alternative mode trips stated in mitigation measures TRA-2B will create a greater demand for bicycling facilities within a reasonable bicycle distance of campus and transit routes serving campus. RTC staff recommends that the Draft EIR add "partnering with local agencies to fund bicycle infrastructure improvements that fill gaps and enhance the regional bicycle network serving campus and transit routes" to mitigation measures TRA-4B. (2005 RTP Policy 2.7)
12. RTC staff requests the Draft EIR note that the Eastern Access discussed in the Draft EIR is not included in the 2005 RTP.
13. LRDP Mitigations for Impact TRA-5 include several strategies to mitigate traffic generated by full-capacity special events. To enhance these mitigation measures, RTC staff recommends that on-line carpool matching services be provided by UCSC for each event. Ridesharing is a cost-effective strategy for reducing the total number of trips attending special events in addition to reducing the number of idling cars associated with the end of a special event.