

Fehr & Peers

Submitted to:
City of Watsonville

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In coordination with:
Sargent Town Planning

Draft Transportation Analysis Report

General Plan 2050 Update



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Transportation

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1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the *City of Watsonville General Plan Update (General Plan 2050)*, also referred to as the proposed “Project.” The City of Watsonville is located within Santa Cruz County on its south border. Three state highway routes, State Route (SR) 1, SR 129, and SR 152, provide regional transportation access. The local transit service is operated by Santa Cruz METRO. The Watsonville Municipal Airport is a non-towered, general aviation airport located in the City. **Figure 1** shows the location of the City of Watsonville and the surrounding transportation network.

This chapter discusses the TA purpose, proposed Project description, and analysis scenarios.

1.1 Purpose

The purpose of the TA is to present the transportation analysis that was conducted for compliance with the California Environmental Quality Act (CEQA). It evaluates the proposed Project’s vehicle miles traveled (VMT) and describes potential significant impacts and mitigation, where applicable, for inclusion in the Environmental Impact Report (EIR).¹

1.2 Project Description

The proposed Project is an update to the *City of Watsonville 2005 General Plan (2005 General Plan)*, which includes a combination of land use changes as described in the *Notice of Preparation for the General Plan 2050 Environmental Impact Report (January 24, 2025)*.²

1.2.1 Proposed Land Uses

- The *General Plan 2050* envisions the addition of up to 5,980 new residential units, 2.7 million square feet of non-residential development, and up to 4,000 new jobs. Growth is focused in specific areas as shown in **Table 1**. The potential changes in land use and intensity or density would be the primary changes from the current *2005 General Plan* that may result in environmental impacts. Growth is focused in five specific growth areas as shown in **Figure 2**.

¹ VMT refers to “Vehicle Miles Traveled,” a metric that accounts for the number of vehicle trips generated plus the length or distance of those trips. This report uses Project generated VMT and boundary VMT metrics for specific geographic areas, which are defined in **Chapter 4**.

² Notice of Preparation for the *Watsonville 2050 General Plan Environmental Impact Report (January 24, 2025)*. Available online at <https://www.watsonville.gov/DocumentCenter/View/24920/Watsonville-General-Plan-2050-EIR-NOP-revised>

Table 1: General Plan 2050 Projected Growth (Preferred Project)

Location	Parcel Area (acres)	Residential (units)	Non-Residential (sf)
Infill			
Downtown Infill ¹	36.83	3,883	115,000
Corridor Infill ²	24.39	581	127,000
Neighborhood Infill ³	10.89	96	0
Employment ⁴	27.92	0	271,000
Total Infill	100.03	4,560	513,000
New Growth			
Buena Vista ^{5,6}	41.49	716	20,000
Atkinson Lane/Area C ^{7,8}	46.45	704	10,000
Highway 1 Gateway ^{9,10}	174.78	0	2,129,000
Total New Growth	262.72	1,420	2,159,000
Total	362.75	5,980	2,672,000

Notes:

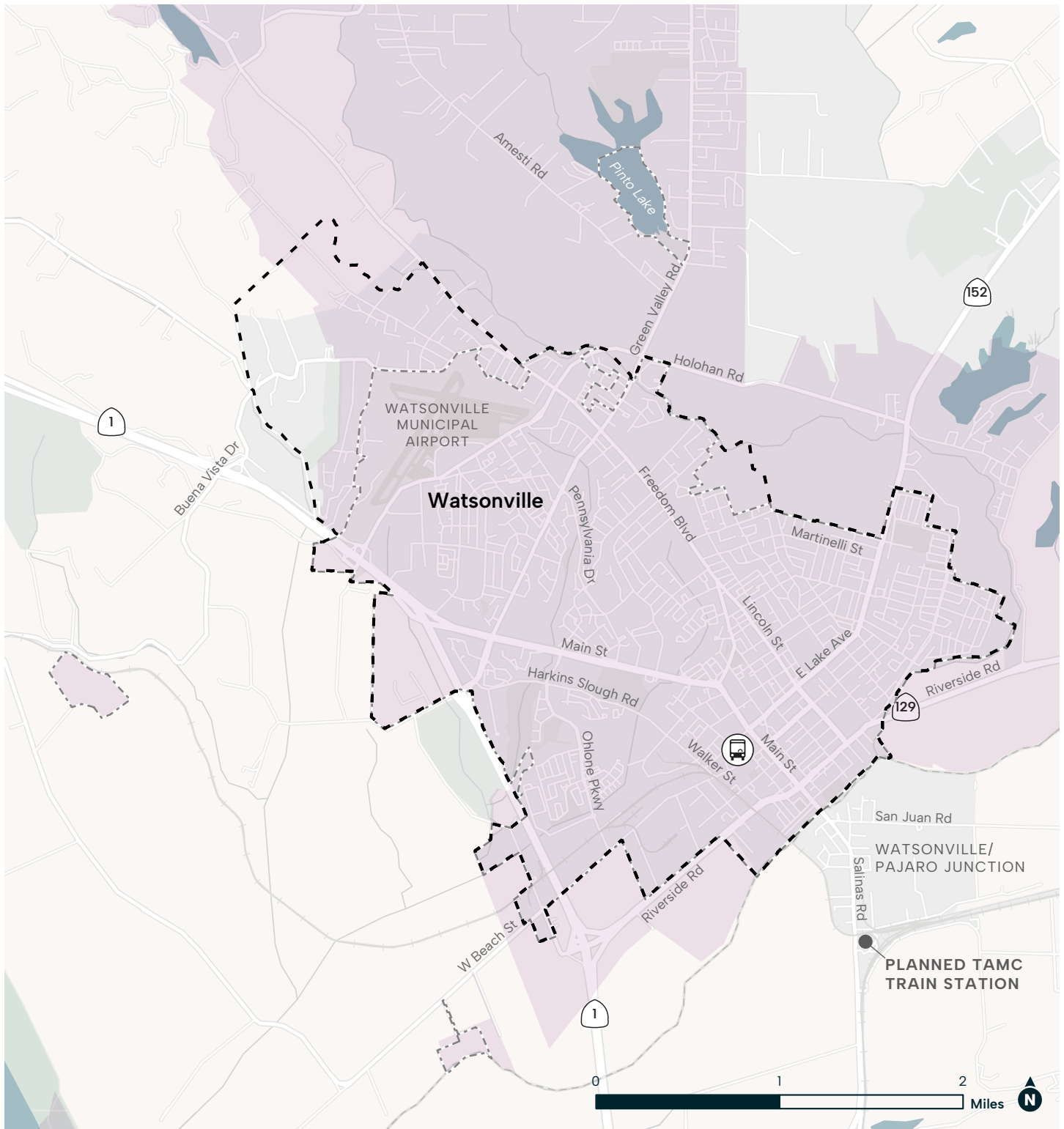
1. Except for pipeline projects identified in the *2023–2031 Housing Element*, all Housing Element opportunity sites within the downtown infill area assumed to develop with a mix of residential and non-residential uses, with the residential component assumed to develop at 125 du/acre for DCC designated parcels and 85 du/acre for DMU designated parcels, and the non-residential component assumed to develop at 0.33 FAR. In order to ensure the residential development potential is consistent with *DWSP* growth projections, Housing Element opportunity sites assumed to develop at 100% yield rather than the 80% assumed in the Housing Element. Housing Element pipeline projects assumed to develop according to the specific unit counts identified in the *2023–2031 Housing Element*. Non-Housing Element opportunity sites assumed to develop with residential uses at 125 du/acre for DCC designated parcels and 85 du/acre for DMU designated parcels, all with 100% yield. Non-residential parcels assumed to develop at 0.33 FAR with a 100% yield.
2. Consistent with *2023–2031 Housing Element* growth assumptions, development on Housing Element opportunity sites located along Corridors assumed to develop at 13.99 du/acre at 80% yield with zero non-residential square footage. Non-Housing Element parcels assumed to develop at 42 du/acre at 80% yield for residential and 0.33 FAR at 80% yield for non-residential.
3. All sites identified for development within the neighborhoods are *2023–2031 Housing Element* opportunity sites, assumed to develop at 7.99 du/acre for parcels designated RLD and 13.99 for parcels designated RMD. All parcels assumed to develop at 80% yield. Zero non-residential square footage assumed to develop within the neighborhoods.
4. Parcels assumed to develop at 0.33 FAR with 100% yield on vacant parcel on land designated for industrial development.
5. Residential development within the Buena Vista New Growth Area assumed to develop at 100% yield as follows: 4.99 du/acre (net) for parcels designated Residential Very Low Density (RVLD); 7.99 du/acre (net) for parcels designated Residential Low Density (RLD); 13.99 du/acre (net) for parcels designated Residential medium Density (RMD); 42 du/acre (net) for parcels designated Residential High Density (RHD). Non-residential assumed to develop on parcels designated RHD at 0.33 FAR with a 27% yield.
6. Relatively flat portion of Buena Vista located south of Calabasas Road and north of Airport safety zones 3 – 5 assumed to develop during General Plan horizon.
7. Residential development within the Area C New Growth Area assumed to develop at 100% yield as follows: 7.99 du/acre (net) for parcels designated Residential Low Density (RLD); 13.99 du/acre (net) for parcels designated Residential medium Density (RMD); 42 du/acre (net) for parcels designated

Residential High Density (RHD). Non-residential assumed to develop on parcels designated RHD at 0.33 FAR with a 34% yield.

8. Southern portion of Atkinson Lane and western and eastern portions of Area C assumed to develop during General Plan horizon.
9. Non-residential parcels within the Highway 1 Gateway assumed to develop at 0.33 FAR with 100% yield. No residential development assumed within the Highway 1 Gateway because this area is intended for hospitality, regional retail, and other commercial or light industrial uses.

Source: *General Plan 2050* Project Description (April 2025)

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-  City Boundary
-  Urban Limit Line
-  Rail Roads
-  Watsonville Transit Center
-  Watsonville Sphere of Influence

FIGURE 1

Watsonville Location

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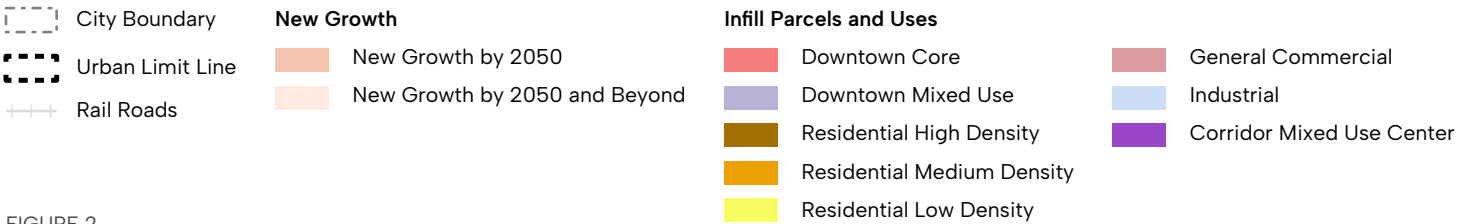
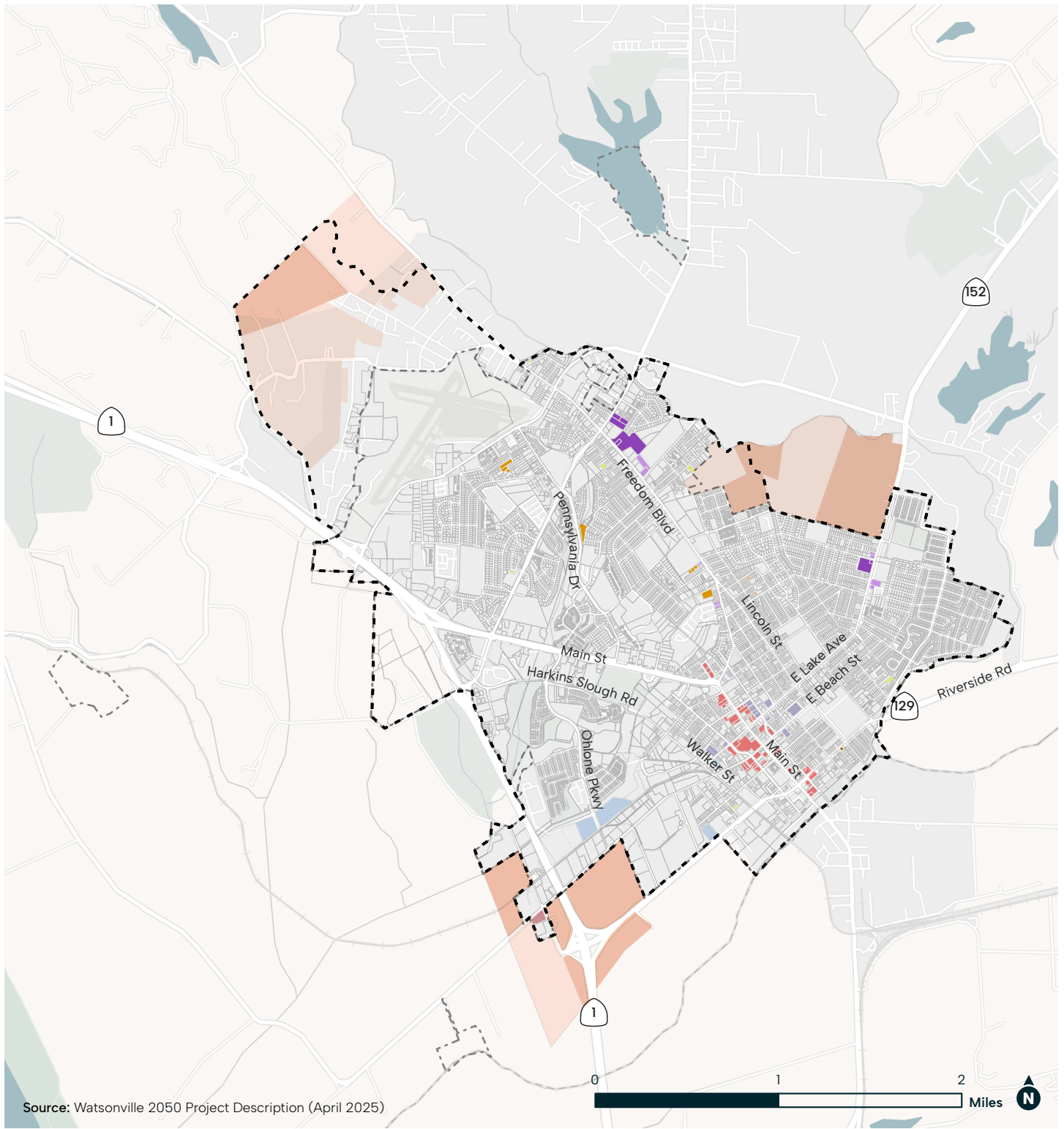


FIGURE 2

General Plan Growth Areas

1.2.2 Transportation Network

The *General Plan 2050* includes a Mobility & Access Element that outlines the goals, policies, and actions designed to promote a multimodal transportation system. It reflects the City's desire to explore the application of innovative technologies and best practices for mobility planning in the City of Watsonville, including the desire to provide complete streets and bicycle and pedestrian facilities. Complete streets are streets designed considering the full range of users including vehicles, trucks, pedestrians, bicycles, children, the disabled, and seniors. Key elements of the Mobility and Access Element include the roadway classifications for the street system (see **Chapter 2**), a complete streets network that accommodates all users, support for a regional multimodal transportation system, managed traffic demand and reduced VMT, best transportation practices in new developments, efficient parking standards, and well-maintained, safer streets.

1.3 Analysis Scenarios

The transportation analysis was conducted for a typical weekday for the following scenarios:

- **Existing Conditions** – Existing conditions represent the current transportation system. To evaluate existing conditions, the most recent version of the baseline (2019) Santa Cruz County Regional Transportation Commission travel demand model ("SCCRTC Model") was adjusted to reflect existing (Year 2024) land uses in the City of Watsonville and was used to determine the baseline VMT per service population and boundary VMT for the transportation analysis zones (TAZs) comprising the Project planning areas.
- **Cumulative (2050) No Project Conditions** – The most recent version of the Year 2050 SCCRTC Model was adjusted to reflect only the land use growth and transportation network adjustments that are approved but not yet constructed in the adopted from City documents including the *Downtown Watsonville Specific Plan (DWSP)*.
- **Cumulative (2050) with Project Conditions** – The proposed land use(s) and transportation network changes in the *General Plan 2050* were added to the Cumulative (2050) No Project Conditions model for the relevant TAZs comprising the planning areas, and a full Cumulative (2050) with Project model run was performed.

Land use and network changes are described in detail in **Section 5.1.1**.

2. Environmental Setting

2.1 Regulatory Background

2.1.1 State Regulations

2.1.1.1 Assembly Bill 1358 (California Complete Streets Act)

Assembly Bill 1358 (AB 1358) or the California Complete Streets Act, was signed into law on September 30, 2008. Since January 1, 2011, AB 1358 has required circulation element updates to address the transportation system from a multimodal perspective. The Act states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the General Plan.” The Act requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. In addition, the Act requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. Watsonville adopted its *Downtown Complete Streets Plan* in 2019 to implement the goals of providing complete streets in the City. Following the *Downtown Complete Streets Plan*, Watsonville adopted a *Complete Streets to Schools Plan* (2020) that focused on complete streets improvements to support access to schools. In 2023, Watsonville adopted the *Downtown Watsonville Specific Plan (DWSP)*. Building on previous complete streets efforts, the *DWSP* includes a description of the vision and framework for pedestrian, bicycle, and transit network recommendations in the *DWSP* area, an overview of existing networks and recommended standards and guidelines for implementation, and a description of the street network, design concepts for downtown streets, pedestrian network improvements, and bike network improvements.

2.1.1.2 Assembly Bill 32 (Global Warming Solutions Act)

Assembly Bill 32 (AB 32) or the Global Warming Solutions Act was signed into law on September 27, 2006. AB 32 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This Bill requires the California Air Resources Board (CARB) to develop regulations that reduce greenhouse gas emissions to 1990 levels by 2020. On January 1, 2012, the greenhouse gas rules and market mechanisms, adopted by CARB, took effect and became legally enforceable. The reduction goal for 2020 is to reduce greenhouse gas emissions by 25 percent of the current rate in order to meet 1990 levels, and a reduction of 80 percent of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms, and an AB 32 program implementation regulation for funding. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB recognizes cities as “essential partners” in reducing greenhouse gas emissions. The Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies such as improving transit, developing bicycle/pedestrian infrastructure, increasing city fleet vehicle efficiency, and other strategies. The City of Watsonville is currently striving to comply with AB 32 and implement greenhouse gas reduction strategies into the City’s General Plan by adopting the *Downtown Complete Streets Plan* in 2019, the *Climate Action and Adaptation Plan* in 2021, and the *DWSP* in 2023. Santa Cruz County Regional Transportation Commission (SCCRTC) is also undertaking several initiatives including transit investments,

sustainability planning efforts, and countywide active transportation investments, etc. which intend to comply with the statewide reduction targets. SCCRTC recently completed the *Climate Adaptation Vulnerability Assessment and Transportation Priorities Report (CAVA)* (2025) to address climate vulnerabilities on county roads.

2.1.1.3 Assembly Bill 98 (AB 98)

AB 98 was signed on September 29, 2024 and introduces new requirements for the development of logistics-related projects, with a focus on large warehouse facilities over 100,000 square feet in size. The law is aimed at mitigating the environmental and health impacts these facilities may have on nearby communities, especially sensitive receptors like schools, daycares, and residential areas. Notably, the law requires buffer zones which mandate that new logistics developments maintain a minimum buffer zone of 1,000 feet from sensitive receptors, such as homes, schools, and healthcare facilities. This is intended to reduce exposure to pollution and noise generated by truck traffic and warehouse operations. The City of Watsonville was awarded a Reconnecting Communities grant in 2024 to conduct a feasibility study on the burden that truck routes pose to residential neighborhoods and the downtown core of the City of Watsonville. However, the grant was rescinded in 2025 with the passage of the One Big Beautiful Bill Act (July 2025). Additionally, the *General Plan 2050* evaluates truck routes and proposed a new truck network.

2.1.1.4 Senate Bill 375 (Sustainable Communities and Climate Protection Act)

Senate Bill 375 (SB 375) or the Sustainable Communities and Climate Protection Act of 2008, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of vehicle commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each MPO to add a broader vision for growth to its transportation plan – called a Sustainable Communities Strategy (SCS). The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achievement of the emissions target for each region. The Association of Monterey Bay Area Governments (AMBAG) adopted the *2045 Metropolitan Transportation Plan & Sustainable Communities Strategy (Moving Forward Monterey Bay 2045)* in June 2022.

For consistency with the regional planning objectives of *Moving Forward Monterey Bay 2045*, consideration of ways to achieve the following is needed as part of the *General Plan 2050* General Plan update process:

- Support mixed-use development, which improves community walkability;
- Improve jobs-to-housing ratio;
- Promote land use patterns that encourage the use of alternatives to single-occupant vehicle use;
- Support environmental sustainability and natural environment preservation; and
- Develop a safe regional transportation system.

