APPENDIX D

TRAFFIC REPORT

Received by RMA-Planning
on February 12, 2018.

Keith Higgins
Traffic Engineer

RIVERVIEW AT LAS PALMAS SENIOR HOUSING TRAFFIC IMPACT ANALYSIS

ADMINISTRATIVE DRAFT REPORT

MONTEREY COUNTY, CALIFORNIA

Prepared for
Riverview at Las Palmas, LLC
Carmel, CA 93923

Prepared by
Keith Higgins, Traffic Engineer
Gilroy, CA 95020

June 20, 2017

TABLE OF CONTENTS

EXHIBITS

APPENDICES

1 INTRODUCTION

This traffic study analyzes the impacts associated with the development of the Riverview at Las Palmas Senior Assisted Living project in Monterey County. **Exhibit 1** shows the location of the proposed project. **Exhibit 2** shows the proposed site plan.

1.1 Project Description

The project is proposed to include 26 senior assisted living units (Casitas), which are expected to have a traffic generation rate similar to typical attached senior housing units. It is also proposed to include 52 beds of assisted care and 48 beds of memory care (similar to a nursing home).

The project is proposed to provide an opportunity for a continuum of care ranging from seniors with lesser needs through providing care for those needing substantial assistance.

1.2 Scope of Work

The study includes the evaluation of the following intersections and road segments:

Intersections:

1. Reservation Road / Highway 68 WB Ramps
2. River Road / Highway 68 EB Ramps
3. Las Palmas Road / River Road

Road Segments:

1. Highway 68 between San Benancio Road and Toro Park Interchange

The study intersections are shown in **Exhibit 3**. Beyond the limits of the study area, the project trips disperse onto various local streets and roads or onto regional facilities. The impact of trips that disperse on the local road network lessens as they move away from the project site. The local intersections included in the analysis were identified as potentially experiencing the greatest impact from the project.

Weekday AM and PM peak hour traffic operations were analyzed for the following conditions:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Cumulative Plus Project Conditions

1.3 Traffic Operation Evaluation Methodologies and Level of Service Standards

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by Monterey County and Caltrans for each intersection. LOS is a qualitative description of an intersection's or road segment's operation, ranging from LOS A to LOS F. Level of service "A" represents free flow un-congested traffic conditions. Level of service "F" represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. All three study intersections are signalized. LOS descriptions for signalized intersections are included as **Appendix A**.

Intersection traffic operations were evaluated using the Synchro analysis software (Version 9) and *Highway Capacity Manual 2010 (HCM 2010)* methodologies for signalized intersections. Intersection operations are based on the average vehicular delay at the intersection. The average delay is then correlated to a level of service. When analyzing signalized intersections, the overall intersection delay is used to determine LOS.

The study area falls within the jurisdiction of two public agencies, Monterey County and Caltrans. Level of service standards and impact significance criteria adopted by each public agency have been used as appropriate.

For this study, the following level of service thresholds have been used:

1. The County of Monterey LOS "D" standard has been applied to intersections under the jurisdiction of the County of Monterey.

2. The Caltrans level of service standard is the LOS C/D threshold. The Caltrans LOS C/D standard has been applied to state-controlled intersections and road segments.

1.5 Criteria for Significant Project Impacts

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. In accordance with CEQA, specific impact criteria have been applied to the study intersections and road segments to determine if the project specific increase in traffic is substantial in relation to the existing traffic load and capacity of the street system.

The following significance criteria have been applied to the analysis results.

County of Monterey

A significant impact at a signalized study intersection is defined by Monterey County traffic impact study guidelines to occur under the following conditions:

- A significant impact would occur if an intersection operating at LOS A, B, C, or D degrades to E or F. For intersections already operating at unacceptable level E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

Caltrans

Per the "Caltrans Guide for Preparation of Traffic Impact Studies" publication, "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, 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. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained." MOE refers to the measures of effectiveness which are used to describe the measures best suited for analyzing State highway facilities.

Caltrans perceives an impact when there is any degradation in the performance measure below the cusp of C/D. If a facility is currently operating at or below LOS D, then any trips added represent a potential impact, and the performance measure should be brought back to predevelopment conditions. While a single trip added to a degraded facility is not usually reflected in the performance measure, Caltrans reserves the ability to consider a single trip as an impact.

