

3.15 TRANSPORTATION/TRAFFIC

3.15.1 SETTING

The existing transportation system in the region consists of a complex network of state and federal highways, local streets and roads, transit services, a series of bicycle paths and pedestrian walkways, railroad lines and a number of aviation facilities. Each of these types of transportation facilities contributes to the whole network.

Roadway Network

The roadway network within the region totals nearly 4,300 centerline miles. Approximately 171 centerline miles are classified in the MTP as “Freeway/Expressway”, 217 centerline miles as “Other Primary Arterial”, 329 centerline miles as “Minor Arterial”, 852 centerline miles as “Collector” and 2,842 centerline miles as “Local”. Of the regional centerline mileage, over half (53.3 percent) is under the jurisdiction of a County in the region, while approximately 21.8 percent is under the jurisdiction of a City within the region. An estimated 11.7 percent is under Caltrans jurisdiction, while the remainder is under various state and federal jurisdictions, as follows: California Department of Parks and recreation (9.2 percent); U.S. Forest Service (2.9 percent); Bureau of Land management (0.8 percent); National Park Service (0.2 percent); and the California Department of Forestry (0.1 percent).

Within the region, the designated routes in the national highway system are all state or federal highways (Highway 101 for its entire length through the region, Highway 156 from Highway 101 to Highway 1, and Highway 1 from Highway 17 in Santa Cruz to Highway 68 in Monterey). Vehicle travel served by these highways includes all trip lengths and trip purposes, ranging from external trips to and from the region, external trips traveling through the region (e.g. from San Jose to Los Angeles on Highway 101), and internal travel between points within the region.

The three counties and 18 incorporated cities within the region are responsible for an extensive network of city and County roads and highways. Major highway routes through the region include Highway 101 (a north-south route primarily serving Monterey County, and connecting through San Benito County and the San Jose/San Francisco Bay area), Highway 1 (which closely follows the Pacific coastline and is the single longest highway in the region, attracting substantial recreational/tourist traffic), Highway 17 (which connects Santa Cruz and the San Jose Area, carrying a high volume of both commuter and recreational traffic), Highway 68 and Highway 183 in Monterey County, Highway 25 and Highway 156 in San Benito County, and Highway 9 and Highway 129 in Santa Cruz County. These highways and other expressways, arterials and collectors not only serve local traffic, but provide access and mobility for trips beginning and/or ending outside the region. Detailed descriptions of each of the major roadways within the region are provided in the three plans.

Transit Systems

Fixed-route transit service is provided in Monterey County by Monterey-Salinas Transit (MST), in San Benito County by the County Express and in Santa Cruz County by the Santa Cruz Metropolitan Transit District (METRO).

MST serves the Monterey Peninsula Cities of Carmel, Del Rey Oaks, Marina, Monterey, Pacific Grove, and Seaside, the City of Salinas, as well as the South County communities of Chualar, Gonzales, Soledad, Greenfield and King City. MST also provides public transit service in areas of unincorporated Monterey County, including the communities of Castroville, Pajaro, Prunedale, Moss Landing, Toro Park, Carmel Valley, Carmel Highlands and Big Sur. To assist inter-regional connections, MST serves the Watsonville Transit Center in Santa Cruz County as well as the Gilroy Caltrain Station in Santa Clara County. MST also operates several seasonal and special service routes, including the WAVE (Waterfront Area Visitors Express), which operates daily on the Monterey Peninsula during the May-September tourist season.

County Express operates five fixed routes within the City of Hollister. These routes operate between 6:30 a.m. and 6:30 p.m. and operate on headways ranging from 20 to 50 minutes. To improve mobility out of San Benito County, County Express also provides Intercounty service to the City of Gilroy. County Express meets the Caltrain commuter service that operates out of Gilroy, and serves the Greyhound Bus Station and Gavilan Community College.

METRO serves the cities of Capitola, Scotts Valley, Santa Cruz and Watsonville and unincorporated portions of Santa Cruz County. METRO operates a commuter express on Highway 17 between Santa Cruz and San Jose and began operating the AMTRAK Thruway feeder service between Santa Cruz and the San Jose Diridon Station in Spring, 2004. During the summer, METRO and the City of Santa Cruz operate a beach shuttle between downtown Santa Cruz and the Boardwalk. METRO routes meet those of the MST at the Watsonville transfer center.