2.1.1.5 Senate Bill 743 (SB 743)

Senate Bill 743 (SB 743) was signed into law on September 27, 2013, and has fundamentally changed the way transportation impact analyses are conducted as part of the CEQA process. According to this bill, traffic impacts of a residential, mixed-use residential, or employment center project on an infill

site within a transit priority area will not be considered significant. Also, residential, mixed-use, and employment center projects meeting specific criteria would be exempt from CEQA. Furthermore, for the CEQA process, this bill eliminates measures such as auto delay, level of service (LOS), and other vehicle-based measures of capacity in many parts of California. Instead, other measurements such as vehicle miles travelled (VMT) are to be utilized to measure impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research released the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. The City of Watsonville adopted their VMT thresholds on September 27, 2022 through Resolution 205-22. The guidelines are outlined in the *SB 743 Implementation Guidelines* (September 2025). As part of the VMT policy adoption, Watsonville established a VMT Mitigation Banking program to provide additional mitigation options for projects with significant outcomes. Operating a VMT Mitigation Banking program poses significant administrative challenges in terms of capacity both to run the transactional and monitoring aspects of the program and to actually implement the program-funded projects. Current mitigation options include a narrow set of mitigation actions (e.g., trail improvement projects) that align with the locality's administrative capacity, funding capacity, and technical expertise. In order to expand the list of mitigation options and alleviate concerns regarding local administrative capacity, the City is considering participating in Santa Cruz County's Regional VMT Mitigation Program and pursuing mitigation strategies with broad, intra-jurisdictional benefits (e.g., bus subsidies, bike subsidies, and regional transit investments).

2.1.1.6 Senate Bill 932 (SB 932)

SB 932 was signed into law in September 2020 and requires that any General Plan circulation element update needs to incorporate the Federal Highway Administration (FHWA) Safe Systems Approach.³ This includes incorporating Vision Zero style policies, developing bike/pedestrian/traffic calming plans based on those policies, and regularly reviewing progress toward those goals. The *City of Watsonville Vision Zero Plan* works toward these goals and the *General Plan 2050* update addresses this law by incorporating policies that align with the Safe System Approach. The *Santa Cruz County Safe Streets and Roads for All Action Plan* addresses safety planning at a countywide level and is working with Watsonville to identify safety improvements and initiatives that can be implemented to reduce the risk of crashes on County roadways.

2.1.2 Regional Regulations

2.1.2.1 Air Quality Management Plan

In accordance with the California Clean Air Act, the Monterey Bay Area Resources District (MBARD) developed the *2008 Air Quality Management Plan* (2008 AQMP) for the Monterey Bay Region (MBARD, 2008a). The 2008 AQMP is a transitional plan shifting focus of the MBARD's efforts from achieving the 1-hour ozone component of the CAAQS to achieving the 8-hour ozone requirement. The plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area, and mobile emission sources. In April 2013, MBARD adopted the *2012 Triennial Plan*

³ "FHWA Safe System Approach." <https://www.transportation.gov/safe-system-approach>. Accessed September 2025.

Revision (2012 AQMP Revision), which assesses and updates elements of the 2008 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs.

2.1.2.2 Association of Monterey Bay Area Governments 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy

The Association of Monterey Bay Area Governments (AMBAG) serves as the Metropolitan Planning Organization and Council of Governments for Santa Cruz, Monterey, and San Benito counties. AMBAG provides population growth estimates within its jurisdiction, and distributes the state Regional Housing Needs Allocation (RHNA) to each city and county within Santa Cruz, Monterey, and San Benito counties. AMBAG's 2022 Regional Growth Forecast, adopted by the AMBAG Board of Directors in June 2022, provides population, housing, and employment forecasts for the AMBAG region through the year 2045. AMBAG's 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy (*Moving Forward Monterey Bay Area 2045*) consists of goals and strategies for how the Monterey Bay area jurisdictions can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges and achieve regional GHG emissions reduction targets established by the California Air Resources Board pursuant to Senate Bill 375.

2.1.2.3 SCCRTC Regional Transportation Plan

The SCCRTC developed the *Santa Cruz Regional Transportation Plan 2045 (SCCRTC RTP)* in 2022. The *SCCRTC RTP* is a comprehensive planning document that provides guidance for transportation policy and projects through the year 2045. The goals of the *SCCRTC RTP* include:

- Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy;
- Reduce transportation related fatalities and injuries for all transportation modes; and
- Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficial for the natural environment.

The *SCCRTC RTP* identifies measurable outcomes, called targets that are each linked to a sustainability goal. There are many targets in the *SCCRTC RTP*. Examples of some targets include:

- Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045;
- Reduce per capita VMT by 4 percent by 2030 and by 10 percent by 2045 compared to 2005 VMT;
- Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 compared to 2020; and
- Reduce the number of transit vehicles in "distressed" condition to 20 percent by 2030 and to 10 percent by 2045.

2.1.2.4 SCCRTC Unified Corridor Investment Study

The objective of the *Unified Corridor Investment Study (UCS)*, adopted in 2019, is to identify multimodal transportation investments that provide the most effective use of SR 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line while best serving the

community's transportation needs. This plan informs many of the planning efforts throughout the county including the Zero Emission Passenger Rail and Trail Project that will provide rail and trails connections from the City of Santa Cruz through Watsonville to Pajaro.

2.1.3 Local Plans and Policies

2.1.3.1 Analyzing Vehicle Miles Traveled for CEQA Compliance

The City adopted *Analyzing Vehicle Miles Traveled for CEQA Compliance: SB 743 Implementation Guidelines for the City of Watsonville* in September 2022. The document was developed to serve both as the basis of SB 743 implementation in Watsonville and VMT analysis within Watsonville. The document provides instruction and guidance on evaluating the VMT of both land-use development and transportation projects. The document also provides screening criteria for VMT impacts.

2.1.3.2 Climate Action & Adaptation Plan

In 2021, the City adopted the *Climate Action and Adaptation Plan (CAAP)* to guide local efforts in reducing greenhouse gas emissions (GHG), preparing for climate impacts, and restoring natural ecosystems. The CAAP outlines strategies to achieve net-negative emissions by 2030, aligning with state mandates. As the transportation sector contributes the greatest amount of GHG emissions, the CAAP calls for implementing a range of strategies to reduce the number and length of vehicle trips, including facilitating smart growth, increasing multimodal transportation facilities, managing better available parking, and supporting passenger rail service. It also builds on the City's *Local Hazard Mitigation Plan (2021)* to enhance resilience to flooding, wildfires, and energy disruptions.

The *DWSP* supports these strategies through fostering high-density, infill development near transit, identifying pedestrian and bicycle enhancements, and revising parking and other development standards to reduce the transportation sector's GHG contribution by reducing single-occupant vehicle driving and encouraging alternative modes of transportation. The *General Plan 2050* will further these efforts.

2.1.3.3 Downtown Watsonville Specific Plan

The *Downtown Watsonville Specific Plan (DWSP)* (2023) was developed to guide land use, urban design, and infrastructure improvements within the City's downtown core. The plan identifies opportunities for revitalization, economic development, and increased housing density while preserving the area's historic character. It includes a comprehensive land use and mobility plan for underutilized and vacant land, aiming to support mixed-use development and pedestrian-oriented streetscapes. The plan also integrates strategies for improving public spaces, enhancing multimodal transportation access, and supporting community-serving amenities. Key transportation improvements included in the *DWSP* are as follows:

Recommended Vehicle Network Improvements

- Reducing the number of travel lanes for Main Street from four to three with a center running left turn lane (or landscaped median) and one lane in each direction between Riverside Drive and Freedom Boulevard.
- Converting East Lake Avenue and East Beach Street, which currently operate as one-way couplets, into two-way streets.

- Squaring off the connection between Union Street and Alexander Street from East Lake Avenue to East Beach Street and vacating that portion of Union Street for private development.

Recommended Pedestrian Network Improvements

- Enhanced midblock crossings (e.g., pedestrian refuge islands, rapid flashing beacons, pavement markings and signage) to connect paseos intersecting arterial streets. All improvements will be ADA-compliant.
- Create network of paseos at locations (shown in Figure 4–11 of the *DWSP*) with minimum widths of 12 feet.
- Improved pedestrian connections (e.g., signalization, high-visibility striping, curb extensions, and/or other treatments) at the locations shown in 4–10 of the *DWSP*.

Recommended Bicycle Network Improvements

- New signed bicycle route on Marchant Street between East Beach Street and the Levee Trail.
- Identify Levee Trail as a designated public bicycle and pedestrian facility.
- New access improvements from Marchant Street to the Levee Trail.
- New signed bicycle route on Sudden Street between Freedom Boulevard and East Beach Street.
- New signed bicycle route on Brennan Street/Union Street between Freedom Boulevard and the Levee Trail.
- New access improvements from Union Street to the Levee Trail.
- Improved connection to the Levee Trail from River Park.
- Improved wider bicycle lanes, with an enhanced buffer between adjacent vehicular travel lanes and the bicycle lane, on Rodriguez Street between West Lake Avenue and West Beach Street.
- New bicycle lanes on Walker Street from West Riverside Drive to the Pajaro River.
- New shared-use path from West Front Street along Rodriguez Street to the Levee Trail.
- New signed bicycle route on Ford Street between Walker Street and Main Street.
- New signed bicycle route on West 5th Street between Walker Street and Rodriguez Street.
- New bicycle lanes on 5th Street between Rodriguez Street and Brennan Street.
- New signed bicycle route on 2nd Street/Maple Avenue between Walker Street to Lincoln Street.
- New signed bicycle route on East Front Street between Main Street and Marchant Street.

2.1.3.4 Vision Zero Action Plan

Vision Zero is a global strategy to eliminate all traffic fatalities and severe injuries to ensure safe, healthy, equitable mobility for all. In January 2018, the Watsonville City Council adopted a resolution that outlines how the City can draw upon existing resources to successfully implement Vision Zero. Following that, the City adopted the *City of Watsonville Zero Action Plan* in 2021. The City's *Vision Zero Action Plan* acknowledges that traffic deaths and severe injuries are preventable. The goal is to eliminate both in a set time frame with clear, measurable, and timely strategies. The Action Plan sets forth action items to achieve this goal. Examples of some action items include:

- Provide schools with bicycle safety equipment, such as bicycle helmets;
- Work with State legislators to support reducing roadway speed limits;
- Develop and incorporate Complete Streets into projects;
- Prioritize the development of safe roadways and the highest level of safety for all road users through new policies, systems, and infrastructure improvements for pedestrians, bicyclists, and motorists; and

- Explore new approaches to infrastructure enhancements, including speed cameras, sidewalk decals, and pedestrian crosswalk flags.

2.1.3.5 Trails & Bicycle Master Plan for the Watsonville Scenic Trails Network

The City of Watsonville *Trails & Bicycle Master Plan* for the Watsonville Scenic Trails Network (2012) includes designations of the routes along roadways that can be used by bicycling commuters and recreational riders for safe access to major employers, shopping centers and residential areas.

2.1.3.6 Downtown Complete Streets Plan

The *Downtown Complete Streets Plan* (2019) provides a vision of a multimodal, revitalized downtown that is safer and more accessible for all users and modes of transportation, including pedestrians, bicyclists, transit riders and motorists. The plan describes improvements that would improve safety, provide greater access, and add amenities for those traveling downtown. The recommendations in the *Downtown Complete Streets Plan* are superseded by the *DWSP* provisions.

2.1.3.7 Livable Community Residential Design Guidelines

In 2001, the Watsonville City Council adopted the *Watsonville Livable Community Residential Design Guidelines (Guidelines)* with the objective to develop more housing in a way that conserves the desirable characteristics of established neighborhoods, while improving new and evolving neighborhoods. Based on seven neighborhood and architectural design principles, the *Guidelines* provide a framework of neighborhood and design criteria for shaping residential development in the City. The *Guidelines* indicate that new housing should 1) connect to the community, 2) use block patterns that are similar to Watsonville's traditional neighborhoods, 3) avoid flood and wetland areas, and 4) fully integrate parks and community facilities where appropriate.

2.1.3.8 Watsonville Municipal Code

The City's Municipal Code includes several regulations associated with protection of the City's visual character, maintenance of the parking supply, and design of transportation infrastructure. The Municipal Code also includes specifications for truck routes in the City as described in Section 4-5.1608. Designated truck routes are designed and intended to be used by passenger vehicles as well as heavy vehicles. Currently designated truck routes are listed in **Section 3.4.1**.

2.1.3.9 Traffic Study Criteria

To guide development projects and ensure development is consistent with City policies and plans, the City requires development projects to conduct a traffic study as outlined in the *Traffic Study Criteria* (2001). Projects of specific size, as described in the *Traffic Study Criteria* are required to conduct trip generation, analyze LOS for intersections within a one-mile radius of the site, evaluate site access and circulation, and potentially perform signal warrant studies. Traffic studies may be required for projects separate and in addition to any further CEQA analysis under SB 743.

3. Existing Conditions

This chapter describes existing conditions for the transportation system in Watsonville. This includes the street system, transit network, pedestrian and bicycle facilities, and freight and goods movement.

3.1 Existing Street System

The existing street system consists of State Routes and local streets. **Figure 6** shows major streets in Watsonville. **Figure 7** shows the street classifications for streets in Watsonville as is listed in the *2005 General Plan*.

3.1.1 State Routes

State Routes (SR) are local streets and regional highways that are owned and operated by Caltrans and work to connect regions throughout the state. Three major State Routes (SR) run through the City of Watsonville connecting to Santa Cruz to the north, Gilroy to the east, and Monterey to the south. Two of these state routes – SR 152 and SR 129 – pass through commercial and residential areas, bringing high volumes of vehicle and freight traffic on surface streets through the City.

SR 152 is a north/south street that runs through Watsonville connecting to Gilroy and US 101 to the east and SR 1 to the west. SR 152 connects to downtown as Main Street and then becomes East Lake Avenue in the westbound direction and Beach Street eastbound at Main Street. The portion of SR 152 on Main Street is four lanes with a center median and converts to two lanes when SR 152 becomes East Lake Avenue and Beach Street. Past Lincoln Street, SR 152 is two lanes and runs to the eastside of Watsonville as East Lake Avenue. Main Street allows a maximum speed limit of 40 mph entering the City and lowers to 25 mph through downtown, East Lake Avenue and Beach Street maintain a speed limit of 25 mph. Past Lincoln Street, SR 152 permits a speed limit of 30 mph. The City is coordinating with Caltrans to consider options for providing context-sensitive design to enhance “walkability” and the main street character of the roadway, while maintaining operational efficiencies on this corridor.⁴ The average daily traffic volume on SR 152 typically ranges from 15,000 to 30,000 vehicles within the City.

SR 129 runs east/west through the south side of Watsonville and connects to SR 1 to west and US 101 to the east. SR 129 is known as Riverside Drive throughout most of Watsonville but branches off to Riverside Road past Bridge Street. Riverside Drive through Watsonville is a four-lane road with a median until Union Street where it converges to a two lane street. The posted speed limit is 45 mph from SR 1 to Satka Lane where it changes to a posted speed limit of 25 mph. It returns to a 45 mph speed limit beyond city limits where the street name changes to Riverside Road. SR 129 as Riverside Road is also two lanes but has large shoulders. SR 129 in Watsonville has an average of 13,000 to 23,000 vehicle trips on a typical day.

SR 1 runs north/south down the western edge of Watsonville and connects the City to Santa Cruz to the north and Monterey to the south. SR 1 is also known as Cabrillo Highway and is four lanes with a

⁴ Information on Caltrans projects including the Downtown Watsonville Pedestrian Safety Project (SHOPP #05-1Q150), Route 129 Pavement Project (SHOPP #05-1J830), and Route 152 Pavement and Complete Streets Project (SHOPP #05-1P110) are located on Caltrans’ website at <https://dot.ca.gov/-/media/dot-media/district-5/documents/wtsnvl-fct-sht-051p110-0724-ally.pdf>.

median and serves as a freeway through Watsonville. The speed limit on SR 1 is 65 mph. SR 1 in Watsonville carries about 30,000 to 60,000 vehicle trips on an average day.

Caltrans is currently constructing auxiliary lanes and bus-on-shoulder lanes along SR 1 from Freedom Boulevard just north of Watsonville to State Park Drive.⁵ Although the project is located outside of Watsonville, expected effects including reduced delay, improved system reliability and safety along SR 1, and expanded bicycle and pedestrian connectivity and safety will likely expand beyond project limits to Watsonville.

The *2030 Vista General Plan* noted that there had been previous interest in rerouting SR 152 away from the center of Watsonville and relinquishing the existing SR 152 alignment to the City. A potential bypass route around the west and north sides of the City would relieve central Watsonville of significant traffic, particularly large trucks. *General Plan 2050* proposes to establish alternative truck routes that avoid key multimodal corridors aligning with State and Federal safety and complete street goals and maintaining consistency with the *DWSP*.

The *DWSP* proposes strategies to re-route and reimagine State Routes through downtown to align with the overall goals and vision of the plan such as improving public spaces and enhancing multimodal transportation access. Specific policies include:

- **Policy 10.4: Truck Route.** Consider removing the truck route designation from SR 152 within Downtown.
- **Policy 10.3: Caltrans Facilities.** Work with Caltrans to re-imagine SR 152 to function as a Downtown Street with priority given to pedestrians and destination traffic.
- **Removing the following segments from Caltrans right-of-way:** Main Street (between East/West Lake Avenue and East/West Beach Street), East Beach Street (between Main Street and Lincoln Street), and Lincoln Street (between East Beach Street and East Lake Avenue). This would represent only a partial relinquishment of these portions of SR 152. (See Figure 4-1 in the *DWSP*).

3.1.2 Local Routes

The major local roadways within the City of Watsonville include Freedom Boulevard, Main Street, Airport Boulevard, and Green Valley Road. Many of these streets are generally four lanes, except for Freedom Boulevard and Beach Street which are two lanes (e.g. one lane in each direction). **Figure 8** shows typical daily vehicle volumes on these streets.

Freedom Boulevard extends north from Main Street (SR 152) providing access to northern Watsonville and cities north of Watsonville before connecting to SR 1 near Rio Del Mar and Aptos. There are an average of 16,000 to 24,000 daily weekday vehicle trips on Freedom Boulevard. The speed limit is 25 mph within Watsonville city limits. Outside of Watsonville, the speed limit on Freedom Boulevard is 40 mph.

Main Street serves as the main downtown road with shops and large sidewalks through downtown despite being part of SR 152. East of Beach Street, Main Street becomes a local road that connects to Pajaro southeast of the Pajaro River. Entering Watsonville from SR 152 (west of Freedom Boulevard),

⁵ Additional information about the SR 1 Auxiliary Lanes and Bus-on-Shoulder Improvements project are located on Caltrans' website accessible at <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/highway-1-auxiliary-lanes-and-bus-on-shoulder-improvements>.

Main Street is four lanes and has a posted speed limit of 40 mph. The average daily weekday traffic volume on Main Street is between 25,000 to 30,000 vehicles. The speed limit is 25 mph.

Airport Boulevard borders Watsonville Airport on the northwest side of the City. The road serves as a major thoroughfare on the northern side of the City connecting to the airport. Airport Boulevard connects to SR 1 to the southwest and to Holohan Road to the northeast. Airport Boulevard has an average of 16,000 to 19,000 vehicle trips on an average weekday. The speed limit is 40 mph.

Green Valley Road runs north/west through Watsonville connecting SR 152 Main Street in the south to Holohan Road and Amesti in the north. Green Valley Road cuts through largely residential areas within Watsonville and has a speed limit ranging from 25 mph to 40 mph. The average daily weekday trips on Green Valley Road is between 20,000 and 22,000 trips.

Beach Street is an east/west street that extends through the southern side of Watsonville. West Beach Street runs on the west side of the City and serves largely industrial uses in addition to providing local access to the coast/beach. West Beach Street converts to East Beach Street downtown and serves residential neighborhoods to the east. The speed limit ranges from 45 mph outside of downtown to 25 mph through downtown. There is an average of 8,000 to 9,000 daily weekday trips on Beach Street.

East Lake Avenue is an east/west street that extends from Walker Street through downtown and then runs north/south east of Hill Avenue through the east side of Watsonville. West Lake Avenue refers to the portion of Lake Avenue west of Main Street and is owned and operated by the City. Between Walker Street and Rodriguez Street, West Lake Avenue operates as a two-way street with one lane in each direction. East of Rodriguez Street, West Lake Avenue is a two lane one-way street in the westbound direction. East Lake Avenue (SR 152) refers to the portion of street east of Main Street and is owned and operated by Caltrans. East of Lincoln Street, East Lake Avenue converts back to a two-way street with two lanes. East Lake Avenue includes two lanes and two-way turn lane from Manor Avenue to the city limits. The street services residential neighborhoods but serves as a commercial corridor through the City. The speed limit ranges from 25 mph to 30 mph. East Lake Avenue carries about 14,000 vehicle trips on an average weekday.