1.6 Funding for Transportation Improvements

TAMC Fee and Sales Tax Measure

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions have adopted a county-wide, regional impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to all new development within Monterey County. The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008) prepared by Kimley-Horn Associates, Inc. *The Regional Impact Fee Nexus Study Update* was updated again in 2013.

In November, 2016 Monterey County voters approved a 30 year, 3/8 cent sales tax measure to fund a broad range of transportation improvements. $50,000,000 has been earmarked for Highway 68 improvements. TAMC is currently conducting corridor studies to identify improvement options and to focus on options that will provide the most significant benefits to residents and the travelling public.

Monterey County Traffic Impact Fee

In August 2006, the City of Salinas and the County of Monterey entered into an agreement known as the Greater Salinas Area Memorandum of Understanding (MOU). As stated in a report dated August 29, 2006 to the Salinas City Council and the Monterey County Board of Supervisors, "The MOU establishes a broad policy framework to govern and facilitate land use decisions in the Greater Salinas Area. The MOU must be viewed in its entirety as it is intended to aid the community, the City, and the County in the mutual goal of achieving orderly, consistent, and reasoned land use determinations in the Greater Salinas Area recognizing the responsibilities of both the County and City to assure orderly development in their respective jurisdictions."

Item #9 in the MOU states "City and County agree to support fees and taxes needed to mitigate the collective impact of new and existing development on the regional transportation system to the extent that the fees and taxes reflect the overall financing program adopted by TAMC".

Item #10 in the MOU states that "City and County agree that the County will develop a County-wide Traffic Impact fee program for the improvement of major County roads in accordance with the County adopted General Plan." The County will consult with TAMC and Monterey County cities in the development of the County fee program. In order to prevent the need for an ad hoc traffic impact fee on developments within the City of Salinas, the County's traffic impact fee program will make the Greater Salinas Area a priority, and the County will attempt to complete a nexus study and hearing process within 18 months of adoption of the County General Plan.

The 2010 Monterey County General Plan, which was adopted October 26, 2010, provides policies to enact the policy framework provided by the MOU. Specifically, the General Plan includes the following policies:

C-1.8 Development proposed in cities and adjacent counties shall be carefully reviewed to assess the proposed development's impact on the County's circulation system. The County, in consultation with TAMC and Monterey County cities shall, within 18 months of adoption of the General Plan, develop a County Traffic Impact fee that addresses Tier 2 impacts of development in cities and unincorporated areas. From the time of adoption of the General Plan until the time of adoption of a County Traffic Impact Fee, the County shall impose an ad hoc fee on its applicants based upon a fair share traffic impact fee study.

C-1.9 All available public and private sources shall be used for the funding of road and highway development, improvement and maintenance.

C-1.10 The County, in coordination with TAMC and other affected agencies, shall continue efforts to improve traffic congestion at critical locations.

C-1.11 In addition to the County Traffic Impact Fee established in Policy C-1.8, the County shall require new development to pay a Regional Traffic Impact Fee developed collaboratively between TAMC, the County, and other local and state agencies to ensure a funding mechanism for regional transportation improvements mitigating Traffic Tier 3 impacts.

To date, a county-wide traffic fee program has yet to be adopted. Monterey County Public representatives recently stated that a draft fee program is complete and they hope to have the fee adopted in the Fall, 2017. However, the County has been assessing fees for the Countywide Traffic Impact fee on an ad hoc basis per the fee program's draft fee schedule.

2 EXISTING TRAFFIC CONDITIONS

This section describes the existing street network relevant to the proposed project and the existing operational traffic conditions.

2.1 Existing Roadway Network

The key roadways in the vicinity of the proposed project include Highway 68, Reservation Road and River Road. These facilities are described below:

Highway 68 (SR 68) connects State Route 1 in Monterey and US 101 in Salinas. It is a 2-lane rural highway with a speed limit of 55 mph between SR 1 and just south of the Portola Drive interchange. Highway 68 is a 4-lane freeway with 65 mph speed limit between the Portola Drive and Spreckels Boulevard interchanges. Highway 68 is a 4-lane divided highway with 55 mph speed limit from the Spreckels Boulevard interchange to Blanco Road in the City of Salinas. Once inside the City of Salinas, SR 68 becomes an arterial along South Main Street and John Street. It serves as a commuter route between Salinas and the Monterey Peninsula, and functions as a scenic tourist route to the Monterey Peninsula.