In addition to scheduled public transit, paratransit and local transit systems provide demand-responsive service in the region, both within and beyond the service areas of the fixed schedule operators. These systems include: Monterey County's MST RIDES, Soledad Taxi, Greenfield Autolift and King City Transit; San Benito County's County Express; and Santa Cruz County's Lift Line (Community Bridges), American Red Cross, Volunteer Center, and METRO's ParaCruz. Lift Line provides transportation services for Elderday, the Stroke Center, Senior Dining Centers and the MultiPurpose Senior Services Program. Lift Line also contracts out some rides to private taxi operators. A detailed description of these services is provided in the three plans. These demand-responsive providers are vital in providing access and mobility to the region's transportation disadvantages, particularly in those areas of San Benito County and Monterey County which are not served by scheduled transit service.

Transportation and Parking Services at the University of California, Santa Cruz, also operates scheduled shuttle services on-campus, including integration with METRO campus service as well as

routes linking the main campus with other areas nearby (e.g., Long Marina Laboratory, Mission Street, etc.). At the California State University, Monterey Bay, a shuttle service is provided linking the CSUMB housing areas with the CSUMB main campus.

Greyhound Bus Lines, a private inter-city transit company, provides service along U.S. 101 between the cities of southern Monterey County and Salinas, and provides service between Monterey, the former Fort Ord, Salinas and San Jose. This firm also provides service between Santa Cruz and the San Francisco Bay Area.

Special Transportation Needs

In Monterey County, the special transportation needs of seniors and persons with disabilities (or of those who do not, or cannot, otherwise operate a vehicle) are served through the MST RIDES program. These services operate in the urbanized areas of the Monterey Peninsula and in selected rural portions of Monterey County, supplemented by paratransit services using taxis. County Express provides wheelchair accessible demand-responsive transportation in northern San Benito County.

In Santa Cruz County, there are currently three private non-profit providers of specialized transportation services primarily responsible for providing essential transportation service to senior and disabled residents: Community Bridges' Lift Line, American Red Cross, and Volunteer Center. The Santa Cruz Metropolitan Transit District (METRO), which is responsible under the American with Disabilities Act to provide complementary paratransit service, contracts with Lift Line to provide this federal requirement. Lift Line also provides transportation services for Elderday, the Stroke Center, Senior Dining Centers and the MultiPurpose Senior Services Program.

Under federal Americans with Disabilities Act (ADA) guidelines, the mobility-impaired must either be provided with full access to established transit systems, or comparable service must be provided to all transit route destinations. Although local transit providers take the ADA requirements into account in developing plans and budgets, there is generally insufficient funding available to local transit operators to meet the growing demands of ADA mandated paratransit services.

Non-Motorized Travel Modes

Non-motorized travel modes, such as walking and the use of bicycles, are used primarily for recreation, although a small proportion of work trips and other trips within the region utilize these modes. Despite generally mild weather, considerable level terrain and the presence of urban areas where many trips could be made without a motor vehicle, in the Monterey Bay region non-motorized transportation modes represent only a small fraction of the total number of work commute trips.

Many of the cities within the region (particularly the cities of Monterey, Santa Cruz and Capitola, as well as the University of California at Santa Cruz) and some unincorporated areas have designated

bicycle routes. Beyond the urbanized areas, however, the region is generally sparsely settled, and existing bicycle routes and lanes are characterized by poor continuity along the highway and street network which connects employment sites and residential areas. This constrains the use of bicycles for commute trips. Most bicycle routes in the region are local in nature, and are generally located within the boundaries of a single city or County, with few bicycle routes passing through two or more jurisdictions. Another impediment to bicycle travel is the limited availability of secure bicycle storage at transit terminals, bus stops, and in the vicinity of workplaces, although the Santa Cruz County Regional Transportation Commission has been promoting and providing bicycle storage lockers over the past several years.