3.1.3 Planned Transportation Improvements

Beyond existing facilities, the City and county has planned or is considering several roadway improvements.

Locally, the *DWSP* also includes plans to convert East Lake Avenue/West Lake Avenue and East Beach Street from one-way to two-way streets and add a roundabout at Freedom Boulevard and Main Street.

As part of the Pajaro River Flood Risk Management Project, the City is working with United States Army Corps of Engineers (Corps), the Santa Cruz County Flood Control and Water Conservation District – Zone 7, and the Monterey County Water Resources Agency (MCWRA) to improve levees along the Pajaro River which will cause the replacement of the following bridges in the near-term:

- East Lake Ave near Holohan Road/College Road (where Corralitos Creek crosses underneath)
- Riverside Drive (where Salsipuedes Creek flows underneath)

- Walker Street railroad bridge⁶

Regionally, Santa Cruz County has identified potential future transportation improvements in Watsonville. **Table 2** includes a list of select projects identified in the *SCCRTC RTP* for Santa Cruz County that may affect street circulation and mobility.

Table 2: SCCRTC RTP: Select Roadway Projects Near Watsonville

Project Title	Project ID	Description
Crestview Drive/ Wagner Street Extension	WAT-P29	Construct a roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner Street.
Buena Vista/ Calabasas/ Freedom Boulevard Connection	WAT-P30	Construct a roadway connection from Buena Vista area to Freedom Boulevard. Reconstruct Via Nicola.
Green Valley Road Rehabilitation (Freedom Boulevard to City Limit)	WAT-P45	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.
SR 152 Couplet Conversion	WAT-P90	Convert East Lake Avenue and East Beach Street, which currently operate as one-way couplets, into two-way streets. For East Lake Avenue, replace the westbound through lanes and dedicated right turn lane at intersections with one through lane in each direction and dedicated center turn lane at intersections or along full length of commercial blocks as needed for local access; a center left turn lane may not be necessary through the length of the corridor and parking may be feasible where no left turn is needed. For East Beach Street, replace two eastbound through lanes with one through lane in each direction; preserve on-street parking, where feasible; and dedicate 7 feet of curb-to-curb right-of-way for parklets on north side or widened sidewalks on both sides.
SR 1 Harkins Slough Bike-Ped Overcrossing (Safer Access to PVHS & Beyond) (EA 05-1G490)	WAT 1a	Install ped bridge over SR 1, sidewalks, Class IV bike lanes, intersection modifications at Harkins Slough Road/Green Valley Road/Silver Leaf, high visibility crosswalks, new and upgraded curb extensions/ramps, and pedestrian & bike safety programs intersection to improve bike and ped access. (EA 05-1G490).
Main Street (SR 152)/ Freedom Boulevard Roundabout ¹	WAT 27a	Install a roundabout to replace the currently signalized intersection with safety considerations for bike/ped. Caltrans Project ID EA 05-1S400.

Notes:

1. Project in partnership with Caltrans.

⁶ This will involve coordination with SCCRTC concerning the planned reactivation of the rail line for passenger rail service. See the ZEPRT Draft Concept Report for details at https://www.sccrtc.org/wp-content/uploads/2025/07/ZEPRT_Draft_Final_Project_Concept_Report-2025-07-30.pdf.

Source: SCCRTC RTP, 2022.

The SCCRTC is working with Caltrans and the City of Watsonville regarding a possible roundabout at Main Street and Holm Road. The intention is that the roundabout would help to improve transit service access to the north county.

Table 3 includes a list of planned Caltrans projects in Watsonville.

Table 3: Caltrans Planned Projects in Watsonville

Project Name	Project ID	Description
Clean California Watsonville	05-IP530	Beautify & transform the highway right of way and public spaces with transportation art & safety measure enhancements
SR 129 Pavement Project	05-IJ830	Grind & resurface pavement; add & replace select light poles; replace sign panels; enhance 46 curb ramps locations; widen select sidewalk locations; upgrade crosswalks to high-visibility striping; add a flashing beacon at Brewington Avenue
SR 152 Pavement & Complete Streets Project	05-IP110	Grind & resurface pavement; construct Class 4 bikeways between approximately Green Valley Road & Freedom Boulevard; implement a road diet ⁷ between Freedom Boulevard & Beach Street; replace/upgrade select guardrail & culverts; upgrade select curb ramps to ensure ADA compliance; upgrade crosswalks to high-visibility striping; formalize/build new select pedestrian refuge island locations.
SR 129 Pavement Preservation Project	05-IR340	Grind & resurface pavement & restore select culverts.
Downtown Watsonville Pedestrian Safety Project	05-IQ150	Construct curb extensions (bulbouts) and high-visibility striped crosswalks to enhance pedestrian safety.
Holohan Road Intersection Improvements (County of Santa Cruz Sponsored)	05-OT770	Construct new sidewalk, curbs & gutters; additional left-turn lane; streetlight and traffic enhancements. (Caltrans financial contribution only)
Planned Partial Relinquishment of SR 152		Remove the following segments from Caltrans right-of-way: Main Street (between East/West Lake Avenue and East/West Beach Street), East Beach Street (between Main Street and Lincoln Street), and Lincoln Street (between East Beach Street and East Lake Avenue).

Source: Caltrans Project in Watsonville, July 2024, <https://dot.ca.gov/-/media/dot-media/district-5/documents/watsonville-fct-sht-05ip110-0724-ally.pdf>. Accessed September 2025.

⁷ A road diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). Additional information can be found at <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>

3.1.4 Street Performance Metrics

Street performance and operations has traditionally been measured by evaluating the level of service (LOS) on streets and at intersections to assess the vehicle congestion and delay on streets. LOS is a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver.

Recent state legislation (SB 743) focuses on vehicle miles traveled (VMT) as the primary performance measure in the environmental review process which measures the total amount of driving over a given area. This performance metric accounts for the number of vehicle trips generated in Watsonville and the length or distance of those trips. The sections below discuss both VMT and LOS within Watsonville.

3.1.4.1 Vehicle Miles Traveled (VMT)

Vehicle miles traveled (VMT) measures the number of miles traveled during a specified time within a specific region. Cities with more accessibility to key destinations and job centers in a region tend to generate less VMT on a per service population (service population is resident population plus employment) or per household basis compared to locations further away from job centers. VMT is typically reported as a daily average. After adjusting for commute distances, other things being equal, VMT can also be a good proxy to evaluate whether residents use local services or travel farther for those services and is required as a performance measure for environmental review. The Watsonville City Council adopted the City's VMT Policy in September 2022.⁸ The VMT Policy outlines significance thresholds and identifies a preferred analysis methodology for evaluating projects in Watsonville. **Table 4** shows the VMT metrics and thresholds in Watsonville per Watsonville's VMT Policy (2022). VMT per resident refers to all the vehicle trips that start or end back to the driver's residence as illustrated in **Figure 4**. VMT per employee refers to all the vehicle trips between home and work as illustrated in **Figure 5**. The VMT Policy is intended for use on project-level analysis as is reflective of most development in Watsonville. Additional information and analysis related to VMT for this project is included in **Chapter 5** and **Section 6.2**.

⁸ City of Watsonville, *Resolution No. 205-22 (CM)*, "A Resolution of the City Council of the City of Watsonville, Approving a Vehicle Miles Traveled (VMT) Policy Inclusive of Establishing VMT as the Appropriate Metric for Evaluating Transportation-Related Impacts Under CEQA, Establishing VMT Thresholds of Significance, Establishing Screening Criteria, Establishing Transportation Demand Management (TDM) Strategies, and Establishing a VMT Mitigation Banking Program; and Authorizing the Community Development Director to Update the VMT Thresholds of Significance for Land Use Projects and Plans; and Finding Approval of a VMT Policy is Not a 'Project' Under CEQA, or if a 'Project,' Exempt Under the 'Common Sense' Exception" (adopted September 27, 2022).



Figure 3: VMT per Resident

Source: Fehr & Peers, 2025.



Figure 4: VMT per Employee

Table 4: Watsonville VMT Thresholds

Location	VMT	Threshold
Residential	8.9 VMT/Capita	15% below existing county-wide average residential VMT per capita
Office	7.4 Work VMT/Employee	15% below existing county-wide work VMT per employee
Retail	No net increase	County-wide VMT
Other Customers	No net increase	County-wide VMT for similar land uses
Other Employment	Work VMT/Employee	15% below existing county-wide work VMT per employee for similar land uses

Source: SB 743 Implementation Guidelines for City of Watsonville, 2022.

3.1.4.2 Roadway Traffic Operations and Level of Service

Watsonville drivers may experience vehicle delay and vehicle speeds slower than the speed limit on many of the major roadways within the City including SR 1, 152 and 129 as well as on local roadways and neighborhood streets. Level of service (LOS) is one metric to measure street performance that evaluates the flow of traffic and based on factors such as speed, travel time, delay, and freedom to maneuver. LOS does not take into account conditions experienced by non-drivers or other street characteristics such as safety or comfort. As a result, it should not be the only metric used to understand the conditions of a street and additional criteria are needed to address other important factors, such as safety, walkability, and livability.

LOS is defined in six levels from LOS A, which reflects conditions where vehicles flow freely and there is very little interaction between vehicles, to LOS F, where traffic is slow-moving due to the number of vehicles. LOS E represents “at-capacity” operations. When traffic volumes exceed the capacity on a roadway segment, vehicles may experience going slower than the speed limit and can be characterized as forced flow conditions; these operations are designated as LOS F. The typical application of LOS is to measure the average amount of delay experienced by drivers along a street or at an intersection during the most congested time of day and to assign a range from LOS A to LOS F.

Some streets and intersections near on- and off-ramps for SR 1, SR 152, and SR 129 operate at LOS levels C or worse during peak travel times, indicating higher levels of vehicle delay. Additionally, there can often be long traffic delays on local stop-controlled streets that intersect with major roadways even where side street volumes are very low. **Table 5** shows daily traffic volumes and LOS for key street segments in Watsonville. Street segment LOS is measured based on average daily traffic volume, type of street, number of lanes, and other street characteristics. Many streets have LOS C which is considered an acceptable level of service as defined in the *2005 General Plan*. A few segments including Main Street between Green Valley Road and SR 1, Main Street between Front Street and San Juan Road, and Freedom Boulevard between Prospect Street and Stanford Street have LOS D, which is described as the minimum acceptable level of service for most parts of Watsonville in the *2005 General Plan*. Upon adoption of the *DWSP*, the *2005 General Plan* was amended to

exempt the downtown area from the LOS D criteria. **Figure 7** shows average daily traffic volumes on major roadways in Watsonville.

Table 5: Daily Traffic Volumes and LOS on Select Streets

Street	Cross Street (from)	Cross Street (to)	Average Daily Traffic Volume ¹	Daily LOS ²
Airport Blvd	Larkin Valley Rd	Nielson St	18,800	C
Airport Blvd	Freedom Blvd	Pajaro Ln	16,200	D
Freedom Blvd	Airport Blvd	Roache Rd	15,800	C
Green Valley Rd	Hope Dr	Pennsylvania Dr	19,600	D
Green Valley Rd	Amnesti Rd	Holohan Rd	22,200	D
Main St (SR 152)	Green Valley Rd	SR 1	29,300	D
Main St/ Porter Dr	Front St	San Juan Rd	30,100	D
E Lake Ave (SR 152)	Wagner Ave	Nugent Ave	13,500	D
Riverside Dr (SR 129)	Bridge St to	Lakeview Rd	12,600	D
Riverside Dr (SR 129)	SR 1	Industrial Rd	22,700	D
W Beach St	Harvest Dr	Pine St	8,700	C
Walker St	W Lake Ave	Beach St	10,900	D
Freedom Blvd	Davis Ave	Blanca Ln	23,900	D
Martinelli St	Virginia St	Washington St	4,900	C
E Lake Ave (SR 152)	Manor Ave	Tuttle Ave	14,400	D
E Beach St (SR 152)	Marchant St	Lincoln St	7,900	C
Ohlone Pkwy	Kingfisher Dr	Landmark Elementary School Driveway	9,100	C
Main St (SR 152)	Rodriguez St	Main St (SR 152)/ Freedom Boulevard	24,000	D
Freedom Blvd	Prospect St	Stanford St	16,000	D
Main St (SR 152)	5th St	E Lake Ave (SR 152)	21,100	D

Notes:

1. Vehicle volumes based on 2023 counts.
2. Florida Department of Transportation, Quality/Level of Service Handbook, 2020. Accessed at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_june-2020.pdf?sfvrsn=98f689a7_2

Source: Fehr & Peers, 2025.



FIGURE 5

Major Streets and Roadways in Watsonville

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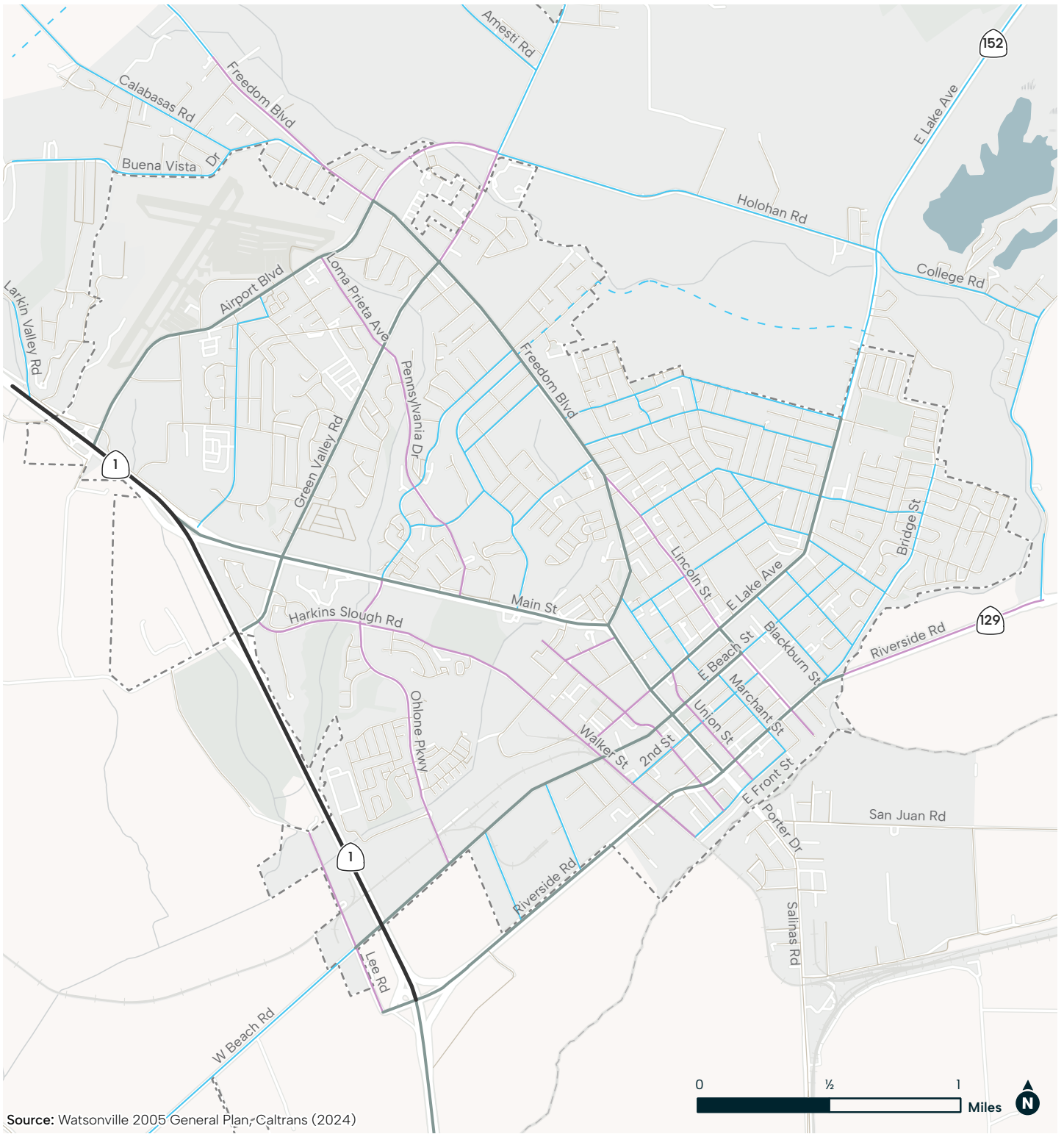
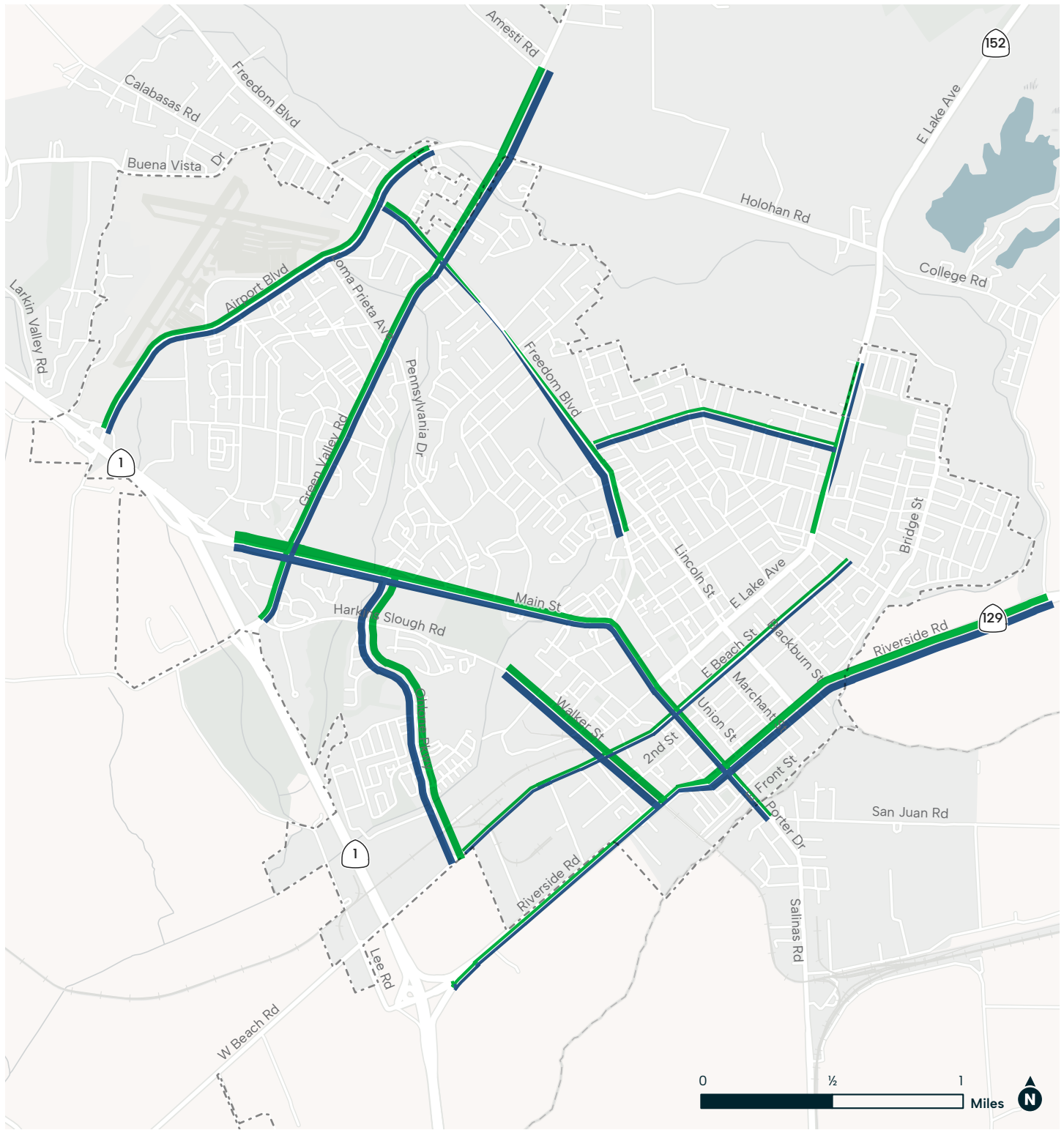


FIGURE 6

Street Classifications

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- City Boundary
- Rail Roads

Average Daily Traffic

SB/WB

- 2,300 – 3,500
- 3,501 – 7,000
- 7,001 – 10,500
- 10,501 – 14,000
- 14,001 – 17,500

NB/EB

- 2,300 – 3,500
- 3,501 – 7,000
- 7,001 – 10,500
- 10,501 – 14,000
- 14,001 – 17,500

FIGURE 7

Average Daily Traffic

3.2 Transit

3.2.1 Existing Transit Service

Transit in Watsonville includes buses, trains, and other on-demand vehicles that are operated by public agencies to transport larger groups of passengers than personal vehicles. Transit is beneficial because it can efficiently move people throughout Watsonville at a low cost to the rider. Transit provides a reliable travel option to those without a car or who are unable to drive and can help to reduce congestion on streets. Watsonville has both local bus service via Santa Cruz Metropolitan Transit District (METRO) and regional bus service via Monterey–Salinas Transit (MST) and METRO.