Reservation Road is a two-lane rural road that connects Highway 68 to the City of Marina. South of Highway 68, Reservation Road becomes **River Road**, which is a 4-lane road from the Highway 68 / Reservation Road interchange to Las Palmas Road. It narrows to 2 lanes just east of Las Palmas Road. The River Road/Las Palmas Road and River Road/Las Palmas Parkway intersections are signalized. River Road provides access to residential neighborhoods. The Highway 68 ramp intersections with Reservation Road and River Road are signalized.

2.2 Existing Conditions Intersection Operations

Weekday AM and PM peak hour turning movement counts at the study intersections were conducted in March and May 2017. The counts were reviewed and, where appropriate, balanced between intersections. The existing conditions peak hour traffic volumes are presented in **Exhibit 4**. Raw traffic count data is included in **Appendix B**.

Synchro 9 was utilized to evaluate existing conditions operational levels of service at the study intersections. The analysis was performed for the weekday AM and PM peak hours using Highway Capacity Manual 2010 (HCM 2010) methodologies.

All the study intersections operate at acceptable levels of service under existing conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 5**. LOS calculation worksheets are included as **Appendix C**.

2.3 Existing Conditions Road Segment Operations

According to the 2010 Monterey County General Plan Environmental Impact Report, River Road currently operateds in 2008 at LOS C (2008 Average Daily Traffic (ADT) of 14,810 and 2016 ADT of 14,100) between Highway 68 and Las Palmas Road and LOS D from las Las Palmas Road to Las Palmas Parkway (2008 ADT of 11,750 and 2016 ADT of 13,000), according to the 2010 Monterey County General Plan Environmental Impact Report. Daily traffic volumes in 2016 are essentially equivalent to 2008. Evening peak hour traffic volumes counted in 2017 for this study totaled 1,492 north of Las Palmas Road and 1,367 south of Las Palmas Road. Evening peak hour volumes generally represent about 10% of the daily total, so they are consistent with the 2016 daily volumes. River Road operates at an These are acceptable levels of service.

Highway 68 has been determined to currently operate at LOS F in the Monterey County 2010 General Plan. The Transportation Agency for Monterey County (TAMC), Caltrans and the County of Monterey are currently conducting a corridor study to investigate improvements to Highway 68, including roundabouts at currently signalized intersections. Measure X, the Transportation Safety & Investment Plan is a sales tax measure that was approved by Monterey County voters in November, 2016. This measure provides $50 million towards Highway 68 improvements for congestion relief and safety improvements. In addition, the TAMC regional development impact fee designates an additional $4 million toward these improvements.

2.4 Existing Transit Service

The primary public transit service in the County of Monterey is the bus service provided by Monterey-Salinas Transit (MST). MST focuses on improving operational conditions through established bus routes and schedules that efficiently meet travel demands, reduce travel times, improve service reliability, and encourage bike-and-ride initiatives. All MST buses are wheelchair accessible and equipped with bike racks. In the vicinity of the project, bus routes are provided along Highway 68. There are no MST bus routes provided along River Road.

2.5 Existing Bicycle Facilities

The County of Monterey has an adopted Bikeway Plan designating routes along roadways that can be used by bicycling commuters and recreational riders for safe access to major employers, shopping centers and schools. Three basic types of bicycle facilities are described below:

1. Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
2. Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

3. Bike route (Class III) - Provides shared use of the roadway with motorists, designated by signs or permanent markings.

Highway 68 and River Road are designated as Cross County Bike Routes on the 2016 Monterey County Bike Map. Both have shoulders that function as bike lanes.

3 PROJECT TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

The procedures for generating and assigning project trips to the local road network are described in this section.

3.1 Project Trip Generation

The project is proposed to include 26 senior assisted living units (Casitas), which are expected to have a traffic generation rate similar to typical attached senior housing units. It is also proposed to include 52 beds of assisted care and 48 beds of memory care (for traffic generation purposes, similar to a nursing home). In total, the project is expected to generate about 363 daily trips with 22 during the morning peak hour and 33 during the evening peak hour. This assumes the project operates with peak hour trip generation characteristics similar to a standard project with this mix of senior living uses. The project trip generation estimate is summarized in **Exhibit 6**.

Exhibit 7 shows the proposed project shift staffing and hours. The project is expected to employ a total of about 92.5 staff members over a 24-hour period. The times of shift changes with corresponding employees is also tabulated on this exhibit. The shift changes that are most relevant to project traffic impacts are those that occur near the peak hour of the street and highway system.