Rail Network

The rail network within the region includes all rail lines or other facilities currently served by a railroad for passenger or freight movement, rail lines used for recreational service, rail lines not currently in use, and abandoned rail lines or facilities (either with or without track). With the exception of Watsonville Junction, all of the region's active or abandoned rail lines are single track. Some of the abandoned rail lines have been converted to bicycle/pedestrian trail use.

All rail freight service in the region is provided by the Union Pacific Railroad Company. Agricultural produce and construction materials are the principal rail freight shipments in the region, Freight service is provided along the Coast Line, the rail line between Watsonville Junction and the City of Santa Cruz, the Davenport branch line and the Hollister spur.

Once a day, rail passenger service in the region is provided by Amtrak, with stops in Watsonville, Salinas and King City. Amtrak's service is limited to one "Coast Starlight" train in each direction per day, running between Seattle and Los Angeles. The Santa Cruz Big Trees and Pacific Railway Company is a private excursion rail passenger service operated on a nine-mile single track line from Santa Cruz to its current terminus at the Olympia station in the San Lorenzo Valley. The three plans include additional descriptions of regional rail lines.

Aviation System

The region has six publicly-owned civil aviation airports: the Monterey Peninsula Airport; the Salinas Municipal Airport; the King City Municipal Airport (Mesa Del Rey); the Watsonville Municipal Airport; the Hollister Municipal Airport; and the Marina Municipal Airport. Of these airports, only the Monterey Peninsula Airport provides scheduled air carrier service. A brief description of the facilities at each of these airports can be found in the three plans.

In addition to the six publicly-owned airports, there are several private airports in the region, Of these, the San Ardo and Frazier Lake airports allow public use. The remainder of the privately-owned airports are used primarily for agricultural or business purposes.

Several civil aviation helipads are maintained for helicopter use in the region, including the Mee Hospital helipad in King City, a Texaco helipad in San Ardo, the Soledad Correctional Training Facility helipad, the Watsonville Community Hospital helipad, the Alta Vista helipad near Watsonville, the Dominican Hospital helipad, the Hollister Municipal Airport helipad, and the Hazel Hawkins Memorial Hospital helipad in Hollister.

Currently, there are two operational military airfields in the region: Camp Roberts Army Airfield and Heliport and the Hunter-Liggett Army Airfield.

Transportation Demand Management/Transportation System Management

Transportation Demand Management (TDM) refers to all non-construction programs which are intended to reduce the number of trips required over the transportation network. Transportation System Management (TSM) represents a variety of management techniques designed to improve the efficiency and effectiveness of the transportation system. These techniques improve operations and/or services prior to building new capacity.

Traffic Congestion Management

The Department of Energy's (DOE) Fuel Efficient Traffic Signal Management (FETSIM) Program has assisted in increasing the number of synchronized traffic signals within the region to promote free flowing traffic conditions, less use of vehicle fuel and decreased pollution due to less congestion.

In the past, some jurisdictions within the region have implemented minor design improvements to the existing transportation infrastructure in lieu of costly capital construction or reconstruction. In the future, signalization, channelization and the construction of acceleration and deceleration lanes are expected to achieve traffic flow improvements.

Intermodal Transportation

As indicated in the 1994 MTP, traffic engineers and transportation planners in the region have employed one or more of the following methods of enhancing intermodality to increase the use of the existing transportation capacity:

- Coordinate transit routes and schedules with those of inter-city rail and bus service;
- Provide amenities and facilities for bicycle and pedestrian access to transit stops and terminals; and
- Facilitate and encourage access to the regional air carrier airport by HOV, paratransit, transit, taxi and bicycle.
- Provide park and ride facilities with bicycle, pedestrian and transit access amenities.

High Occupancy Vehicles/Ridesharing

In an effort to encourage ridesharing, there are fifteen formal, informal and joint use park and ride lots in the Monterey Bay region. Santa Cruz County has two formal park and ride lots and four joint use lots. San Benito County has two formal park and ride lots, while Monterey County commuters have four formal park and ride lots from which to choose.

Preferential Transit/Carpool Treatment

Methods employed by local jurisdictions to encourage people to reduce their use of single-occupant vehicles include: preferential parking for carpools and vanpools; subsidized transit passes; use of agency vans for vanpooling and provision of an on-site transportation coordinator. Regional transit agencies strive to ensure that the major developments within their service areas are transit accessible, and that transit stops are located to promote transit use.