3.2.2 Regional Transit Service

Regionally, MST provides bus service to the Salinas/Prunedale and Castroville/Marina areas in Monterey County from the Watsonville Transit Center. Greyhound and Amtrack provide regional service to and from Watsonville. METRO provides regional bus service between Santa Cruz and Watsonville on routes (1, 2, 73) and throughout the Santa Cruz region. METRO also offers service between Watsonville and San José along SR 17 via the Highway 17 Express.

3.2.3 Local Transit Service

Local bus service is also provided by METRO. As shown in **Table 6** and graphically in **Figure 8**, there are seven local buses that serve the Watsonville area including the new Watsonville Circulator that began service in 2021 and connects the downtown transit center with primary retail and medical destinations in Watsonville. In addition to providing service through Watsonville, Routes 72 and 75 connect to Amesti and Route 72 Weekend connects to Corralitos. Route 74S is a school route that stops in Freedom and Pajaro. Route 78 stops in Freedom and Route 79 only services Watsonville.

All routes pass through the Watsonville Transit Center which is located on Rodriguez Street and West Lake Avenue one block from the central business district. This facility includes a 4,000–square foot structure with concessions, restrooms and an information and ticket sales area. Bicycle and vehicle parking areas and covered loading platforms are also available. The Watsonville Transit Center connects regional transit services to local buses and shuttles. **Figure 8** shows the existing transit center and transit routes throughout Watsonville.

METRO in partnership with MidPen Housing, proposes redeveloping the existing Watsonville Transit Center into a new 6–story, 91,000 square foot mixed–use development with integrated transit facilities, over 70 affordable housing units, and commercial space. The project aims to transform the site into a vibrant, pedestrian–oriented and transit–connected node consistent with the goals of the DWSP.

In Watsonville, Route 2 has the highest ridership with an average ridership of 30 riders per weekday trip.⁹ Average weekday riders per trip is around 10 riders for most of the routes in Watsonville. Route 78 has the lowest ridership of the routes servicing Watsonville, with 4 riders per weekday trip.

Table 6 shows service as of September 2025. This incorporates recent updates from previously completed phased of METRO’s *Reimagine METRO* program that aims to upgrade routes and

⁹ Ridership information as of Quarter 4 of 2024 ([METRO System Ridership Reports for the Fourth Quarter Of FY24, August 23, 2024](#)).

schedules with the goal of increased frequency and connectivity. Additional details about the program and phasing are included in **Section 3.1.3**.

In addition to fixed route transit service, demand-responsive paratransit is available for elderly and/or disabled persons.

Table 6: Local METRO Transit Service (2025)

Route	From	Via	Destination	Weekdays		Weekends	
				Operati ng Hours	Headway (hours)	Operating Hours	Headway (hours)
Santa Cruz METRO							
72	Watsonville Transit Center	Green Valley Rd.	Watsonville Community Hospital (Watsonville)	6:30 AM to 6:20 PM	1 hour	No weekend service	
72W ¹	Watsonville Transit Center	Green Valley Rd.	Corralitos Rd. (Corralitos)	No weekday service		10:00 AM to 7:00 PM	2 hours
74S ²	Watsonville Transit Center	Pajaro Valley High School	Watsonville Community Hospital (Watsonville)	Runs two times a day: 7:30 AM to 8:30 AM 4:00 PM to 4:50 PM		No weekend service	
75	Watsonville Transit Center	Green Valley Rd.	Wheelock Rd. (Amesti)	5:00 AM to 7:00 PM	1 hour	6:00 AM to 6:50 PM	1 hour
78	Watsonville Transit Center	Ohlone Pkwy.	Freedom Centre (Freedom)	5:50 AM to 6:45 PM	1 hour	6:50 AM to 6:35 PM	1 hour
79 ³	Watsonville Transit Center	East Lake Ave.	Crestview Center ³ (Watsonville)	6:15 AM to 6:40 PM	0.5 hours	7:10 AM to 6:30 PM	1 hour
WC ⁴	Watsonville Transit Center	Airport Blvd.	Main St. and Green Valley Rd. (Watsonville)	8:45 AM to 4:15 PM	1 hour	8:45 AM to 4:15 PM	1 hour
Monterey-Salinas Transit (MST)							
28	Watsonville Transit Center	Riversid e Dr.	Salinas Transit Center (Salinas)	6:50 AM to 7:35 PM	2 hours	6:50 AM to 7:35 PM	2 hours
29	Watsonville Transit Center	Salinas Rd.	Salinas Transit Center (Salinas)	8:00 AM to 6:35 PM	2 hours	8:00 AM to 6:35 PM	2 hours

Notes:

1. W = weekend bus

2. S = School
3. Final destination is County Fair Flea Market on weekends.
4. WC = Watsonville Circulator

Source: METRO, September 2025; Monterey–Salinas Transit, September 2025.

3.2.4 Planned Transit Service

3.2.4.1 Bus Service Changes

Table 7 shows a summary of the projects aimed at improving the reliability, speed, and access to transit for riders in Watsonville and the greater region. The projects are described in more detail below.

Table 7: Watsonville Area Transit Projects

Project	Timeline	Lead Agency
Zero Emission Intercity Transit and Service Expansion Project	Begin purchases in 2023, with the goal of an all 24 zero-emission fleet before 2029	METRO
Watsonville–Santa Cruz Intercity Transit Speed and Reliability Study	Final report completed in January 2024	METRO
Reimagine METRO	Final phase of improvements planned for September 2025	METRO
Highway 1 Auxiliary Lanes and Bus-on-Shoulder improvements	Construction expected to be completed in Fall 2027	Caltrans with Santa Cruz County Regional Transportation Commission (SCCRTC) and the County of Santa Cruz

Source: Fehr & Peers, 2025.

The *Zero Emission Intercity Transit and Service Expansion Project* by METRO includes plans to purchase 24 zero-emission buses to expand service frequency on the heavily traversed Highway 1 and Highway 17 corridors while also redeveloping the Watsonville Transit Station and Pacific Station to include more than 180 mixed-use, affordable housing units. This project will help to reduce vehicle emissions related to transit.

The *Watsonville–Santa Cruz Intercity Transit Speed and Reliability Study*, funded by a Caltrans Sustainable Transportation Planning Grant, is focused on identify opportunities to improve METRO’s customer experience through improved travel times, better pedestrian and bicyclist access to bus stops, and upgraded bus stop amenities. This project includes bus stop enhancements, relocation and consolidation of Rapid bus stops, bus bulbs and transit islands, transit signal priority, enhanced pedestrian crossings, queue jumps, and road and intersection improvements. Notably, the plan considers a traffic signal and transit signal priority at Freedom Boulevard and Lincoln Street.

Reimagine METRO is a METRO initiative to improve transit service frequency and reliability. The program includes routes changes to make routes between Santa Cruz and Watsonville and within Watsonville more direct as well as improvements to increase frequency of buses and expand weekend service. The first phase of improvements occurred in December 2023 and as of December

2024, METRO has rolled out 90% of the planned *Reimagine METRO* service. The final phase of improvements is planned for September 2025 and includes service expansion for Route 90X and Route 1 in Watsonville.

The *Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Project* will look at ways to reduce congestion on SR 1 and reduce transit travel times by evaluating alternative design options for bus only lanes on SR 1 between the Freedom Boulevard interchange and the State Park Drive interchange. Although not in Watsonville, the project will have traffic impacts throughout the region.

The *SCCRTC RTP* also includes \$26 million in funding through SB 1 monies from the California Transportation Commission for improvements to improve rapid bus service through Watsonville including Transit Signal Priority (TSP) on all major corridors, queue jump/transit only lanes where appropriate, and upgraded bus stops, including new shelters, lighting and real-time information.

3.2.4.2 Rail Service

The SCCRTC is currently in the planning phase of their Zero Emission Passenger Rail & Trail Project (ZEPERT), which will convert the underutilized Santa Cruz Branch Rail Line into a multimodal corridor with a passenger rail line and multi-use trail.¹⁰ The passenger rail roughly parallels Highway 1 and will connect Santa Cruz to Pajaro through Watsonville. The project proposes a station in Downtown Watsonville on Walker Street in between West Beach Street and Second Street, west of the Historic Southern Pacific Railroad Depot in Watsonville.

The Monterey County Rail Extension project by the Transportation Agency for Monterey County (TAMC) proposes a new passenger rail extension from Santa Cruz County south to Salinas. Phase 2 of the project includes a new station in Pajaro approximately 1.5 miles from downtown Watsonville. The proposed station would serve Caltrain, Amtrak Coast Starlight, Monterey-Salinas Transit (MST), and Santa Cruz METRO. The project is currently undergoing environmental documentation which is expected to be completed in 2026. Project construction could begin as early as 2029.

¹⁰ ZEPERT Project Concept Report accessible at https://www.sccrtc.org/wp-content/uploads/2025/07/ZEPRT_Draft_Final_Project_Concept_Report-2025-07-30.pdf

3.3 Walking and Biking Facilities and Trails

There are many benefits to walking and biking such as reducing traffic congestion, enhancing economic vitality, and helping reduce greenhouse gas emissions. There are also human benefits to walking and biking such as reducing transportation costs, decreasing stress, and improving physical health.

The City of Watsonville has made a concerted effort to expand transportation options for residents, recognizing the transportation, economic, health and environmental benefits. This includes the expansion of pedestrian and bicycle facilities that increase connectivity between residential, recreational, commercial, and other community amenities throughout the City. Improving the quality and frequency of pedestrian and bicycle facilities in Watsonville can help to encourage walking and cycling.

3.3.1 Relevant Policies

Improving pedestrian and bicycle facilities to ensure safe connections throughout the City has been an ongoing goal of the City of Watsonville. The *2005 General Plan* outlines core policies to support multimodal travel through Watsonville including the following:

- Goal 10.4 Bicycle Circulation – Plan for and provide a safe, convenient network of bicycle facilities.
- Goal 10.5 Pedestrian Circulation – Recognize the importance of pedestrian travel, alone, or in combination with other travel modes, and to encourage walking.
- Policy 10.K Bicycle Facilities Development – The City shall plan for, and implement a comprehensive network of bicycle facilities in order to promote the bicycle as an alternative to the private automobile.
- Policy 10.N Pedestrian Travel – The City shall plan for, and implement a comprehensive network of safe pedestrian facilities in order to promote pedestrian travel.
- Policy 10.O Walkway Aesthetics and Safety – Pedestrian walkways should be designed to promote walking by providing a safe and aesthetically pleasing path of travel.
- Policy 10.P Pedestrian Access – Access for pedestrian travel shall be maintained where it already exists and provided where it does not, in order to prevent or eliminate barriers to pedestrian travel.

In 2012, the City adopted the *Trails and Bicycle Master Plan for the Watsonville Scenic Trails Network* to build an integrated system of pathways and bikeways that will link residents to the outdoors including the vast network of sloughs that are unique to south Santa Cruz County.

In January 2018, the Watsonville City Council adopted a resolution that outlines how the City can draw upon existing resources to successfully implement Vision Zero which is a strategy to eliminate all traffic related fatalities and severe injuries while improving safety on the transportation network.¹¹ The City of Watsonville's *Vision Zero Action Plan* sets the goal of eliminating traffic deaths and severe injuries in a set time frame with clear, measurable, and timely strategies. Watsonville's *Vision Zero Corridor Study* (expected to be completed early 2026) focuses on Freedom Boulevard and includes

¹¹ City of Watsonville, *Resolution No. 7-18 (CM), A Resolution of the City Council of the City of Watsonville Calling for Implementation of Vision Zero in the City of Watsonville* (adopted January 16, 2018).

developing a concept plan guided by the Safe System Approach to help reach the City's vision zero goal.

In 2019, the City established the *Downtown Complete Streets Plan* that provides a framework to increase the comfort and safety of Watsonville streets for all modes of transportation. Building on the *Downtown Complete Streets Plan*, the *Complete Streets to Schools Plan*, adopted in 2020, provides recommendations for improving safety at the 15 public schools of the Pajaro Valley Unified School District (PVUSD) by creating a prioritized list of conceptual infrastructure improvements and recommendations for education and encouragement programs intended to improve the safety of families while walking and biking and to encourage more active transportation trips to school.

The *DWSP* (2023), built on the previous planning efforts conducted by the City including the *Vision Zero Action Plan* (2021), *Downtown Complete Streets Plan* (2019), and *Downtown Watsonville Parking Plan* (2017). The *DWSP* advances those efforts by providing standards, guidelines, and design concepts with the goal of providing convenient access and circulation for all modes of transportation and enhancing walkability and bikeability in downtown Watsonville. The plan incorporates updated analysis and best practices, superseding previous documents. Proposed improvements include the following:

- Install improvements to enhance pedestrian safety and access, ADA accessibility, bicycle connectivity, and revitalize Downtown streetscape.
- Provide bicycle infrastructure that connects downtown to key locations and provides a low stress environment for bicycle riding.
- Provide enhanced facilities for walking.
- Enhance parking, travel demand, and curb management to support an environmentally and fiscally sustainable downtown that increases quality of life in Watsonville.

3.3.2 Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and street furniture. The width of sidewalks in the City typically varies between four feet and ten feet; however many streets lack sidewalks altogether. With the inclusion of typical features found along sidewalks such as trees, signs, lights, the four-foot wide sidewalks are not sufficiently wide to be accessible to those with impaired mobility as defined by the American with Disabilities Act (ADA) (1990).

Most intersections on major streets are marked with crosswalks, although the visibility of the crosswalks can vary from two transverse lines that run the length of the crosswalk (less visible) to continental or ladder crosswalks that have bold lines perpendicular to the length of the crosswalk (more visible) to high visibility crosswalks that have colors or patterns such as a brick stamp pattern that exists at some crosswalks downtown. Crosswalks that have higher visibility have been found to make drivers more likely to yield to pedestrians.

Sidewalk continuity is an important element of pedestrian comfort. Communities are more walkable if sidewalks do not end abruptly and are present on the entire segment and both sides of a roadway. This is especially important for the mobility-impaired or those pushing small children in strollers.

Figure 9 shows the sidewalks in the City of Watsonville.

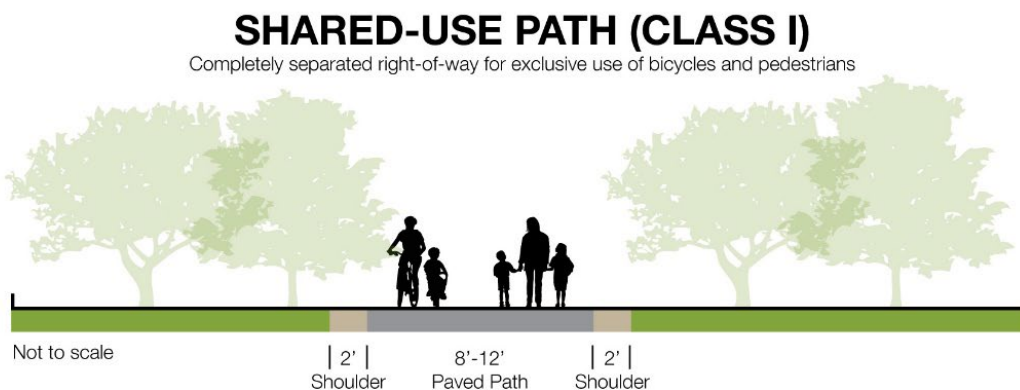


High Visibility Crosswalk near Transit Center (Fehr & Peers, 2023)

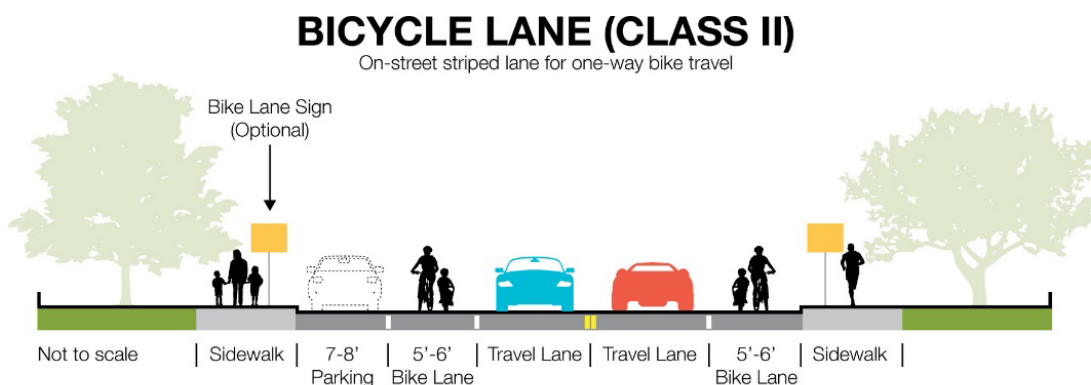
3.3.3 Existing Bicycle Facilities

The four classes of bicycle facilities in Watsonville are described in the *Trails and Bicycle Master Plan for the Watsonville Scenic Trails Network* (2012). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. In addition to serving bicycle riders, bikeways are also commonly used by electric bike riders and electric scooters. The four bikeway types and appropriate contexts for each are presented below.

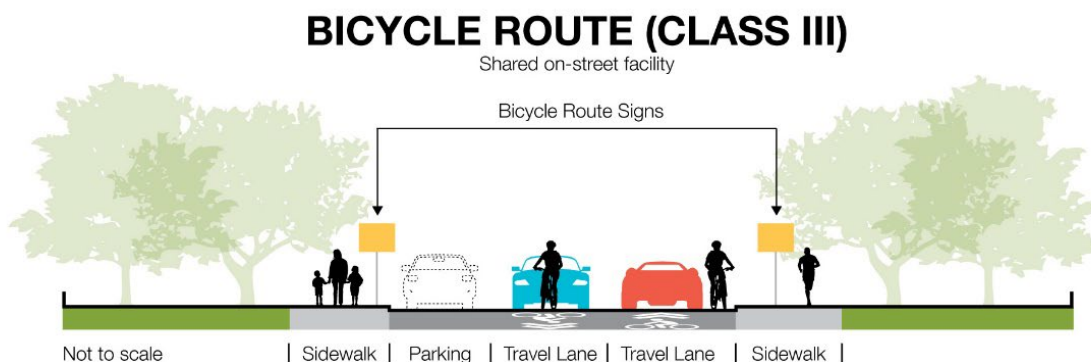
Class I Bikeway (Shared Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



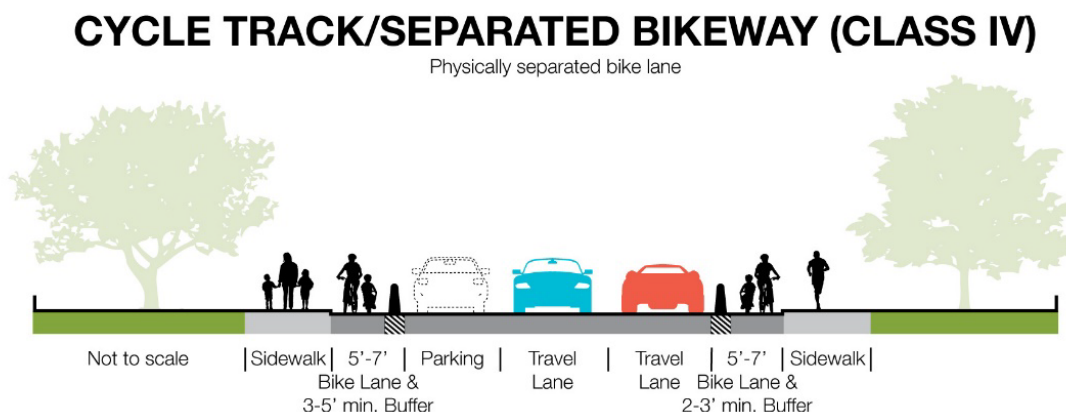
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. Bike lanes may be enhanced with painted buffers between vehicle lanes and and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or “sharrows” are common striping treatments for bike routes.



Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for bicycling. **Figure 10** shows existing trails and bike facilities in Watsonville. Class I separated bike paths which have their own right-of-way separate from streets and vehicles exist on sections of Main Street, Pennsylvania Drive (excluding the existing gap between Clifford Avenue and Willow Creek Street), Ohlone Parkway, and on the levee alongside Salsipuedes Creek parallel to Bridge Street. Watsonville also has an extensive trail system including trails along portions of the Pajaro River Levee, Watsonville Slough, Struve Slough, and Santa Cruz Branch Rail Line. Trails offer pedestrian and bicycle facilities that are separated from vehicles to help with connectivity and provide options for recreational biking or walking.

Class II striped lanes, which provide a dedicated lane of one-way travel within the paved section of the street, exist on some of Watsonville’s roadways including West Beach Street, Walker Street,

Harkins Slough Road, Green Valley Road, Holohan Road, Pennsylvania Drive, Airport Boulevard, Bridge Street, and a short segment of Freedom Boulevard. Class III shared roadways providing a right-of-way with shared use with other motorists are provided on Beach Street, Riverside Drive, Bridge Street, Main Street, Larkin Valley Road, Arthur Road, Freedom Boulevard, and Green Valley Road.