As a means of reducing peak hour trip generation, the project proposes to have shift changes occur outside peak travel periods, that is, during the hours of 7am to 9am and 4pm to 6pm. Morning Shifts A and B, Day Shift B and the Evening and Night Shifts all will change outside the two-hour street peak periods. Day Shift A will be the only shift that begins and ends during the morning and evening peak hours, respectively.

Rescheduling the Day Shift A schedule to begin and end outside the street peak period would eliminate 12 inbound trips in the morning peak hour (from Day Shift A) and 12 outbound trips during the evening peak hour. This would result in a net total of 10 morning street peak hour trips and 21 evening street peak hour trips.

3.2 Project Trip Distribution and Assignment

The project's trip distribution based on existing traffic patterns in the study area is shown graphically in **Exhibit 8**. Project trip assignments at the study intersections are shown in **Exhibit 4**. The project will add about 1 morning peak hour trip and 4 evening peak hour trips to the two-lane section of Highway 68 immediately west of the Toro Park interchange. Project traffic will dissipate along the Highway 68 corridor at the many crossroads including Torero Drive, San Benancio Road, Corral de Tierra Road and Laureles Grade, resulting in less than one morning peak hour trip and about two evening peak hour trips west of Laureles Grade. Project traffic will be at or below one peak hour trip west of Highway 218.

4 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

This section describes existing plus project conditions. Traffic related impacts associated with project development are discussed in this section.

4.1 Existing Plus Project Traffic Volumes

The project trip assignments in **Exhibit 4** were added to the existing traffic volumes to estimate existing plus project traffic volumes. Existing plus project traffic volumes for the AM and PM peak hours are also presented in **Exhibit 4**.

4.2 Existing Plus Project Conditions Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under existing plus project traffic conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 5**. LOS calculation worksheets are included as **Appendix C**. All project impacts at study intersections will be insignificant.

4.3 Existing Plus Project Conditions Road Segment Operations

The project will have no effect on the level of service of River Road between Highway 68 and Las Palmas Parkway.

Project traffic will have no effect on Highway 68 traffic operations. However, Highway 68 has been determined to currently operate at Level of Service F in the Monterey County General Plan. Monterey County and Caltrans consider the addition of a single peak hour trip to be a significant impact. Therefore, the project will have, as determined by Monterey County and Caltrans, a significant impact on the two-lane section of Highway 68 between Toro Park and Highway 218. However, the added trips are imperceptible and insignificant in proportion to the existing traffic volumes.

The project will pay a TAMC fee that will represent the project's fair share contribution toward Highway 68 improvements and improvements on other regional facilities.

With regard to neighborhood street impacts, the project site is located at the end of Woodridge Court. Woodridge Court connects to River Run Road, which connects to Las Palmas Road, which provides access to and from River Road. Woodridge Court, River Run Court are local streets. Las Palmas Road functions as a collector street, providing access to and from the project will add traffic to each of these streets. Las Palmas Road currently carries about 164 morning peak hour and 155 evening peak hour trips. Traffic counts conducted in November, 2013 indicated that Las Palmas Road between River Road and Winding Creek Road carries about 1,837 daily trips. Riverview Court daily traffic totaled 386, for a grand total of 2,223 for the 313 homes in Las Palmas 1. The daily trip generation rate is about 7.1 trips per day per home.

Las Palmas Road has no homes along its frontage. Four perpendicular parking stalls are currently located at the west leg of the Winding Creek Road intersection. Otherwise, there is no parking along this street. Two lane collector streets have a capacity of over 10,000 vehicles per day. It has a width of 40 feet, which corresponds to a secondary street in the Monterey County Standard Details, which has a very conservative threshold of carrying up to 3,000 vehicles per day. Level of Service C (LOS C) was the General Plan policy in effect at the time of the approval of the Las Palmas Specific Plan. This threshold therefore corresponds with LOS C.

Assuming this rate applies to all subareas within La Palmas 1, the daily trip totals for Las Palmas Road between Winding Creek Road and River Run Road is about 1,200. This is 60% below the LOS C capacity normally attributable to collector streets as well as the Monterey County threshold of 3,000 vehicles per day.