Parking Management

Employers and local governments can either provide an incentive or disincentive to single-occupant vehicle use through parking management. Within the region, several park-and-ride lots have been placed in locations where people can easily meet and form carpool trips. In an effort to encourage ridesharing, there are fifteen formal, informal and joint use park and ride lots in the Monterey Bay region. Santa Cruz County has two formal park and ride lots and four joint use lots. San Benito County has two formal park and ride lots, while Monterey County commuters have four formal park and ride lots from which to choose.

3.15.2 IMPACTS AND MITIGATION MEASURES**THRESHOLDS OF SIGNIFICANCE**

Implementation of the three plans could have a significant environmental impact if it were to result in:

- An increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeding (either individually or cumulatively) a level of service standard established by the County congestion management agency for designated roads or highways;
- A change in air traffic patterns (including either an increase in traffic levels or a change in location) that results in substantial safety risks;

- A substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access;
- Inadequate parking capacity; or
- A conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Traffic Congestion (Operational)

Implementation of any single roadway improvement project identified in the financially constrained Action Elements of the three plans could be expected to change existing volume-to-capacity ratios in some degree. In overall terms, the proposed improvements associated with implementation of the roadway projects identified in the financially constrained Action Elements of the three plans are likely to result both in improvements in existing volume-to-capacity ratios on some roadway segments, and a deterioration in existing volume-to-capacity ratios on other roadway segments. In some instances, completion of the proposed improvements would not significantly change the existing volume-to-capacity ratios. On the basis of modeling conducted during preparation of the 2005 MTP, it can be said that an increase in vehicle hours of travel by 2030 is inevitable on many of the region’s roadways, regardless of whether or not the Action Elements of the three plans are fully implemented, but that failure to implement the Action Element projects would result in an increase in vehicle hours of delay.

As indicated in Table III-9 of the DRAFT 2005 Monterey Bay Metropolitan Transportation Plan (summarized below), vehicle hours of delay on freeways, multilane roadways and two-lane roadways within the region are expected to increase between 2000 and 2030, even with implementation of the transportation system improvements identified in the three plans:

	2000	2030 (with projects)	2030 (No Build)
Hours of AM Peak Hour Delay	9,879	18,425	19,850
Hours of PM Peak Hour Delay	12,021	22,337	23,981
Hours of Off-Peak Delay	37,022	71,286	78,347
Total Hours of Delay	58,922	112,048	121,178

The total hours of delay are projected to increase by 53,126 between 2000 and 2030 with the implementation of the transportation system improvement projects identified in the three plans, an increase of approximately 90 percent. However, in the absence of these projects (No Build), the total hours of delay are projected to increase by 62,256 during this period, more than doubling the year 2000 total hours of delay.

IMPACT 3.15.1: Deterioration in Traffic Operations. Although they would likely reduce regional traffic congestion, implementation of some projects identified in the financially constrained Action Elements of the three plans could result in localized traffic congestion. Several airport, rail station, and park and ride lot projects are included in the three plans. These projects are intended to relieve regional traffic congestion through multi-modal transportation facilities. However, these facilities would act as focal points for automobiles, since their purpose is to concentrate automobile trips at transfer nodes. Because of this concentration, there could be localized traffic congestion near these facilities. This could represent a **potentially significant environmental impact** associated with this type of project.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.15.1: Project-Specific Traffic Studies/Mitigation

A. Implementing agencies that propose transportation system improvement projects that are demonstrated to significantly impact local roadways shall, where appropriate, design such projects so that impacts are reduced or eliminated. Project-specific mitigation should provide a range of mitigation options, including (but not limited to) the following:

- Reduction in project size;
- Relocation of project route or alignment;
- Modification of project to provide additional lane capacity;
- Modification of project to provide additional turning lanes;
- Provision of additional transit services in lieu of, or in addition to, roadway capacity increases;
- Designation of Peak Hour HOV lanes in lieu of mixed-flow lanes;
- Additional carpool and vanpool incentives;
- Expanded intermodal transportation facilities, including secure bicycle parking, bicycle carriers on buses, and Park & Ride lots; and
- Use of Transportation Demand Management (TDM) measures to reduce traffic demand instead of increasing roadway capacity.