There are many barriers to bicycle ridership in Watsonville. Key challenges include high vehicle traffic volumes and speeds on many key corridors that can make bicycling feel uncomfortable and may present more opportunities for conflicts with other modes. Many existing bicycle facilities such as shared roadways and striped lanes do not provide a physical barrier from vehicle traffic. This can be particularly noticeable when facilities are narrow and do not provide comfortable space for bicyclists. It can also be difficult to travel via bicycle throughout the City due to significant network gaps and a lack of bicycle-friendly wayfinding. Lastly, high temperatures during certain times of year combined with a lack of roadway shading and challenging topography such as steep slopes can add to bicyclists' discomfort.

The City is working on further improvements to pedestrian and bicycle connectivity within the City and to other nearby destinations. The City recently completed construction on a 2 mile long multi-use path along Green Valley Road. Future bicycle improvement projects in Watsonville include adding bicycle facilities along the existing Main Street/Palmer Street vehicular bridge and adding additional pedestrian and bicycle bridge across the Pajaro River aligned near Rodriguez Street (in Watsonville) connecting to Pajaro Park (in Monterey County). Additionally, the SCCRTC is working to develop a multi-use trail along the North Coast railroad corridor alignment from Watsonville to Santa Cruz and extending further north to Davenport. Through Watsonville, the trail would run along San Andreas to West Beach Street, then connect to the bridge crossing before returning to the rail corridor.

A countywide bikeshare program (BCycle) launched in parts of Santa Cruz county including the City of Santa Cruz in June 2023. The program provides on-demand electric bikes to residents, visitors and employees in the City. Bikes are available on a short-term or daily basis from various stations, or docks. While there are plans to roll out more docking stations countywide, there are no current plans to expand service to Watsonville.

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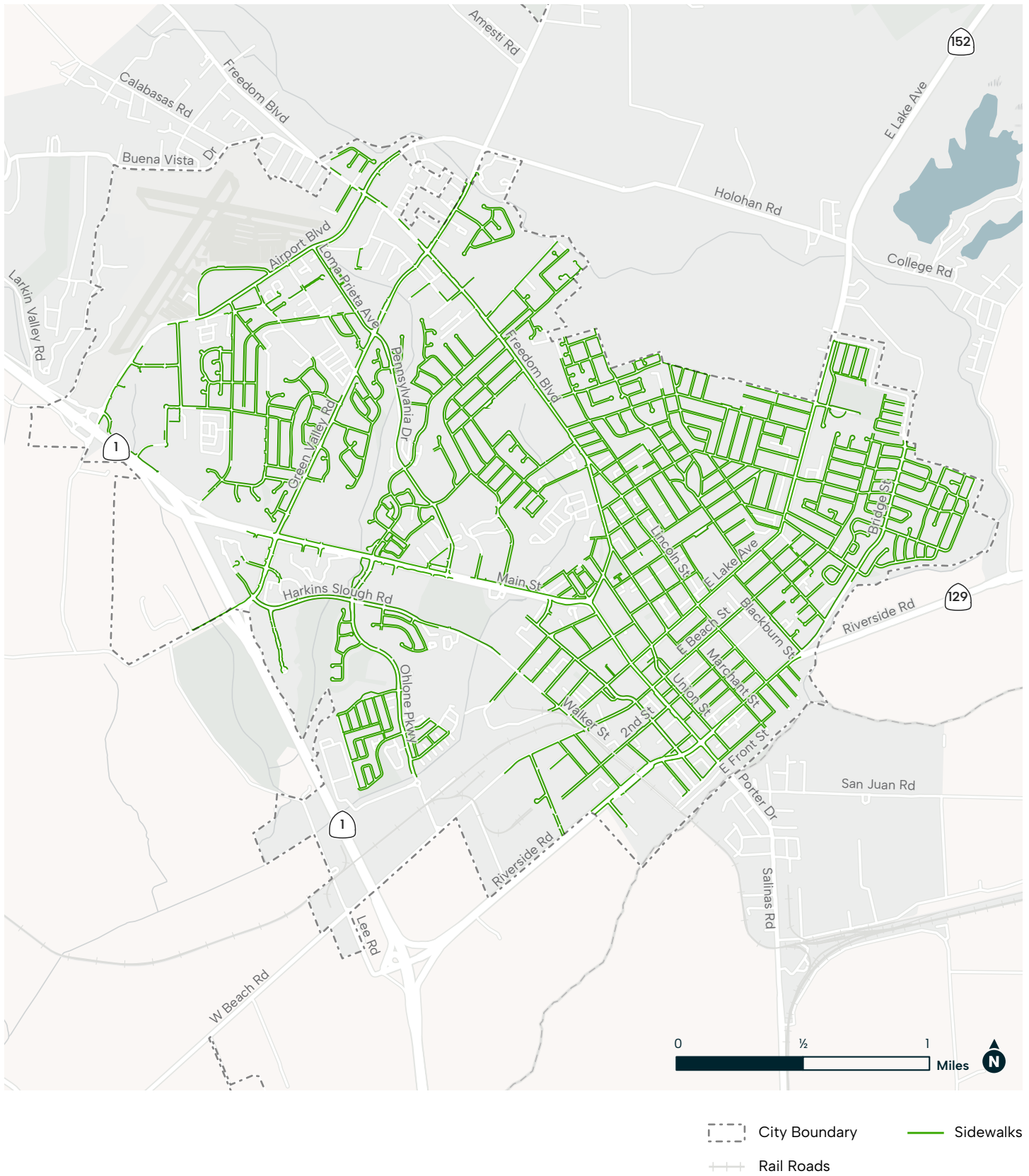


FIGURE 9

Sidewalk in Watsonville

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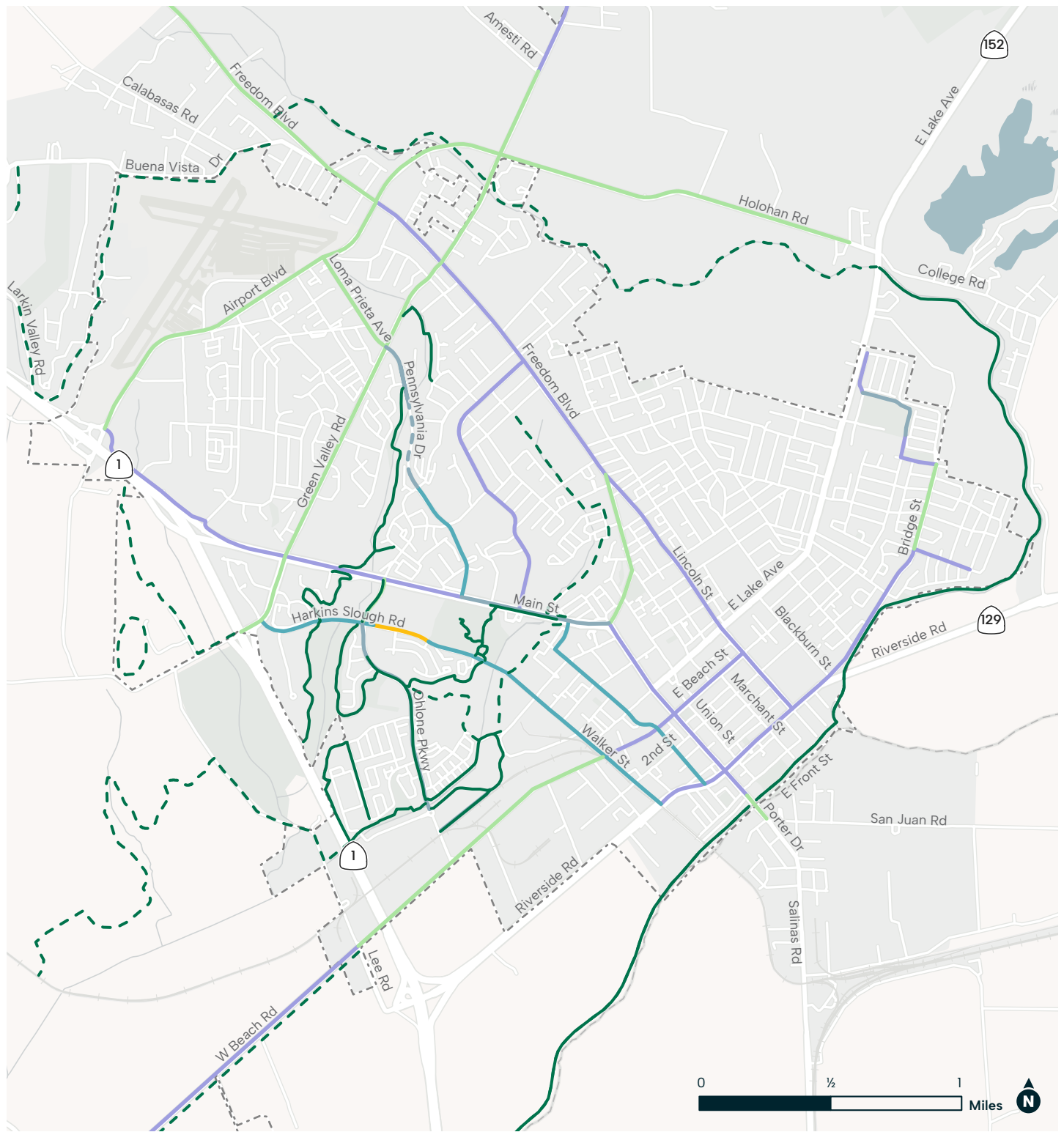


FIGURE 10

Bikeways and Trails in Watsonville

- City Boundary
- Rail Roads
- Existing Trails and Paths
- Proposed Trails and Paths
- Class I Bikeway
- Class I Under Construction
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

3.4 Freight and Goods Movement

Goods movement refers to the movement of goods and freight. Traditionally goods movement involved large trucks, trains, or mid-size delivery trucks. In recent years, the type of vehicles used for goods movement has expanded to include the delivery of small items such as individual meals or groceries. Many small items are delivered by van or passenger vehicle, particularly with the expansion of same-day delivery services such as UberEats, DoorDash, or Instacart.

About 11% of all traffic on all State Routes in Watsonville is estimated to be comprised of trucks, compared to between 7% and 10% of all traffic in State Routes in California on average.¹² The speed, high volume, and high mass of these larger vehicles presents potential risks to pedestrians, bicyclists, and vulnerable road users (youth and seniors) on City streets. Additionally, these truck routes have restricted economic development and added to the pollution burden impacting both downtown and residential neighborhoods in Watsonville. The *2005 General Plan*, adopted in 1994, documented this concern and recommended further study to evaluate prohibiting large trucks on SR 152. The *DWSP* also established a policy to consider removing the truck route designation from SR 152 within downtown. In 2024, AMBAG's *California Central Coast Sustainable Freight Study* called for a study focusing on the impacts of trucking to disadvantaged communities adjacent to freight corridors in the City of Watsonville (SFS-34).¹³ According to this study, two of the three collision hot spot locations in Santa Cruz County are in or near Watsonville (documented in Table 8 Truck-Involved Collision Hot Spot Locations, 2017–2021 of the *California Central Coast Sustainable Freight Study*):

- SR 129 between SR 1 and Lakeview Road
- SR 1 and Main Street (SR 152) between San Andreas Road and Green Valley Road

The City was awarded a \$2.3 million dollar Reconnecting Communities Neighborhood Access & Equity Program grant from the U.S Department of Transportation to conduct this study outlined as a need in previous planning efforts. However, the grant was rescinded in 2025 with the passage of the One Big Beautiful Bill Act (July 2025). To align with federal, state and local goals related to safety and walkability/bikeability downtown and to address the need identified in previous planning effort by the City, the *General Plan 2050* proposes alternative routes that aim to avoid impacts from trucks going through downtown and passing by sensitive receptors (e.g., schools, residences).

3.4.1 Truck Circulation

Trucks routes are designated routes that are designed to support large trucks and to limit intrusion into residential neighborhoods and reduce traffic problems caused by truck travel through the downtown area. The following roadways are the currently designated truck routes in the City as identified in the Watsonville Municipal Code Section 4–5. 1608 Designation of Truck Routes:

- All City streets within the General Industrial District and Industrial Park District as established pursuant to Title 14 of the Code
- Main Street –the Pajaro River Bridge to East Beach Street
- West Lake Avenue –Main Street to Walker Street
- Airport Boulevard – Ranport Road to City Limit

¹² Caltrans Traffic Census, 2021 Truck AADT, <https://dot.ca.gov/programs/traffic-operations/census>

¹³ California Central Coast Sustainable Freight Study, Table 16 Mitigate Freight Impacts on Communities and the Environment, https://www.ambag.org/sites/default/files/2024-09/Draft_CCCSFS_Final%20Report_08292024%20SML.pdf

- SR 152 – In its entirety, which includes:
 - East Lake Avenue from Main Street to the northeastern City limits
 - East Beach Street from Main Street to Lincoln Street
 - Lincoln Street between East Beach Street and East Lake Avenue (northbound traffic only)
 - Main Street from State Route 1 to East Beach Street
- West Lake Avenue – Walker Street to Main Street
- SR 1 (Cabrillo Highway) – In its entirety
- South Green Valley Road – SR 1 to Main Street
- West Beach Street – Walker Street to Main Street
- Lee Road – between the northern City limit boundary and the southern City limit boundary
- Industrial Road – In its entirety
- Harvest Drive – In its entirety
- Walker Street – Ford Street to West Front Street
- Ford and Kearney – Walker Street to Walker Street
- SR 129 (Riverside Drive) – In its entirety

Figure 11 shows the existing truck routes. As part of the General Plan process, the City has updated truck routes with the goal of reducing the burden that truck routes pose to residential neighborhoods and the downtown core of the City of Watsonville. This is aligned with the City's goals for a thriving livable downtown and is consistent with AB 98 truck route requirements. The proposed truck routes, as shown in **Figure 12**, aim to avoid impacts from trucks going through downtown and passing by sensitive receptors (e.g., schools, residences).



FIGURE 11

Existing Truck Routes in Watsonville

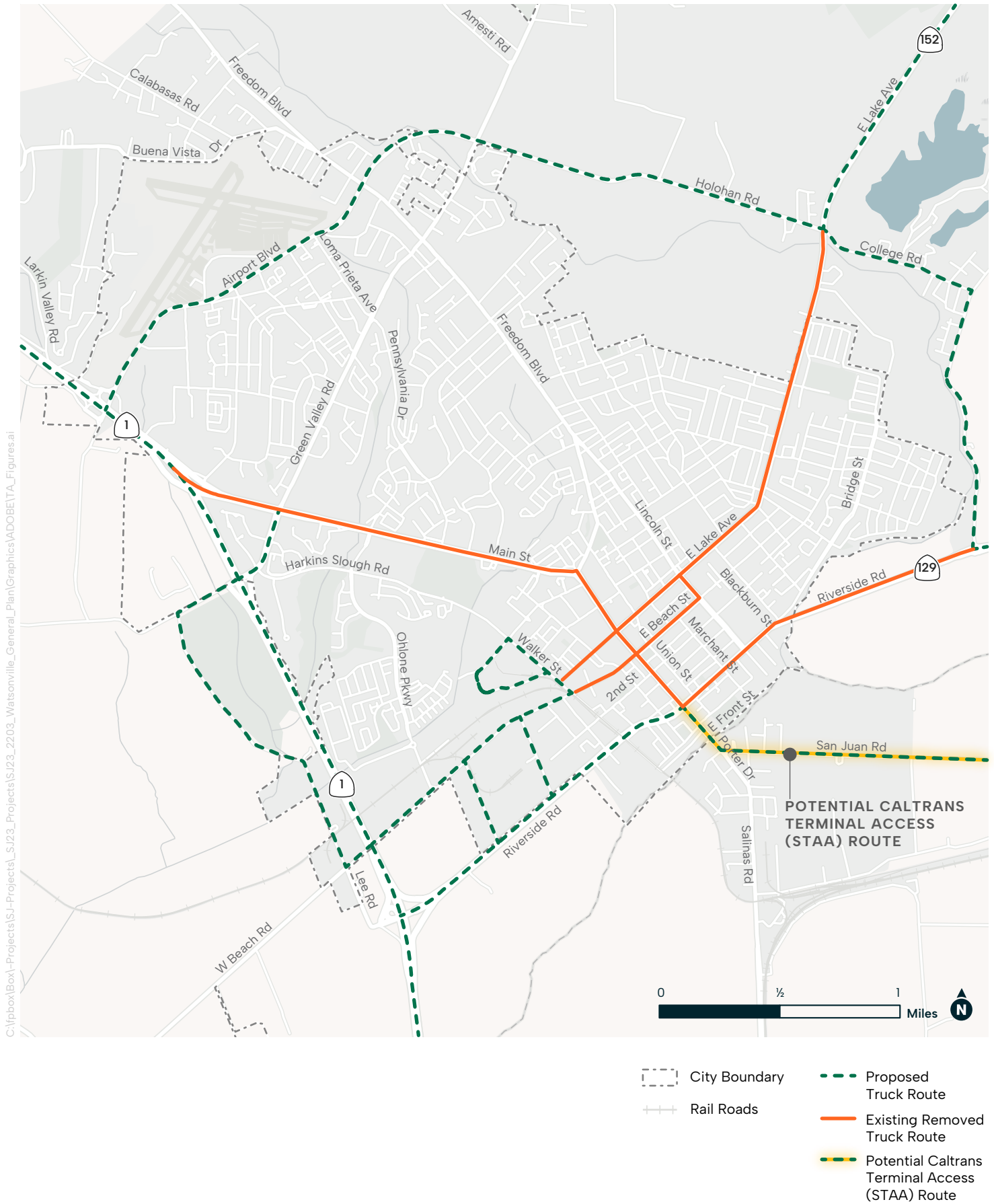


FIGURE 12

General Plan 2050 Proposed Truck Routes in Watsonville

3.4.2 Air Travel

The Watsonville Municipal Airport (WVI) is a non-towered, general aviation (GA) airport located in the northwestern Watsonville. The Airport is owned and operated by the City of Watsonville. It is the only airport in Santa Cruz County and is one of five public-use airports in the Monterey Bay area. WVI is categorized as a "Regional" airport in the latest *National Plan of Integrated Airport Systems* (NPIAS), signifying that WVI serves a wide variety of general aviation aircraft and users. The Airport is accessible by SR 1, SR 129, and SR 152 and on local streets via Airport Boulevard and Aviation Way. In 2020, the airport served about 50,500 landings and take-offs but is projected to increase to 89,000 landings and take-offs annually by 2040.¹⁴

The Watsonville Municipal Airport principally serves the general aviation fleet; the majority of aircrafts are single-engine. While the fleet mix is generally expected to remain consistent through 2050, according to the *2023 Airport Master Plan Update*, the percentage of jet traffic is projected to increase from 1% to 3% of total operations, corresponding with the relative decrease in the share of single-engine aircraft operations. As shown in Table 2-8 of the *2023 Airport Master Plan Update*, the share of multi-engine and helicopter operations are expected to remain relatively constant through the forecast period. Approximately 15% of total operations are "touch-and-go" operations, defined as an aircraft that lands and departs on a runway without stopping or exiting. Additionally, many of the touch-and-go operations are conducted by helicopters due to the helicopter flight school located at WVI.

As of 2025, the Airport does not serve any airline, air cargo, or air taxi operations. However, a charter service is available to connect to the major airline operations for the area which are served by the San Francisco Bay Area airports of San José, Oakland, and San Francisco, and by the Monterey Municipal Airport. Additionally, the Airport also serves Coast Guard helicopter operations and some private helicopter operations throughout the year, totaling about 3,110 landings and take-offs in 2010. The major user of the helicopter facilities is the flight school.

The Watsonville Municipal Airport also serves as a test facility for some new aviation technologies including vertical take-off and landing (VTOL) vehicles that do not require horizontal distance to take off. Some aviation technology companies utilize the airport in Watsonville to conduct tests on an aircraft that may be used for future ride-hailing services.¹⁵ In recent years, Unmanned Aircraft Systems (UAS), commonly referred to as drones, has shown indications that it can be utilized to transport passengers and cargo short distances in urban areas. These technology innovations may help to relieve some level of ground traffic congestion by using small aircraft to travel to different points within and between cities and may not require airports to take-off and land. However, the emergence of these new advanced air mobility technologies still pose challenges for users and regulators including but not limited to their safe integration into the existing National Airspace System (NAS), land use compatibility, and the nexus between "traditional" modes of transportation with cutting-edge innovations. The consequences of AAM on airport activity demand is not yet known, however, it is likely that it will have some impact on the operations and infrastructure of airports, including WVI.

¹⁴ City of Watsonville, *Watsonville Municipal Airport Update* (2023), adopted October 24, 2023, Resolution No. 210-23 (CM), Table 2-8: WVI Operational Fleet Mix.