River Run Road carries about 950 vehicles per day between Las Palmas Road and Woodbridge Court. River Run Road is a local street. It has a width of 38 feet, which is about midway between a secondary street (40 feet width) with a LOS C threshold of 3,000 and a tertiary street (34 feet width) with a LOS C threshold of 1,000. This section of street could therefore be considered a hybrid with a LOS C threshold of 2,000 vehicles per day. Functionally, it currently provides the sole access to over 130 homes plus the Corey House and the remaining parcel that is the site of the proposed project (earmarked for approximately 40 homes in the original Las Palmas Specific Plan). River Run Road with the buildout of the project site under its original development proposal would be estimated to carry about 1,230 to 1,300 vehicles per day (35% below the LOS C threshold). On that basis, River Run Road will continue to operate at LOS A-B.

A final consideration for River Run Road is a comparison of anticipated traffic volumes with traffic volume thresholds used by nearby municipalities in neighborhood traffic management and traffic calming policies. Monterey County does not have a policy. The City of Salinas recently adopted the “City of Salinas Neighborhood Traffic Management Program,” November, 2008, that states on page 61 that, “If traffic volumes on residential streets are projected to be less than 1,500 vehicles per day (vpd), then no action is needed, nor will it be taken.” The “City of Seaside Traffic Calming Program”, 2011, states on page 7 that streets carrying more than 1,600 vehicles per day are eligible for traffic calming. Volumes under 1,600 vehicles per day are within a reasonable level for a residential street. Both the policies indicate that collector streets are not eligible for traffic calming. The anticipated volume of 1,313 on River Run Road is below the threshold for both policies and would be considered within an acceptable traffic volume for a local residential street.

Woodbridge Court currently does not serve any residences. It has a width of 28 feet, which is similar to a County Loop street. It carries occasional traffic primarily associated with the Corey House and maintenance vehicles. It will carry all of the project’s traffic,

which is expected to total about 363 vehicles per day. This street will carry volumes well within acceptable levels for residential streets.

The table below summarizes existing and existing plus project daily traffic volumes along the access route between the project site and River Road.

Street Name – Segment Limits	**Street Classification & LOS C Threshold**	**No. of Homes Along Frontage**	**Existing ADT and LOS**	**Project ADT**	**Existing Plus Project ADT/LOS**
Las Palmas Rd – River Rd to Winding Creek	Collector/Secondary – 3,000	0	2,223-A	363	2,586–A
Las Palmas Rd – Winding Creek to River Run	Collector/Secondary – 3,000	0	1,200–A	363	1,563–A
River Run Rd – Las Palmas to Woodbridge	Local/an average of Secondary and Tertiary - 2,000	2	950–A	363	1,313-A/B
Woodbridge Ct – River Run to Project	Tertiary - 300	0	0 (nil)–A	363	363–A

Two intersections exist along the project's access route to and from Highway 68.

1. The Las Palmas Road / River Run Road intersection is a T-intersection that is stop-controlled on the Las Palmas Road approach. Traffic volumes are well with an A level of service on both intersecting streets. No capacity or traffic control improvements are currently warranted. The project will add only incrementally to existing volumes. The Las Palmas Homeowners Association should consider adding stop signs on the River Run Road approaches, since these are the lower volume approaches. This would give equal right-of-way priority to the Las Palmas Road approach, which carries the highest volume of the three approaches.

2. The River Run Road / Woodbridge Court intersection has stop control on the River Run Road approach. This is the highest volume approach at the intersection. The Las Palmas Homeowners Association should consider adding stop control on the Woodbridge Court approach to control traffic exiting from the Project. All-way stop control should also be considered.

The above stop-sign additions are not required as mitigations because the project does not create an impact at these intersections. They are only recommendations that would provide more clarity regarding right-of-way prioritization.

5 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

This section describes the analysis and results for 2030 cumulative conditions.

5.1 2030 Cumulative Traffic Volume Forecasts

Future traffic growth projections for the study area were derived based on 2030 traffic volume projections within the Monterey County 2010 General Plan. A growth rate of 15% was applied to the existing traffic volumes to estimate 2030 cumulative traffic volumes. This is more conservative than the projections developed for Highway 68 in the *State Route 68 Scenic Highway Plan* being prepared by Kimley-Horn, which were based on the Fort Ord Reuse Authority (FORA) travel demand model that projected slightly less than 10% growth along the Highway 68 corridor between the years 2016 and 2035.