B. If physical changes to such projects are not feasible due to physical, economic, technological or other constraints, the implementing agencies may be required to pay in lieu traffic mitigation fees such that roadways and/or intersections affected by these projects maintain acceptable levels of service.

C. Implementing agencies that propose transportation system improvement projects that are demonstrated to significantly impact local roadways shall, where appropriate, incorporate facilities that encourage the use of alternative forms of transportation (e.g., provision of bike storage facilities,

pedestrian facilities, etc.) into the design of the projects, as feasible. In addition, such facilities shall, where appropriate, provide additional carpool or vanpool incentives, as feasible.

RESULTING LEVEL OF SIGNIFICANCE

Depending on the outcome of project-specific traffic analysis, implementation of some combination of these and/or other traffic mitigations could be expected to reduce this impact to a level of less than significant in most cases. However, in a few instances, such mitigation may not be feasible, and impacts could be expected to remain **significant and unavoidable**.

Construction-Related Traffic Congestion

During construction associated with transportation system improvement projects identified in the three plans, short-term traffic impacts may occur due to lane closures, equipment maneuvering and rerouting. This could affect vehicle, bicycle and pedestrian traffic.

IMPACT 3.15.2: Temporary Increase in Traffic Congestion during Construction. Construction associated with the implementation of some transportation system improvement projects identified in the financially constrained Action Elements of the three plans could be expected to result in temporary lane closures, equipment maneuvering and rerouting, which could result in temporary traffic congestion and other access restrictions that could disrupt existing homes, businesses and pedestrian, bicycle and transit routes. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.15.2: Development of Detour and Access Plans

Implementing agencies shall, where appropriate, ensure that transportation system improvement projects that could affect traffic flow and access prepare detour and access plans, subject to review and approval by the permitting agency. In addition, signs and safety measures shall be installed during construction, where appropriate, to ensure continued safe access for affected cyclists, pedestrians, businesses and homes.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of this mitigation measure could reduce potential impacts to a level of less than significant in most instances, although in a few cases these impacts could remain **significant and unavoidable**.

Induced Traffic

The transportation and academic literature define “induced vehicle miles traveled (VMT)” as vehicle activity resulting from new trip generation as a response to new roadway capacity (i.e., an individual

will make more vehicle trips after highway capacity is expanded). This concept assumes a latent demand for roadway capacity that is not accommodated by existing roadways (i.e., individuals that would otherwise utilize roadways instead travel at non-peak commute times, on other routes, or on other modes, such as public transit). Traffic related to new growth (increase in jobs, housing or population) is not considered induced travel activity, since associated increases in vehicle trips are not generated as a result of roadway capacity expansion. Trips generated as a result of socioeconomic growth can be adequately addressed through current travel demand modeling and air quality modeling. These impacts are addressed in the travel forecasts of the three plans and the general plans of the three counties and cities within the region.

Time-of-day and route diversion do not typically result in a net increase in vehicle activity when viewed from a regional perspective. Rather, such diversions would concentrate trips on expanded roadways and at peak commute times, in turn relieving traffic congestion on alternate routes at alternate times. However, diversion from other modes would be expected to increase vehicle activity, as commuters take advantage of the increased roadway capacity by switching from public transportation or other commute alternatives to individual vehicles. Diversion from other modes would also be expected to increase vehicle trips on local roads. However, it is assumed that if the diversion from other modes would result in a magnitude of trips that created congestion of roadways, trips would be diverted back to alternative modes, times and routes. In addition, the three plans identify several projects that promote the use of transportation alternatives to single-occupancy vehicles. It is assumed that, on balance, implementation of the three plans would increase transit ridership and the utilization of other commute alternatives, and would, accordingly, reduce the number of daily vehicle trips within the region. Therefore, implementation of the three plans would result in less than significant impacts related to induced VMT.