¹⁵ <https://www.watsonville.gov/391/Aviation-Businesses>

Other trends, such as the growth of e-commerce and air cargo, emergence of electric aircraft, and continued popularity of experimental aircraft present potential future opportunities for growth at the Airport. Organizations including the International Civil Aviation Organization (ICAO) anticipate electric aircraft development to continue to grow, first in the small general aviation aircraft category and eventually moving to larger airliner-type aircraft. As such, this segment of the aviation industry has potential for significant growth in based aircraft both locally at WVI and nationally.

The Watsonville Municipal Airport is recently revised its Master Plan, updating the 2001 version to incorporate new inputs, economic conditions, and current regulations and guidance. The Airport Master Plan identifies and recommends land uses within the airport boundary. The Airport's Safety Compatibility Zones as shown in **Figure 13** influence land use patterns within the City of Watsonville near and around the airport and constrain development.

Figure 13: Airport Location and Safety Compatibility Zone



3.4.3 Safety

Transportation safety is an important concern for travelers of all ages and backgrounds. In the past four years (2019 through 2022), 13 people were killed as a result of a traffic crash in Watsonville.¹⁶ Improving transportation safety is essential to not only reduce fatalities but to ensure that everyone can travel on streets comfortably and safely. The City of Watsonville has made commitments to reduce crashes on Watsonville streets through the *Downtown Complete Streets Plan*, the *Complete Streets to Schools Plan*, and the *DWSP* and has adopted a resolution that outlines how the City can draw upon existing resources to successfully implement Vision Zero which is a strategy to eliminate all traffic related fatalities and severe injuries while improving safety on the transportation network. In 2021, the City adopted its *Vision Zero Action Plan* that sets the goal of eliminating traffic deaths and severe injuries in a set time frame with clear, measurable, and timely strategies.

Collision reports for 2019 through 2022 were obtained from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS). There were a total of 502 collisions reported in Watsonville during this time. Of the 502 collisions that occurred, 10% (50) resulted in a someone being killed or severely injured (KSI). Pedestrians and bicyclists were involved in 62% (8 out of 13) of collisions that resulted in a fatality and 44% (20 out of 37) collisions that resulted in a severe injury, despite representing only 31% (157) of all collisions.

Figure 15 shows the collisions by severity in Watsonville.

The top three primary collision factors are unsafe speeding, traffic signals and signs, and pedestrian right of way. **Figure 14** shows the top five primary collision factors by collision severity.

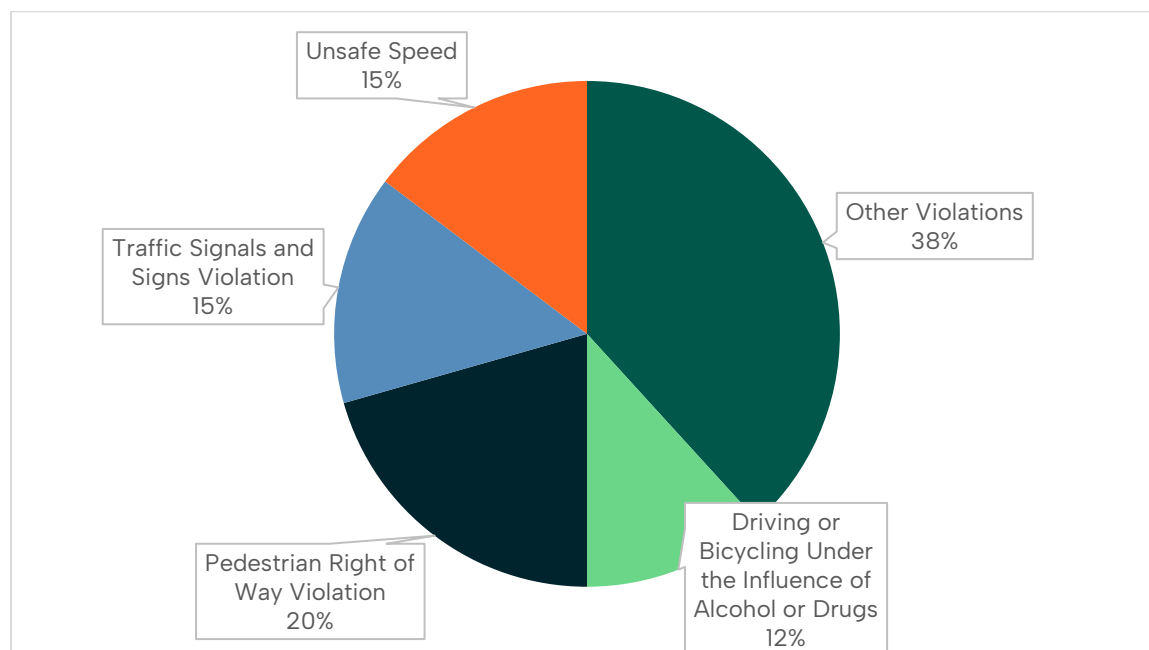


Figure 14: Top 5 Primary Collision Factors by Collision Severity in Watsonville (2019-2022)

Notes: Other violations includes improper driving, improper lane changes, wrong side of the road, pedestrian violations, improper turning, unsafe starting or backing, and following too closely.

Source: SWTRS, 2019-2022.

¹⁶ TIMS Crash Data (2019- 2022). <https://tims.berkeley.edu/tools/query/summary.php>

Prior to 2019, unsafe speeds and right of way violations continued to be leading causes of collisions. In 2018, unsafe speeds accounted for 27% of all crashes and right of way violations accounted for 30% of all crashes. Since 2018, collisions in Watsonville have increased slightly, with an estimated 10% increase between 2019 and 2022. In 2020, collisions dropped by 7%, which can likely be attributed to a decrease in overall traffic as a result of the COVID-19 pandemic.

Many of Watsonville's collisions are concentrated on specific streets and at specific intersections. Of all the KSI crashes, 30% of them occurred on just 2 miles, which represents 2.2% of all City streets and most of which are in low-income neighborhoods, many of which are in low-income neighborhoods. An additional 25% of fatal and serious injury crashes occurred on 1.9 miles of the State highways within City limits. Altogether, these high-injury corridors are listed below and shown in **Figure 15**.

- Airport Boulevard
- Riverside Drive
- East Lake Avenue
- Main Street
- West Beach Street
- Green Valley Road

The City's *Vision Zero Action Plan* identifies these streets as a priority and includes action items to add pedestrian safety zones on all high-injury streets to improve pedestrian and bicycle safety. The City is also planning to do further analysis and identify new high-injury corridors as well as design concepts to improve safety on these corridors.

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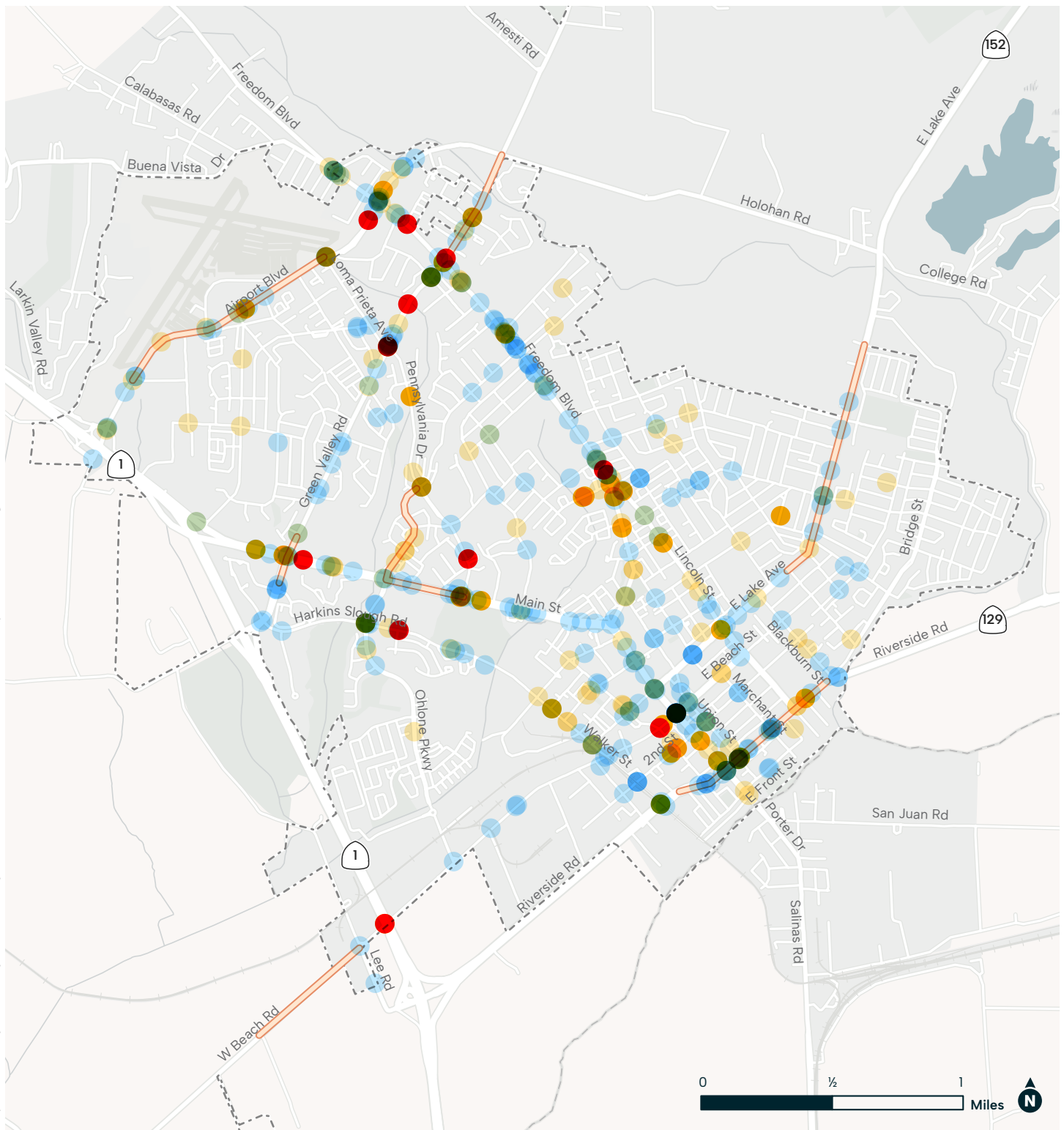


FIGURE 14

Collision Hot Spots and High Injury Corridors

4. Significance Criteria

Impact criteria for VMT and other transportation-related items are described below. The Project’s potential transportation impacts are presented in **Chapter 6**.

Resolution 205-22 (September 2022) establishes Watsonville’s VMT policy and provides guidance for the preparation of CEQA-compliant transportation impact analyses pursuant to SB 743. **Table 8** below summarizes the significance criteria as presented in the *SB 743 Implementation Guidelines for the City of Watsonville (VMT Policy)* (September 2022).

Table 8: Transportation Significance Criteria

Impact Categories	Significance Criteria
Plan Conflicts	The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
VMT Impacts	The project would result in a VMT-related impact: • 15% below the County total VMT per service population • Increase to the Countywide daily boundary VMT per service population Additional details about VMT impacts described in Section 4.2.2 .
Hazard Impacts	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impacts	The project would result in inadequate emergency access.

Source: Fehr & Peers, 2025.

Each of these criteria is discussed further below.

4.1 Plan Conflicts

To determine the Project’s consistency with relevant transportation programs, plans, ordinances or policies, the following significance thresholds were applied to each respective mode of travel – transit riders, roadway drivers, bicyclists, and pedestrians.

- **Transit System** – The project would create a significant impact related to the transit system if any part of the proposed Project:
 - Disrupts existing transit services or facilities;¹⁷
 - Interferes with the implementation of a planned transit facility;
 - Creates physical or operational transportation outcomes that conflict with desired conditions expressed in transit policies adopted in Watsonville, Santa Cruz County, or Santa Cruz METRO for their respective facilities in the study area.

¹⁷ This includes disruptions caused by the Project relative to transit street operations and transit stops/shelters.

- **Roadway System** – The project would create a significant impact related to the roadway system if any part of the proposed Project:
 - Disrupts existing facilities;
 - Interferes with the implementation of a planned vehicle facility;
 - Creates physical or operational transportation outcomes that conflicts with applicable program, plan, ordinance, or policy.
- **Bicycle System** – The project would create a significant impact related to the bicycle system if the any part of the proposed Project:
 - Disrupts existing bicycle programs or facilities;
 - Interferes with planned bicycle facilities;
 - Creates physical or operational transportation outcomes that conflict with applicable bicycle system plans, guidelines, policies, or standards.
- **Pedestrian System** – The project would create a significant impact related to the pedestrian system if any part of the proposed Project:
 - Disrupts existing pedestrian facilities;
 - Interferes with implementation of a planned pedestrian facility;
 - Creates physical or operational transportation outcomes that conflict with applicable pedestrian system plans, guidelines, policies, or standards.

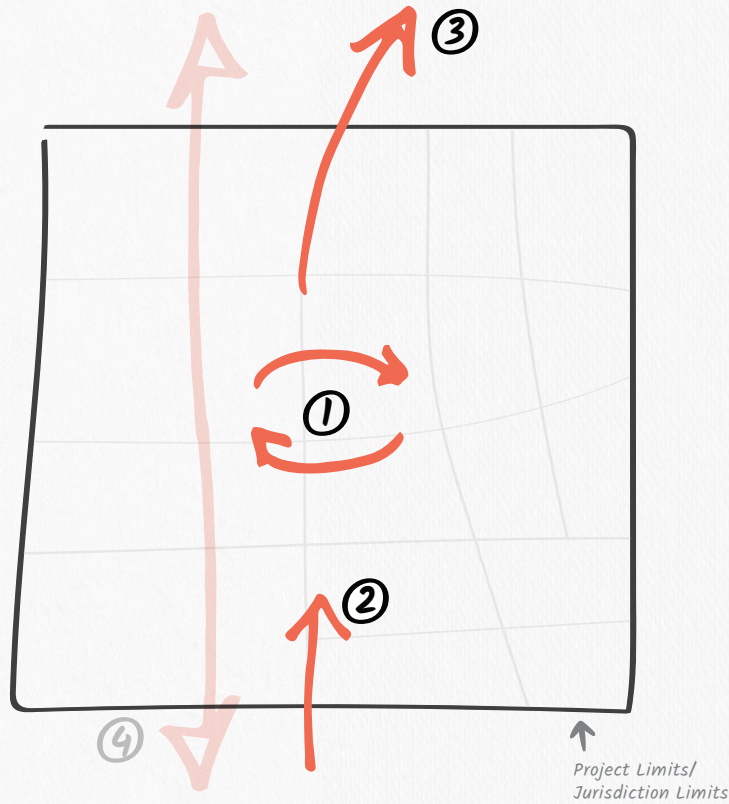
4.2 VMT Impacts

The VMT analysis methods utilize the procedures and VMT thresholds of significance in the adopted City of Watsonville *VMT Policy*. While the City of Watsonville’s *VMT Policy* includes CEQA thresholds of significance for projects, it does not clarify thresholds for general plan updates or amendments. Because the proposed land use changes in the *General Plan 2050* would likely have a widespread effect on the total VMT within the City of Watsonville, a comprehensive VMT assessment (i.e., VMT including all vehicle trips, vehicle types, and trip purposes without separation by land use) is presented in this report and considers both the Project’s direct impacts relative to Project generated VMT per service population¹⁸, as well as a cumulative analysis, which considers the Project’s long-term effect on VMT using boundary VMT per service population. This is aligned with OPR recommendations¹⁹ for general plans. For illustrative purposes **Figure 16** presents a representation of both Project generated VMT and boundary VMT. Both metrics are needed for a comprehensive view of a project’s VMT effects. Due to the unique characteristics of this large land use project, the VMT assessment methods and thresholds used for this analysis go beyond the City of Watsonville’s VMT thresholds which are focused on individual land development projects. This approach to assessing VMT is more appropriate for a general plan update. Each analysis is addressed separately below.

¹⁸ Service population is defined as the sum of all residents, students, and employees in Watsonville.

¹⁹ OPR VMT Guidance, 2018. Accessible at https://lci.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

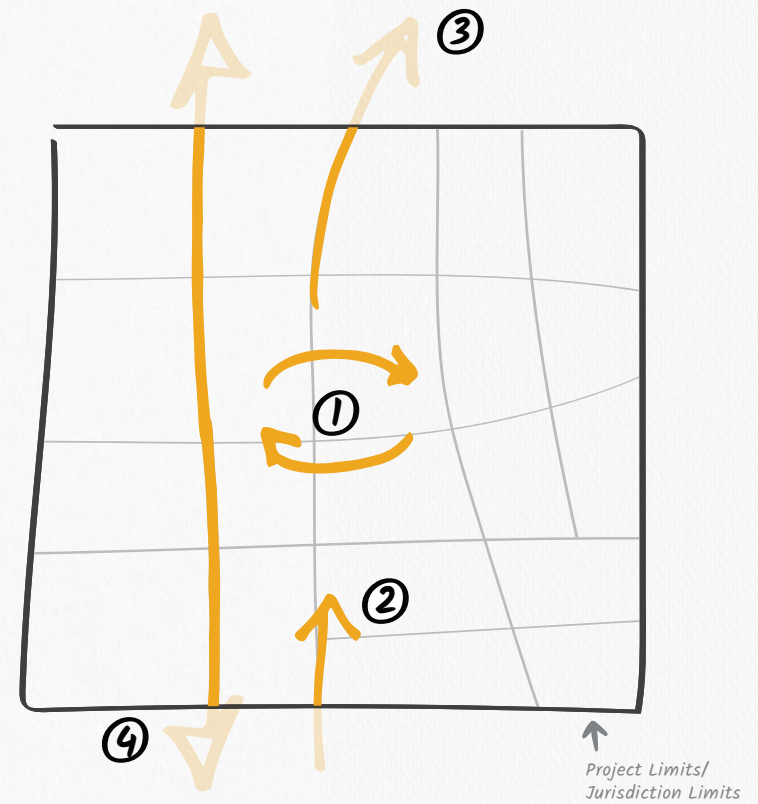
Project Generated VMT



- ① 2x Internal to Internal (2xII) VMT
- ② External to Internal (XI) VMT
- ③ Internal to External (IX) VMT
- ④ External to External (XX) VMT

Notes: External to External (XX) trips are excluded from this VMT metric.
Adjustments to project generated VMT made to include the full length of trips that leave the jurisdiction to capture inter-jurisdiction travel.

Project Effect on VMT (Boundary VMT)



- ① Internal to Internal VMT
- ② External to Internal (XI) VMT
- ③ Internal to External (IX) VMT
- ④ External to External (XX) VMT

Notes: Boundary VMT is all the VMT within the jurisdictional boundary. Transparent portions of arrows 2, 3 and 4 are not included in the VMT metric.

FIGURE 15

Measuring Vehicle Miles Traveled (VMT)

4.2.1 Recent Changes to CEQA Transportation Analysis

The analysis of transportation impacts under the California Environmental Quality Act (CEQA) was changed with Senate Bill (SB) 743. SB 743 became effective in 2020 and removed the use of vehicle delay or traffic congestion, as described solely by level of service (LOS), for determining transportation impacts in environmental review. Instead, the latest *CEQA Statute & Guidelines* now specify that vehicle miles traveled, or VMT, is the appropriate metric to evaluate transportation impacts. In short, SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the impact of driving. In response to this methodological change in required transportation analysis, the City of Watsonville adopted its *VMT Policy* to comply with SB 743,²⁰ which includes baseline VMT screening thresholds, VMT thresholds of significance, VMT mitigations of significant impacts, and requirements for preparing a local transportation analysis.

4.2.2 VMT Impacts

4.2.2.1 Project Generated VMT

The VMT impact significance thresholds for determining the Project's direct impact under Cumulative (2050) with Project Conditions are as follows:²¹

A significant impact would occur if the total citywide VMT per service population for Cumulative (2050) with Project Conditions would exceed a level 15% below the countywide total VMT per service population baseline rate. The threshold applied in this analysis is 15% below the existing county-wide VMT rate of 38.5, which as shown in **Table 9**, is 32.7 (Existing Conditions Santa Cruz County total VMT per service population of 38.5 x 85% = **32.7**).

Table 9: Project Generated VMT Thresholds Based on Existing Conditions for the City of Watsonville

Metric	Amount
Total Santa Cruz County-Wide VMT (A) ¹	17,764,430
Service Population (B) ^{1,2}	461,580
Total VMT per Service Population (A / B = C) ¹	38.5
Total VMT per Service Population Threshold (C x 85%)¹	32.7

Notes:

1. Service population and VMT calculations detailed in **Chapter 5**.
2. Service population is defined as the sum of all residents, students, and employees.

Source: Fehr & Peers, 2025.

²⁰ City of Watsonville *VMT Policy* (September 2022). Available online at: <https://www.watsonville.gov/1910/Transportation-Analysis-per-CEQA>

²¹ An induced VMT threshold is not presented because the project, *Watsonville 2050*, is not adding roadway capacity.

4.2.2.2 Project’s Effect on VMT (Using Boundary VMT)

The Project would result in a significant impact on VMT under Cumulative (2050) with Project Conditions if growth in the plan area increases total boundary countywide VMT per service population compared to Cumulative (2050) No Project Conditions.