5.2 Cumulative Plus Project Conditions Traffic Volumes

The trips generated by the proposed project were added to the 2030 cumulative traffic volumes to obtain the cumulative plus project AM and PM peak hour traffic volumes shown in **Exhibit 4**.

5.3 Cumulative Plus Project Conditions Intersection Operations

Two study intersections are projected to operate at unacceptable levels of service under cumulative plus traffic conditions. Intersection levels of service are summarized in **Exhibit 5**. LOS calculation worksheets are included as **Appendix C**.

1. The Reservation Road / Highway 68 WB Ramp intersection is projected to operate at an unacceptable LOS D during the PM peak hour under cumulative plus project traffic conditions.

2. The River Road / Highway 68 EB Ramp intersection is projected to operate at an unacceptable LOS D during the AM peak hour under cumulative plus project traffic conditions.

5.4 Cumulative Plus Project Conditions Road Segment Operations

River Road is expected to continue to operate at LOS C between Highway 68 and Las Palmas Road and LOS D from Las Palmas Road to Las Palmas Parkway under 2030 Cumulative Conditions, according to the 2010 Monterey County General Plan Environmental Impact Report. These are acceptable levels of service.

As previously stated, Highway 68 has been determined to currently operate at LOS F in the Monterey County 2010 General Plan. The projected 10% increase in traffic volumes under cumulative conditions would exacerbate these conditions.

6 PROJECT IMPACTS AND MITIGATION MEASURES

6.1 Project Impacts and Mitigations

a. Project Impacts

All the study intersections are projected to operate at acceptable levels of service under existing plus project traffic conditions and no improvements are required.

Project traffic will have no effect on Highway 68 traffic operations. However, Highway 68 has been determined to currently operate at Level of Service F in the Monterey County General Plan. Monterey County and Caltrans consider the addition of a single peak hour trip to be a significant impact. Therefore, the project will have a significant impact on the two-lane section of Highway 68 between Toro Park and Highway 218. As discussed in the Existing Plus Project Conditions section of this report, TAMC, Caltrans and Monterey County have funding and are studying a variety of operational improvements along the corridor.

b. Project Mitigations

The project will pay regional traffic impact fees that will be able to be applied toward these improvements. Nevertheless, the project will not directly implementany improvements to offset its impacts. It will, therefore, have an unmitigated significant impact on Highway 68.

6.2 Cumulative Impacts and Mitigations

a. Cumulative Impacts

The following study facilities are projected to operate at unacceptable levels of service under cumulative plus traffic conditions.

1. The Reservation Road / Highway 68 WB Ramp intersection is projected to operate at an unacceptable LOS D during the PM peak hour.

2. The River Road / Highway 68 EB Ramp intersection is projected to operate at an unacceptable LOS D during the AM peak hour.

3. Highway 68 is projected to operate at LOS F under cumulative traffic conditions.

The proposed project will contribute to incremental increases in traffic volumes at these locations and will therefore contribute to a significant cumulative impact. The project will add only incrementally to this cumulative impact and should pay a proportionate share of the cost of mitigation.

6.2 Cumulative Mitigations

1. The following improvements would result in acceptable levels of service at the study intersections Impacts 1 and 2). These options both appear to be feasible. They will require Monterey County and Caltrans to evaluate the pros and cons of each alternative.

   Mitigation Option 1: Add a dedicated southbound right-turn lane at the Reservation Road / Highway 68 WB Ramps intersection and a second southbound left-turn lane at the River Road / Highway 68 EB Ramps intersection, or;
   Mitigation Option 2: Convert the Reservation Road / Highway 68 WB Ramps and River Road / Highway 68 EB Ramps intersections to roundabouts. A roundabout appears to be able to be implemented with no physical constrains at the EB Ramp intersection. However, the WB Ramp intersection would require right-of-way acquisition and construction that would be very close to existing office buildings on the northeast and northwest corners of the intersection. Special attention to this issue would need to be made when evaluating the feasibility of this alternative.

2. TAMC, Caltrans and Monterey County are evaluating operational improvements to Highway 68 as described in "Section 2.3 Existing Conditions Road Segment Operations," of this report. The project will pay TAMC Regional Development Fees, which will represent its fair-share contribution to this improvement.

3. The project will be required to pay TAMC and County of Monterey traffic impact fees, which will mitigate its share of cumulative impacts.