Aviation

Implementation of the aviation-related improvement projects identified in the financially constrained Action Elements of the three plans is intended to accommodate projected growth in regional air traffic. This projected growth in regional air traffic would not represent a change produced by the three plans, but would occur as a result of population growth within the region even without such projects. These projects would generally not be expected to result in any significant changes in air traffic patterns which would result in substantial safety risks.

Design Hazards

The three plans identify a number of projects that would involve roadway improvements, widenings, realignments and/or extensions. In the absence of project-specific designs, it is possible that some of these projects could incorporate hazardous design features (e.g., sharp curves, dangerous intersections, etc.).

IMPACT 3.15.3: Hazardous Design Features. Although some projects identified in the three plans are aimed at reducing existing hazardous features, in the absence of project-specific designs, it is possible that some of the transportation system improvement projects identified in the financially

constrained Action Elements of the three plans might incorporate design features which could result in a substantial increase in hazards (e.g., sharp curves or dangerous intersections). As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to create such hazards. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.15.3: Project-Specific Safety Review/Mitigation

As part of the environmental review for each proposed project identified in the financially constrained Action Elements of the three plans, a comprehensive safety analysis should be conducted by the implementing agency to ensure that implementation of the project as proposed would not result in any significant increase in hazards. If potential project-related hazards are identified, appropriate mitigation should be implemented to reduce or eliminate the potentially hazardous situation as part of the project design process. This may involve realignment, redesign or reconfiguration of roadway improvements.

RESULTING LEVEL OF SIGNIFICANCE

This measure could generally be expected to reduce potential hazards associated with the design of specific transportation system improvement projects to a level of less than significant.

Emergency Access

IMPACT 3.15.4: Temporary Interference with Emergency Access. Proposed roadway construction and other transportation system improvement projects identified in the financially constrained Action Elements of the three plans could temporarily interrupt traffic, and could impede emergency access in some instances. Emergency response vehicles could be delayed as a result of proposed construction activities. A review of the projects currently listed in the financially constrained Action Elements of the three plans failed to identify any project which would definitely interfere with emergency access. However, as the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to interfere with emergency access. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.15.4: Notification/Designated Detours

Emergency access to major critical transportation facilities (e.g., state or federal highway) or other critical facilities (e.g., hospitals, fire stations, etc.) should not be disrupted without first coordinating with the appropriate County Office of Emergency Preparedness. Prior to construction, the appropriate agency responsible for the actual implementation of each individual project listed in the

financially constrained Action Elements of the three plans should notify all public safety agencies and affected property owners of any pending road construction activities and road closures. Detours should be designated and adequate access and circulation provided at construction sites to permit emergency vehicles to safely and effectively navigate in these areas, even during construction activity.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of these measures could reduce the impact to a level of less than significant.

Parking

IMPACT 3.15.5: Insufficient Parking Capacity. In the absence of project-specific designs, it is possible that some of the transportation system improvement projects identified in the financially constrained Action Elements of the three plans might not provide sufficient parking capacity to meet anticipated demand. The types of project which might involve such impacts may include (but are not necessarily limited to) the construction of new transit facilities. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.15.5: Project-Specific Parking Review/Mitigation

As part of the environmental review for each project identified in the financially constrained Action Elements of the three plans which will generate a demand for parking, a parking analysis should be conducted by the appropriate agency responsible for the actual implementation of such projects to ensure that implementation of the project as proposed would not result in any significant lack of parking space. If potential project-related parking insufficiencies are identified, then appropriate mitigation (e.g., preferential parking for carpools, for-fee parking space, implementation of trip reduction programs, incorporation of transit-oriented features, incorporation of bicycle-friendly and pedestrian-friendly features, etc.) should be implemented to provide adequate project-related parking space as part of the project design process.

RESULTING LEVEL OF SIGNIFICANCE

This measure could generally be expected to reduce potential shortfalls in parking space associated with the design of specific transportation system improvement projects to a level of less than significant.

Alternative Modes of Transportation

Implementation of the transportation system improvement projects identified in the financially constrained Action Elements of the three plans would generally be consistent with (and not in conflict with) the adopted policies, plans or programs of jurisdictions within Monterey, San Benito and Santa Cruz counties which support alternative transportation modes.