The impact threshold for the Project’s effect on VMT is the Santa Cruz County Boundary VMT per Service Population, or 18.3 (refer to **Table 10** for how the 18.3 is calculated). The boundary VMT uses the Santa Cruz County boundary VMT to evaluate the Project’s effects on VMT because the Project effects are likely to be localized near the City of Watsonville and within Santa Cruz County.

Therefore, the Project would result in a significant impact on VMT if it causes the cumulative countywide daily boundary VMT per service population to be greater than **18.3**.

Table 10: Project’s Effect on VMT (Using Boundary VMT) Threshold Based on Cumulative (2050) Conditions for Santa Cruz County

Metric	Amount
Santa Cruz County–Wide Boundary VMT (A) ¹	9,359,530
Service Population (B) ^{1,2}	512,430
Boundary VMT per Service Population (A / B = C) ¹	18.3
Boundary VMT per Service Population Threshold (D)¹	18.3

Notes:
1. Service population and VMT calculations detailed in **Chapter 5**.
2. Service population is defined as the sum of all residents, students, and employees.
Source: Fehr & Peers, 2025.

4.2.3 RTC/SCS Plan Consistency

The California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans; therefore, a significant impact would occur if the Project were inconsistent with the RTP/SCS Plan (*Moving Forward Monterey Bay 2045*). This could include potential inconsistencies between RTP/SCS Plan growth estimates and City growth projections as required by RHNA.

4.3 Hazard Impacts

The Project would result in a significant impact regarding hazards if it substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4.4 Emergency Access Impacts

Ease of access and travel time are critical for first responders when traveling in emergency vehicles. Obstructions in the roadway, detours, and excessive delays due to congestion are among the factors that can affect emergency response time. A significant impact would occur if the Project results in inadequate emergency access.

Additional evaluation on impacts to emergency evacuation may be required as part of the update to Safety Element of the General Plan but is not required as part of the Emergency Access Impacts section under CEQA and is therefore not included in this Transportation Analysis Report.

5. VMT Forecasts

5.1 Methods of Analysis

The most common method of calculating VMT metrics is through a travel forecasting model. A travel forecasting model uses specialized software and is designed to reflect the interactions between different land use and roadway elements in a large area. The San Cruz County Regional Transportation Commission Travel Demand Model (“SCCRTC Model”) was used to prepare daily VMT and roadway segment forecasts, as well as for use as inputs for the Air Quality, Energy Consumption, and Greenhouse Gas (GHG) analysis. To understand the VMT forecasts and VMT impact analysis, this section defines important technical terms and analysis methods.

5.1.1 SCCRTC Model Documentation

The SCCRTC Model is a four-step travel demand model developed in the TransCAD platform. The SCCRTC Model land use inputs were originally developed with a 2010 base year and were based on AMBAG 2010 population and land use projections. Santa Cruz County updated the model in 2023 to a 2019 base year and a 2045 horizon year.²²

Data inputs including land use, population, and network information, were updated based on the Association of Monterey Bay Area Governments (AMBAG) travel demand model 2022 model update. The transportation analysis zones (TAZs) are based on AMBAG TAZ geography with revisions for Santa Cruz County.

The future year SCCRTC Model is used to develop forecasts for Cumulative (2050) Conditions and includes projected growth to year 2045.

5.1.1.1 Land Use Model Input Adjustments

For the purpose of this VMT analysis, Existing Conditions was based on SCCRTC Model 2019 baseline conditions and was updated to reflect existing (Year 2024) land uses in the City of Watsonville based on Santa Cruz County Assessor Data as provided by the project team. The Cumulative (2050) No Project Conditions were updated to reflect land use growth and transportation network adjustments associated with the *DWSP* as provided by the project team. The SCCRTC Model includes a future year (2045) conditions which did not directly account for the *DWSP* and distributed growth relatively evenly throughout the City. To account for the *DWSP* and to avoid overestimating growth elsewhere in the City, particularly in areas that are already built-out and likely would not have much additional growth, we assumed all future growth would be concentrated in the growth areas. Therefore, no additional growth outside of the growth areas under Cumulative (2050) Conditions was assumed. For TAZs within City boundaries but outside of the growth area under Cumulative (2050) No Project Conditions, no changes to the SCCRTC Model were made and inputs reflect Existing Conditions in the SCCRTC Model. For TAZs outside of City sphere of influence, the analysis used future year (2045) conditions as is in the model – no changes to the SCCRTC model were made. We assume 2045 land use forecasts are a reasonable estimate of 2050 conditions since they include all planned growth in the region.

²² Santa Cruz Travel Demand Model Update Memorandum (August 8, 2023).

For the Cumulative (2050) with Project Conditions, inputs were based on the proposed land use(s) in the *General Plan 2050* – in this case, the proposed change in housing units and employment with the Project planning areas – were added to the Cumulative (2050) No Project Conditions model for the relevant TAZs comprising the growth areas. The land use assumptions by scenario are included in **Appendix A**.

Table 11 shows the additional land use associated with the Cumulative (2050) with Project Conditions scenario by growth area. 5,980 new residential units, 2.7 million square feet of non-residential development, and up to 4,000 new jobs (refer to **Section 1.2**) within growth areas.

Table 11: Proposed Project Land Use Summary for Growth Areas

Growth Area	Households	Employees ¹
<i>Infill</i>		
Downtown Infill	5,400	4,450
Corridor Infill	2,000	2,100
Neighborhood Infill	1,900	2,400
Employment	850	800
<i>New Growth Areas</i>		
Buena Vista	950	150
Atkinson Lane/Area C	800	150
Highway 1 Gateway	50	3,350
<i>Total</i>	<i>11,950</i>	<i>13,400</i>

Notes:

1. Employment square footage as inputted in the model assumes 2.4 employees per thousand square feet (KSF) for all city growth TAZs except for Highway 1 gateway TAZs. For big box retail as is proposed for the five Highway 1 gateway TAZs, the project team assumed 0.8 employees per KSF.

Source: Fehr & Peers, 2025.

5.1.1.2 Network Model Input Adjustments

Planned roadway improvements within the City of Watsonville were updated in the SCCRTC Model under Cumulative (2050) Conditions based on the *DWSP*. Projects include:

- Reduction from 4 lanes to 2 lanes on Main Street between Freedom Boulevard and Riverside Drive (SR 129)
- Conversion of East/West Lake Avenue (between Rodriguez Street and Lincoln Street) and East Beach Street (between Main Street and Lincoln Street) one-way couplets to two-way streets.
- Reduction from 2 lanes to 1 lane northbound on Rodriguez Street between Lake Avenue and Beach Street

Additional network changes identified as part of the *General Plan 2050* and incorporated under Cumulative (2050) with Project Conditions include extending Wagner Avenue to SR 152 and

connecting Atkinson Lane. Additional *SCCRTC RTP* projects were considered as listed in **Table 2**, but the City determined that no additional projects that changed the overall network were identified to be likely to be completed by Cumulative (2050) Conditions. Further, while the future rail service is planned in Watsonville, the project is not environmentally cleared or fully funded and therefore is not assumed as part of analysis.

Any network changes from *General Plan 2050* would be included in Cumulative (2050) with Project Conditions. However, the *General Plan 2050* does not include any additional lane reductions or changes in roadway capacity that required updates to the *SCCRTC Model* beyond those listed above.

5.1.2 Project Generated VMT Estimation Method

Project generated VMT is the VMT from all vehicle trips for all trip purposes and types. Project generated VMT per service population is the metric used to evaluate how the City's VMT changes (increases or decreases) between Existing Conditions and Cumulative (2050) with Project scenarios, considering both VMT increases due to land use growth and VMT changes due to changes in travel behavior. Project generated VMT values include VMT on all streets including centroid connectors²³ and travel outside of the *SCCRTC Model* area. It is calculated by summing the "VMT from" and "VMT to" a specified area, as follows:

$$\text{Project Generated VMT} = (II + IX) + (II + XI) = 2 * II + IX + XI$$

- Internal-internal (II): The full length of all trips made entirely within the geographic area limits.
- Internal-external (IX): The full length of all trips with an origin within the geographic area and destination outside of the area.
- External-internal (XI): The full length of all trips with an origin outside of the geographic area and destination within the area.

The intra-zonal VMT and VMT between traffic analysis zones, or TAZs, that are in the study area cause some double counting, which is an expected result when summing the trip end based VMT. To ensure a VMT rate is expressed properly (i.e., that the numerator and denominator include the generators of both trip ends of the VMT), the proposed Project generated VMT is divided by the service population (residential, student, and employment population), the generator of both trip ends of the VMT. The VMT estimates are also presented on a per service population basis to account for both the effects of population and/or employment growth and the effects of changes in personal travel behavior. For example, population growth may cause an increase in VMT, while travelers changing their behavior by using different travel modes or decreasing their vehicle trip lengths (such as a higher percentage of Watsonville residents working or shopping in Watsonville) would cause decreases in VMT.

5.1.3 Project's Effect on VMT Estimation Method (Using Boundary VMT)

Project's effect on VMT (also referred to as "boundary VMT") is the VMT that occurs within a selected geographic boundary (e.g., city, county, or region) by any type of vehicle. Boundary VMT captures all on-road vehicle travel on a roadway network (i.e., VMT on the centroid connectors and all other streets and freeway segments in the travel model within the physical limits of the selected

²³ Centroids are points that identify the center of activity within a TAZ and connect that zone to the transportation network. A centroid connector is a feature of a travel model network that connects the centroid to the network and represents the local streets within a zone.

geographic boundary) for any purpose, and includes local trips as well as trips that pass through the area without stopping. The use of boundary VMT is a more complete evaluation of the potential effects of the proposed Project because it captures the combined effect of new VMT, shifting existing VMT to/from other jurisdictions, and/or shifts in existing traffic to alternate travel routes or modes.

The boundary VMT (within Santa Cruz County) per service population is used to evaluate the cumulative effect of the proposed Project on VMT. Therefore, boundary VMT is evaluated by comparing Cumulative (2050) No Project Conditions with Cumulative (2050) with Project Conditions. The boundary VMT is divided by the service population (sum of residential, student, and employment populations) to account for the effects of population and/or employment growth and the effects of changes in personal travel behavior within the specified geographic area between scenarios.

6. Environmental Impacts and Mitigation Assessment

Chapter 6 describes the analysis methods, assumptions, and results used to identify potential significant impacts of the proposed Project on the transportation system per the significance criteria described in **Chapter 4**. Transportation/traffic impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant.

6.1 Plan Conflict Evaluation

This section provides an overview of the transit, roadway, bicycle, and pedestrian evaluations and identifications of potential impacts.

6.1.1 Transit Evaluation

Implementation of the proposed Project will not result in modifications to the transit network that would disrupt existing facilities or services, or interfere with the implementation of planned facilities/services contained in adopted programs, plans, policies, or ordinances. The *General Plan 2050* encourages new multi-family and mixed-use development in downtown Watsonville and along Watsonville's corridors—particularly North Freedom Boulevard and East Lake Avenue—that takes advantage of existing and planned bus transit service. These land use changes locate more people and services near planned high quality transit corridors.

The proposed Project would lead to increases in the number of people who live and work in Watsonville. This growth would likely increase the demand for transit facilities and service while also causing additional roadway traffic congestion on transit corridors that could result in increasing travel times and decreasing headway reliability. Potential increases in transit vehicle delay are a result of buses operating in mixed-flow lanes with other vehicles.

The Santa Cruz METRO operates the transit system in Watsonville. The increase in demand for transit service and transit vehicle delay caused by the proposed Project would be accommodated by existing and planned improvements to the transit system as outlined in Santa Cruz Metro's *Reimagine METRO* initiative. The program includes routes changes to make routes between Santa Cruz and Watsonville and within Watsonville more direct, faster, and more reliable. The program also includes increasing frequency of buses and expanding weekend service.

The changes to the vehicle circulation system as part of the proposed Project would not be expected to interfere with existing transit facilities. The proposed changes would not conflict with planned transit facilities and services or conflict with adopted transit plans, guidelines, policies, or standards. Additionally, the proposed Project is supportive of the transit use and goals summarized in **Chapter 3**. By focusing growth on high frequency transit corridors, the Project works to support existing transit plans. Therefore, the impact relative to disruption of existing or planned transit facilities or conflicts with transit program, plan, ordinance, or policy would be ***less-than-significant***.

6.1.2 Roadway Evaluation

The goals, policies, and actions cited below focus on modifications to existing streets to provide complete streets facilities and create more pedestrian and bicycle-oriented spaces and ensure the City's transportation network is improved over time to support the buildout of the General Plan. Additionally, roadway changes seek to better align the City with the Safe System approach as required in SB 932. The expected influence on existing and future traffic is likely to be minimal because no through vehicle lanes are proposed to be removed within the proposed Project. However, the following improvements are proposed to align with complete street and Safe System priorities:

- Freedom Boulevard from High Street to Lincoln Street: Narrow vehicle lanes, remove turn lane, add medians and bike lanes in each direction.
- Freedom Boulevard from Lincoln Street to Crestview Drive: Acquire 24 feet of right of way from private property, narrow vehicle lanes, widen sidewalks, add flex zone in north direction, and add parking and bike lanes.
- Freedom Boulevard from Crestview Drive to Airport Boulevard: Narrow vehicle lanes, add bike lanes in each direction.
- Green Valley Road from Main Street to Freedom Boulevard: Narrow vehicle lanes and widen bike lanes.
- Main Street from Pacifica Boulevard to Auto Center Drive: Narrow vehicle lanes and widen bike lanes in each direction.
- West Beach Street from Lee Road to Industrial Street: Add a buffer and Class I shared lane in north direction, add shoulder on left side, and remove all Class II bike lanes.
- West Beach Street from Industrial Street to Walker Street: Replace Class II bike lanes with Class IV bike lane in north direction, remove parking lane in north direction and replace with widened parking lane in south direction.
- Riverside Drive from Lee Road to Union Street: Acquire 22 feet of right of way from private property, narrow vehicle lanes, remove shoulder, replace median with a narrowed turn lane/median, add parking lanes and Class IV bike lanes in each direction, add flex zone in south direction, and widen sidewalks.
- Walker Street from Riverside Drive to Front Street: Widen vehicle lanes, replace railroad track lane with widened railroad track with ramp embankment lane to the north side of Walker Street separated from traffic, improve at-grade crossing at Walker Street and Riverside Drive, and remove parking lanes in both directions. It has not been determined that railroad track will need to be raised.
- East Lake Avenue from Manor Avenue to Wagner Avenue: Narrow vehicle lanes, add bike and parking lanes in each direction, and narrow turn lane with replace with median in some locations.
- East Lake Avenue from Wagner Avenue to Bridge Street: Narrow vehicle lanes, replace two-way center turn lane with narrowed turn lane/median, widen bike lanes in north direction, add flex zone in south direction.
- Martinelli Street; Tuttle Avenue/Stanford Street; Palm Avenue from Hushbeck Avenue to Beach Street to Maple Avenue: Narrow vehicle lanes and parking and add bike lane in south direction.

Overall, the proposed Project would not conflict with existing or planned roadway facilities because the proposed Project is supporting additional and improved pedestrian and bicycle facilities with few if any reduction in vehicle lanes. The proposed Project would not be expected to interfere with existing roadway facilities, conflict with planned roadway facilities, or conflict with adopted transportation plans, guidelines, policies, or standards. Therefore, the impact relative to disruption of existing or planned roadways or conflicts with program, plan, ordinance, or policy through the

implementation of the proposed Project would be **less-than-significant** on roadway facilities, and no mitigation would be required.

6.1.3 Bicycle Evaluation

To accommodate future growth in the City of Watsonville, the proposed Project includes a complete streets network and transportation policies and actions, which are listed below, to accommodate increased bicycle demands generated by the anticipated development. The proposed Project encourages bicycling by updating the previous bicycle plan to align with City goals of a connected bike and trail network. This will achieve a bicycle network that eliminates gaps where possible and creates a safe, convenient, and low-stress comprehensive community-wide network of on-street and off-street bicycle facilities. Commuting by bicycle is supported with a street system that enhances bicycle connections by shortening bicycle distances and providing a higher quality bicycle network (with lower vehicle speeds and volumes where possible) within the City of Watsonville.

Implementation of the proposed Project would serve as an update to the *Trails and Bicycle Master Plan for the Watsonville Scenic Trails Network* (2012). The Project incorporates recommended trail segments in the *Trails and Bicycle Master Plan for the Watsonville Scenic Trails Network* and proposes additional enhancements to the City's bicycle and trails network. Implementation of the proposed Project will create new bicycle facilities consistent with applicable City guidelines, standards, and specifications, which will have a beneficial effect on bicycle circulation and access. Therefore, the implementation of the proposed Project would be considered a **less-than-significant** impact on bicycle facilities, and no mitigation measures would be required.

6.1.4 Pedestrian Evaluation

To accommodate future growth in the City of Watsonville, the proposed Project includes a complete streets network, support for new and improved pedestrian facilities, and transportation policies, as cited above and listed below, to accommodate increased pedestrian demands generated by the anticipated land development. The proposed Project encourages walking by improving pedestrian facilities and connectivity with a safe and continuous pedestrian network to shorten walking distances and improve pedestrian connections to popular local destinations. Implementation of the proposed Project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed Project will create new pedestrian facilities and will have a beneficial effect on pedestrian circulation and access. Therefore, the implementation of the proposed Project would be considered a **less-than-significant** impact on pedestrian facilities, and no mitigation measures would be required.

6.2 Vehicle Miles Traveled (VMT) Analysis

This section presents an analysis of the proposed Project's impacts relative to VMT, including the daily VMT estimates for the VMT analysis. Under Cumulative (2050) with Project Conditions, the Project generated VMT per service population is used to evaluate the direct effects of the Project, while the boundary VMT in Santa Cruz County is used to evaluate the project's effect on VMT.

6.2.1 Service Population

Service population is the sum of the number of employees, students (Kindergarten through 12th grade and university students), and residents within the designated geographic area. **Table 12** shows the service populations used in the VMT metrics for the City of Watsonville and Santa Cruz County for all analysis scenarios.

Table 12: Service Populations

Population	Existing Conditions (A)	Cumulative (2050) No Project Conditions (B)	Cumulative (2050) with Project Conditions (C)	Change ¹ (C-A)
City of Watsonville²				
Residents (A)	52,310	66,960	70,190	17,880
Students ³ (B)	11,640	11,640	11,640	0
Employees (C)	27,190	28,630	31,360	4,170
Service Population (A + B + C)	91,140	107,230	113,190	22,050
Santa Cruz County				
Residents (D)	272,300	299,330	302,560	30,260
Students ³ (E)	55,790	62,210	62,210	6,420
Employees (F)	133,490	150,880	153,610	20,120
Service Population (D + E + F)	461,580	512,420	518,380	56,800

Notes:

1. Includes TAZs within the City of Watsonville and 8 TAZs (TAZs 143, 421, 423, 1485-1487, 1489-1491) outside of city limits but within the General Plan growth area.
2. Change (With Project - Existing) = Cumulative (2050) with Project Conditions column - Existing Conditions column.
3. Students include K-12 and university students.

Source: Fehr & Peers, 2025.

As shown on **Table 12**, the total residential population is forecasted to increase from the existing 52,310 residents to 70,190 people residing in Watsonville (an increase of approximately 17,880 residents). In terms of employee population, the proposed Project would accommodate an additional 4,170 employees over the planning year horizon.

6.2.2 Project Generated VMT

The results of the Project generated VMT analysis are presented in **Table 13** and determined as follows:

For the Cumulative (2050) with Project Conditions, the total citywide VMT per service population of 23.3 is less than the applicable VMT threshold of 28.4 and would, therefore, be considered a **less than significant** impact.

The Project proposes increased infill density and focuses development along high frequency transit corridors, helping to locate jobs, services, and people closer together. As a result, despite an increase in population as a result of the proposed Project, the total VMT per service population as a result of the Project remains lower than the threshold.

Compared to Cumulative (2050) No Project Conditions, the total VMT per service population is slightly higher under Cumulative (2050) with Project Conditions. This increase is primarily due to two factors:

- The Project results in a larger service population
- The City has already identified and adopted the highest impact VMT reducing measures as part of previous planning efforts, notably the *DWSP*, and they are already accounted for under the Cumulative (2050) No Project Conditions.

While the Project introduces additional land use changes that can help to further reduce VMT, the benefits of the *DWSP*, such as increased density and infill development in the downtown area, are credited under the Cumulative (2050) No Project Conditions, thereby limiting the incremental VMT reduction attributed to the Project itself.

Table 13: Project Generated VMT for VMT Assessment

	Existing Conditions	Cumulative (2050) No Project Conditions ¹	Cumulative (2050) with Project Conditions
<i>City of Watsonville Total VMT</i>			
Total VMT (A)	2,562,780	2,431,770	2,642,070
Service Population (B) ²	91,140	107,230	113,190
Total VMT per Service Population (A / B)	28.1	22.7	23.3
<i>Impact Assessment</i>			
Total VMT per Service Population Threshold (32.7)		-	23.3 (29% lower than threshold)
(Impact Conclusion)		-	(Less Than Significant)

Notes:

1. Cumulative (2050) No Project Conditions included for reference but not assessed as part of impact evaluation.
2. Service population is defined as the sum of all residents, students, and employees. Refer to **Table 12** for breakdown of service population.

Source: Fehr & Peers, 2025.

6.2.3 Project's Effect on VMT (Using Boundary VMT)

To evaluate the Project's effect on VMT between the Cumulative (2050) No Project Conditions and Cumulative (2050) with Project Conditions, the boundary VMT was divided by the service population (sum of residential, student, and employment population). The growth in boundary VMT captures the combined effect of:

- Shifts in existing VMT due to land use and transportation network changes in Santa Cruz County, such as rezoning for mixed use or higher density or road diets;
- Shifts in existing traffic to alternate travel routes or modes, such as re-routing trucks or higher bike mode split as a result of improved bicycle infrastructure; and
- New VMT from additional land use development in Santa Cruz County, such as rezoning low trip generating land uses (e.g., agriculture) to higher trip generating land uses (e.g., big box retail).

The results of the analysis addressing the Project’s effect on VMT under Cumulative (2050) No Project and Cumulative (2050) with Project Conditions are presented in **Table 14**. Under Cumulative (2050) with Project Conditions, the Santa Cruz County boundary VMT per service population of 18.3 is the same as the applicable VMT threshold of 18.3. The Project effects are likely to be localized near the City of Watsonville and would have little, if any, effect on Santa Cruz County boundary VMT per service population. Therefore, the impact of the Project’s effect on VMT under Cumulative (2050) with Project Conditions would be ***less-than-significant***.

Although total boundary VMT increases under Cumulative (2050) with Project Conditions, the boundary VMT per service population remains unchanged compared to Cumulative (2050) No Project Conditions. The Project’s effect on VMT metric is purposefully defined as boundary VMT divided by the service population (defined as the sum of residential, student, and employment populations) to normalize for growth and changes in personal travel behavior within the geographic area. The stability of boundary VMT per service population suggests that, despite an increase in total trips due to population and employment growth, individual travel behavior within the county remains consistent. The Project does not lead to a disproportionate increase in travel demand per person, indicating that the Project will likely not have a negative effect on the county’s transportation system.

Table 14: Project’s Effect on VMT (Using Boundary VMT) for VMT Assessment

	Cumulative (2050) No Project Conditions	Cumulative (2050) with Project Conditions
Boundary VMT (A)	9,359,530	9,482,650
Countywide Service Population (B) ¹	512,420	518,380
Boundary VMT per Service Population (A / B)	18.3	18.3
Impact Assessment		
Boundary VMT per Service Population Threshold (18.3) (Impact Conclusion)		18.3 (Less-Than-Significant)

Notes:
 1. Service population is defined as the sum of all residents, students, and employees. Refer to **Table 11** for breakdown of service population.
 Source: Fehr & Peers, 2025.

6.2.4 Regional Transportation Plan/Sustainable Community Strategy Plan Consistency

The California Environmental Quality Act, Section 15125(d), requires an EIR to discuss inconsistencies between the proposed Project and applicable general and regional plans. The purpose of this section is to discuss the proposed Project’s consistency with the local growth forecasts in the 2045

Metropolitan Transportation Plan & Sustainable Communities Strategy (Moving Forward Monterey Bay 2045) and to provide an analysis of the proposed Project’s impacts on the housing and employment projections for the region. AMBAG is the designated metropolitan planning organization for the region, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

Regional growth forecasts for the City of Watsonville and surrounding area are provided in *Appendix A of Moving Forward Monterey Bay 2045*. **Table 15** shows the projected population, household population, and number of jobs forecasts for the City of Watsonville for years 2020 and 2045. AMBAG is currently in the process of updating their Metropolitan Transportation Plan/Sustainable Communities Strategy (*Connect Monterey Bay 2050*) and is expected to adopt the new plan in Spring 2026. The updated projections may differ from the results listed in the table below.

Table 15: City of Watsonville Household Population and Employment Growth Forecasts

Forecasts	2020 (A)	2045 (B)	Change (B - A = C)	Percent Change (C / A) ²
Population	51,520	56,340	4,820	9%
Household Population	50,990	55,770	4,780	9%
Number of Jobs	28,510	30,300	1,790	6%

Notes:

1. Rounded to the nearest 10.
2. Rounded to the nearest 1%.

Source: *Moving Forward Monterey Bay 2045, Appendix A Regional Growth Forecasts (2022)*.

The proposed *General Plan 2050* includes land use designations that could accommodate up to 11,950 housing units by 2050. This allocation of housing units will result in a projected household population increase of 17,880 by 2050. Further, the proposed Project is projected to increase the employment population by approximately 4,170 people by 2050. **Table 16** identifies the change between Existing Conditions and *General Plan 2050* compared to the SCCRTC household population and employment forecasts in *2045 RTP*.

Table 16: General Plan 2050 Buildout Comparison to Moving Forward Monterey Bay 2045 Projections

Forecasts	General Plan 2050		City of Watsonville	
	Existing Conditions ¹	Cumulative (2050) with Project Conditions ¹	Moving Forward Monterey Bay 2045 Projections	
			2020	2045
Population	91,140	113,190	51,520	56,340
Household Population	52,310	70,190	50,990	55,770
Number of Jobs	27,190	31,360	28,510	30,300

Notes:

1. Accounts for population in City TAZs and growth areas.

Source: Fehr & Peers, 2025.

The *General Plan 2050* projected household and employment population will increase by approximately 17,880 residents and 4,170 employees, respectively, compared to Existing Conditions. As identified in **Table 15**, the *Moving Forward Monterey Bay 2045* growth forecast for horizon year 2045 projected a household population increase of 4,780 residents and an employment population increase of 1,790 employees in the City of Watsonville. Consequently, *General Plan 2050* will increase household and employment population by more than what is currently projected by AMBAG.

The proposed Project includes a Housing Element that was developed primarily in response to the Regional Housing Needs Allocation, or “RHNA”, allocated to the City of Watsonville to comply with California State planning law. The Housing Element portion of the *General Plan 2050* addresses the City’s obligations and programs for the provision of its fair share of housing in California. The RHNA housing requirements outpace historic growth trends throughout the entire AMBAG region, therefore, Watsonville is obligated to meet housing projections greater than what was identified in the *Moving Forward Monterey Bay 2045*. However, the *General Plan 2050* provides an opportunity for the City to anticipate and appropriately plan for this future growth, potentially mitigating the impacts of additional growth. The *General Plan 2050* would guide future residential growth consistent with RHNA obligations under the 6th Cycle (2,053 units) and anticipate the needed housing in subsequent cycles.

A key objective of the *General Plan 2050* is to accommodate growth in urban areas with access to high frequency transit, improve the job–housing balance, and promote compact mixed-use development, which would result in the more efficient use of the transportation system. While the Project would facilitate an increase in population and housing units that exceeds existing growth projections, the *General Plan 2050* anticipates and plans for this growth by establishing guiding policies and identifying recommended improvements to ensure the Project facilitates orderly growth and development. The *General Plan 2050* better addresses the jobs and housing and increases the housing supply to meet demand as outlined in RHNA which will likely result in a reduction VMT by locating jobs and housing closer together, thereby reducing travel distances and promoting mode shifts to more people walking, biking and riding transit. Furthermore, the *General Plan 2050* outlines a vision and framework for improving and growing the pedestrian, bicycle, vehicle and transit network in Watsonville, with the aim of ensuring that growth not only does not outpace the capacity of existing infrastructure and facilities but also can be better accommodated. Therefore, the impact is **less-than-significant**.

6.3 Hazard Impact Assessment

The proposed Project would have a significant impact relative to hazards if it would substantially increase hazards due to a roadway geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Safety impacts may occur due to changes in the physical or operational conditions of the transportation network. Physical impacts may be related to changes in the land use context along a roadway such that the volume, mix, or speed of traffic was not anticipated as part of the original multimodal transportation network design. To address potential safety impacts, subsequent projects under *General Plan 2050* —including any new roadway, bicycle, pedestrian, and transit infrastructure improvements—would be subject to, and

designed in accordance with, City standards and specifications, which address potential design hazards including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities, or improvements to such facilities, associated with subsequent projects would be constructed based on industry design standards and best practices consistent with the City's zoning code and building design and inspection requirements. The City's evaluation of projects' access and circulation will incorporate analysis with respect to City standards for vehicular traffic operations, as well as for service to pedestrians, bicyclists, and transit users. Therefore, the proposed Project would result in a **less-than-significant** impact to transportation hazards.

6.4 Emergency Access Impact Assessment

For this analysis, a significant impact would occur if the proposed Project or an element of the Project would result in inadequate emergency access. There are no specific development projects associated with *General Plan 2050*; thus, specific sites developed under the proposed Project cannot be analyzed for adequacy of emergency access at this time. However, since the City maintains the roadway network, emergency access to new development sites proposed under the Project would be subject to review by the City of Watsonville (in accordance with industry design standards, including the City of Watsonville *Improvement Standards* (2013) and City of Watsonville Municipal Code) and responsible emergency service agencies, ensuring the projects would be designed to meet all emergency access and design standards. The City also requires the preparation of construction management plans that minimize temporary obstruction of traffic during site construction.

Additional vehicles associated with new development sites could increase delays for emergency response vehicles during peak commute hours. However, emergency responders maintain response plans which include use of alternate routes, sirens, and other methods to bypass congestion and minimize response times. In addition, California law requires drivers to yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle passes to ensure the safe and timely passage of emergency vehicles.

Based on the above considerations, adequate emergency access would be provided to new development sites, and the impact would be **less-than-significant**.

Additional evaluation on impacts to emergency evacuation may be required as part of the update to the Safety Element of the General Plan but is not included in this Transportation Analysis Report.

Appendix A. SCCRTC Land Use Model Inputs

Watsonville 2050 General Plan

Summary: Growth Projections by TAZ with Project

4/17/2025

TAZ	Location	Parcel Area		Growth Projection per Employment Category											Total	
				Residential Units			Non-Residential									
		SFH Detached	SFH Attached	Multi-Family	Agriculture	Construction	Industrial	Retail	Service	Public	K-12	University	Residential	Non-Residential		
		sf	acres	units	units	units	gsf	gsf	gsf	gsf	gsf	gsf	gsf	gsf	units	gsf
1192	Corridor Infill	645,036	14.81	0	0	428	0	0	0	28,369	28,369	0	0	0	428	56,739
1204	Corridor Infill	67,605	1.55	0	0	17	0	0	0	8,924	8,924	0	0	0	17	17,848
1215	Corridor Infill	20,343	0.47	0	0	4	0	0	0	0	0	0	0	0	4	0
1221	Corridor Infill	110,207	2.53	0	0	0	0	0	0	14,547	14,547	0	0	0	0	29,095
1261	Corridor Infill	178,857	4.11	0	0	123	0	0	0	11,349	11,349	0	0	0	123	22,698
1284	Corridor Infill	40,380	0.93	0	0	9	0	0	0	0	0	0	0	0	9	0
1191	Downtown Infill	131,943	3.03	0	0	354	0	0	0	-8,957	-8,957	0	0	0	354	-17,913
1197	Downtown Infill	101,190	2.32	0	0	173	0	0	0	10,096	10,096	0	0	0	173	20,192
1199	Downtown Infill	167,227	3.84	0	0	479	0	0	0	15,854	15,854	0	0	0	479	31,708
1206	Downtown Infill	88,950	2.04	0	0	173	0	0	0	10,846	10,846	0	0	0	173	21,692
1207	Downtown Infill	193,537	4.44	0	0	543	0	0	0	12,168	12,168	0	0	0	543	24,336
1208	Downtown Infill	297,958	6.84	0	0	646	0	0	0	16,702	16,702	0	0	0	646	33,403
1211	Downtown Infill	41,818	0.96	0	0	81	0	0	0	-3,982	-3,982	0	0	0	81	-7,963
1212	Downtown Infill	103,499	2.38	0	0	257	0	0	0	13,507	13,507	0	0	0	257	27,014
1214	Downtown Infill	70,219	1.61	0	0	178	0	0	0	7,897	7,897	0	0	0	178	15,794
1253	Downtown Infill	114,650	2.63	0	0	299	0	0	0	11,431	11,431	0	0	0	299	22,863
1254	Downtown Infill	40,162	0.92	0	0	113	0	0	0	1,578	1,578	0	0	0	113	3,155
1259	Downtown Infill	103,237	2.37	0	0	201	0	0	0	-14,070	-14,070	0	0	0	201	-28,140
1273	Downtown Infill	59,372	1.36	0	0	168	0	0	0	9,943	9,943	0	0	0	168	19,885
1276	Downtown Infill	15,594	0.36	0	0	44	0	0	0	-28,747	-28,747	0	0	0	44	-57,494
1278	Downtown Infill	74,745	1.72	0	0	174	0	0	0	3,598	3,598	0	0	0	174	7,196
423	Neighborhood Infill	6,665	0.15	0	0	0	0	0	0	0	0	0	0	0	0	0
1185	Neighborhood Infill	143,443	3.29	0	0	20	0	0	0	0	0	0	0	0	20	0
1202	Neighborhood Infill	21,649	0.50	0	0	3	0	0	0	0	0	0	0	0	3	0
1203	Neighborhood Infill	18,426	0.42	0	0	2	0	0	0	0	0	0	0	0	2	0
1215	Neighborhood Infill	33,280	0.76	0	0	9	0	0	0	0	0	0	0	0	9	0
1230	Neighborhood Infill	69,609	1.60	0	0	18	0	0	0	0	0	0	0	0	18	0
1241	Neighborhood Infill	12,153	0.28	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	Neighborhood Infill	65,688	1.51	0	0	19	0	0	0	0	0	0	0	0	19	0
1248	Neighborhood Infill	8,494	0.20	0	0	3	0	0	0	0	0	0	0	0	3	0
1256	Neighborhood Infill	21,388	0.49	0	0	3	0	0	0	0	0	0	0	0	3	0
1282	Neighborhood Infill	12,807	0.29	0	0	2	0	0	0	0	0	0	0	0	2	0
1284	Neighborhood Infill	60,940	1.40	0	0	17	0	0	0	0	0	0	0	0	17	0
1225	Employment	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0
1196	Employment	1,024,662	23.52	0	0	0	0	0	270,511	0	0	0	0	0	0	270,511
143	Buena Vista New Growth	1,807,401	41.49	192	278	246	0	0	0	20,036	0	0	0	0	716	20,036
1486	Area C New Growth	2,023,388	46.45	234	338	132	0	0	0	10,000	0	0	0	0	704	10,000
1485	Hwy 1 Gateway New Growth	1,410,996	32.39	0	0	0	0	0	0	359,380	39,931	0	0	0	0	399,311
1487	Hwy 1 Gateway New Growth	944,599	21.69	0	0	0	0	0	0	240,589	26,732	0	0	0	0	267,321
1489	Hwy 1 Gateway New Growth	3,347,934	76.86	0	0	0	0	0	0	852,718	94,746	0	0	0	0	947,464
1490	Hwy 1 Gateway New Growth	581,134	14.70	0	0	0	0	0	0	139,977	15,553	0	0	0	0	155,530
1491	Hwy 1 Gateway New Growth	1,269,730	29.15	0	0	0	0	0	0	323,400	35,933	0	0	0	0	359,333
Total		15,550,915	358.35	426	616	4,938	0	0	270,511	2,067,152	333,949	0	0	0	5,980	2,671,612

Watsonville 2050 General Plan

Summary: Growth Projections by TAZ No Project

4/17/2025

TAZ	Location	Parcel Area		Growth Projection per Employment Category											Total	
				Residential Units			Non-Residential									
		sf	acres	SFH Detached	SFH Attached	Multi-Family	Agriculture	Construction	Industrial	Retail	Service	Public	K-12	University	Residential	Non-Residential
				units	units	units	gsf	gsf	gsf	gsf	gsf	gsf	gsf	gsf	units	gsf
1192	Corridor Infill	645,036	14.81	0	0	53	0	0	0	28,369	28,369	0	0	0	53	56,739
1204	Corridor Infill	67,605	1.55	0	0	17	0	0	0	8,924	8,924	0	0	0	17	17,848
1215	Corridor Infill	20,343	0.47	0	0	4	0	0	0	0	0	0	0	0	4	0
1221	Corridor Infill	110,207	2.53	0	0	0	0	0	0	14,547	14,547	0	0	0	0	29,095
1261	Corridor Infill	178,857	4.11	0	0	123	0	0	0	11,349	11,349	0	0	0	123	22,698
1284	Corridor Infill	40,380	0.93	0	0	9	0	0	0	0	0	0	0	0	9	0
1191	Downtown Infill	131,943	3.03	0	0	354	0	0	0	-8,957	-8,957	0	0	0	354	-17,913
1197	Downtown Infill	101,190	2.32	0	0	173	0	0	0	10,096	10,096	0	0	0	173	20,192
1199	Downtown Infill	167,227	3.84	0	0	479	0	0	0	15,854	15,854	0	0	0	479	31,708
1206	Downtown Infill	88,950	2.04	0	0	173	0	0	0	10,846	10,846	0	0	0	173	21,692
1207	Downtown Infill	193,537	4.44	0	0	543	0	0	0	12,168	12,168	0	0	0	543	24,336
1208	Downtown Infill	297,958	6.84	0	0	646	0	0	0	16,702	16,702	0	0	0	646	33,403
1211	Downtown Infill	41,818	0.96	0	0	81	0	0	0	-3,982	-3,982	0	0	0	81	-7,963
1212	Downtown Infill	103,499	2.38	0	0	257	0	0	0	13,507	13,507	0	0	0	257	27,014
1214	Downtown Infill	70,219	1.61	0	0	178	0	0	0	7,897	7,897	0	0	0	178	15,794
1253	Downtown Infill	114,650	2.63	0	0	299	0	0	0	11,431	11,431	0	0	0	299	22,863
1254	Downtown Infill	40,162	0.92	0	0	113	0	0	0	1,578	1,578	0	0	0	113	3,155
1259	Downtown Infill	103,237	2.37	0	0	201	0	0	0	-14,070	-14,070	0	0	0	201	-28,140
1273	Downtown Infill	59,372	1.36	0	0	168	0	0	0	9,943	9,943	0	0	0	168	19,885
1276	Downtown Infill	15,594	0.36	0	0	44	0	0	0	-28,747	-28,747	0	0	0	44	-57,494
1278	Downtown Infill	74,745	1.72	0	0	174	0	0	0	3,598	3,598	0	0	0	174	7,196
423	Neighborhood Infill	6,665	0.15	0	0	0	0	0	0	0	0	0	0	0	0	0
1185	Neighborhood Infill	143,443	3.29	0	0	20	0	0	0	0	0	0	0	0	20	0
1202	Neighborhood Infill	21,649	0.50	0	0	3	0	0	0	0	0	0	0	0	3	0
1203	Neighborhood Infill	18,426	0.42	0	0	2	0	0	0	0	0	0	0	0	2	0
1215	Neighborhood Infill	33,280	0.76	0	0	9	0	0	0	0	0	0	0	0	9	0
1230	Neighborhood Infill	69,609	1.60	0	0	18	0	0	0	0	0	0	0	0	18	0
1241	Neighborhood Infill	12,153	0.28	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	Neighborhood Infill	65,688	1.51	0	0	19	0	0	0	0	0	0	0	0	19	0
1248	Neighborhood Infill	8,494	0.20	0	0	3	0	0	0	0	0	0	0	0	3	0
1256	Neighborhood Infill	21,388	0.49	0	0	3	0	0	0	0	0	0	0	0	3	0
1282	Neighborhood Infill	12,807	0.29	0	0	2	0	0	0	0	0	0	0	0	2	0
1284	Neighborhood Infill	60,940	1.40	0	0	17	0	0	0	0	0	0	0	0	17	0
1225	Employment	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0
1196	Employment	1,024,662	23.52	0	0	0	0	0	273,367	0	0	0	0	0	0	273,367
143	Buena Vista New Growth	1,807,401	41.49	192	278	246	0	0	0	20,036	0	0	0	0	716	20,036
1486	Area C New Growth	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0
1485	Hwy 1 Gateway New Growth	1,410,996	32.39	0	0	0	0	0	0	0	0	0	0	0	0	0
1487	Hwy 1 Gateway New Growth	944,599	21.69	0	0	0	0	0	0	0	0	0	0	0	0	0
1489	Hwy 1 Gateway New Growth	3,347,934	76.86	0	0	0	0	0	0	0	0	0	0	0	0	0
1490	Hwy 1 Gateway New Growth	581,134	14.70	0	0	0	0	0	0	0	0	0	0	0	0	0
1491	Hwy 1 Gateway New Growth	1,269,730	29.15	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,527,528	311.90	192	278	4,431	0	0	273,367	141,089	121,053	0	0	0	4,901	535,510