

VMT Analysis





HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: January 16, 2026

To: Ms. Teri Wissler Adam, EMC Planning

From: Gary Black
Daniel Choi, P.E.
Ian Cosman

Subject: Vehicle Miles Traveled Analysis for the Proposed Al Shugart Dog Park in Scotts Valley, California

Introduction

Hexagon Transportation Consultants, Inc. has completed a Vehicle Miles Traveled Analysis and Site Plan Review for the proposed Al Shugart Dog Park located at 350 Glenwood Drive in Scotts Valley, California. The project site is located on Glenwood Drive, south of the Shugart Park Walkway and Bridges trail (see Figure 1). The proposed project would develop a seven-acre site with a one-acre dog park that is complemented by additional park amenities (see Figure 2). The site is currently mostly vacant. A small parking lot that is used for the East Glenwood Preserve is present on the site. This parking lot would be repaired and upgraded to provide up to a total of 44 parking spaces.

Project Trip Generation Estimates

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are presented in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* (2025). The magnitude of traffic added to the roadway system by a development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates published for "Dog Park" (Land Use Code 414) were used for the proposed dog park.

It is estimated that on a typical weekday the project would generate 8 new vehicle trips (5 inbound and 3 outbound) during the AM peak hour and 20 new vehicle trips during the PM peak hour (11 inbound and 9 outbound) (see Table 1). No trip credits were taken for the existing uses, as it is presumed all existing trips to the parking lot would continue. All new trips are associated with the proposed one-acre dog park.

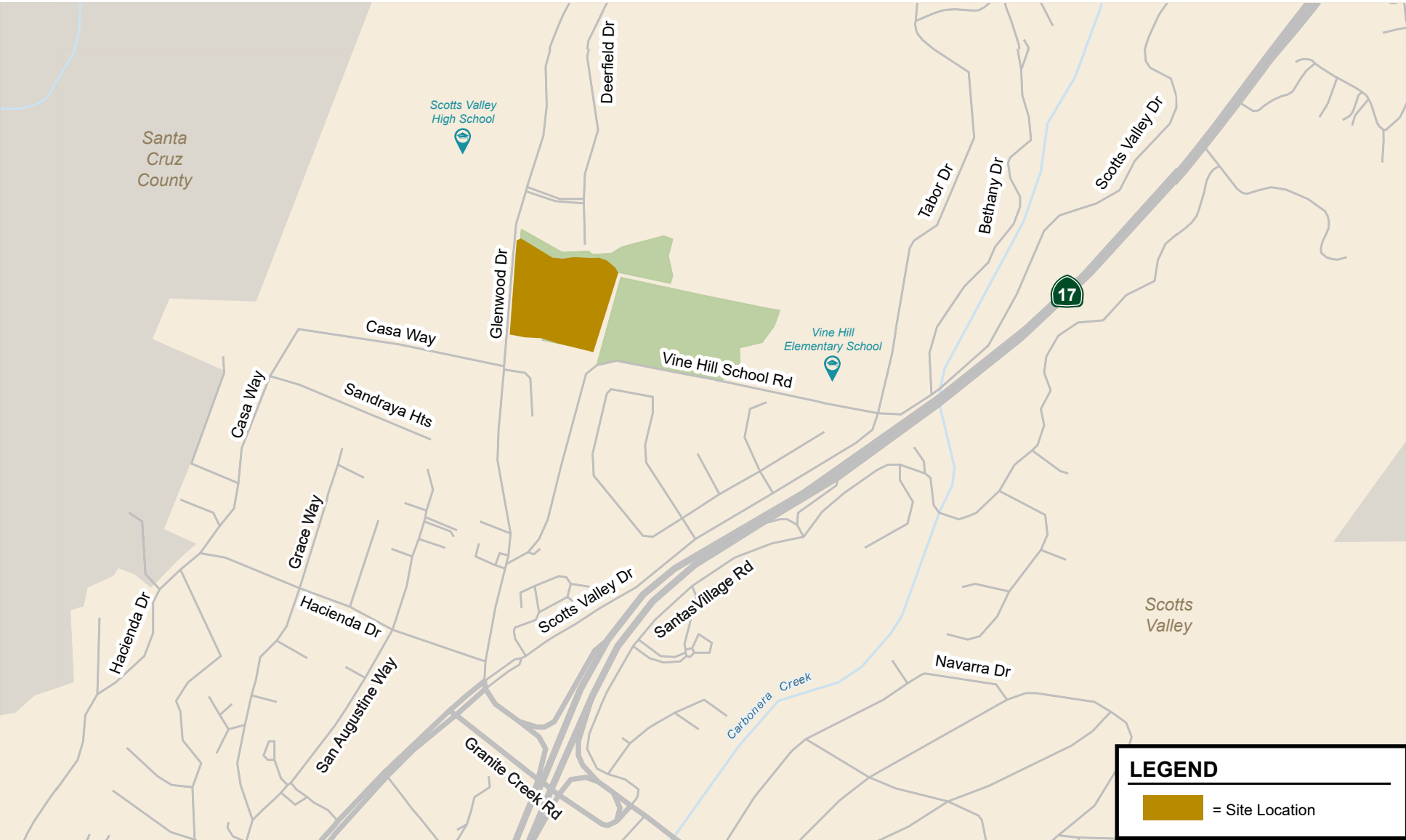


Figure 1
Project Location



Figure 2
Project Site Plan

Table 1
Trip Generation Summary

Land Use	Place Type	Size	AM Peak Hour			PM Peak Hour		
			Trip			Trip		
			In	Out	Total	In	Out	Total
<u>Proposed Land Uses</u>								
ITE # 414 - Dog Park	General Urban/Suburban	1 Acres	5	3	8	11	9	20
Net Project Trips			5	3	8	11	9	20
Source: ITE Trip Generation Manual, 12 th Edition 2025.								

Vehicle Miles Traveled

The California Environmental Quality Act (CEQA) specifies that vehicle miles traveled (VMT) is the metric for analyzing transportation impacts for land use projects. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one trip end within the project site. The City of Scotts Valley outlines traffic study requirements for new developments including screening criteria, standards, and methodologies in a document titled *Analyzing Vehicle Miles Traveled for CEQA Compliance-SB 743 Implementation Guidelines for the City of Scotts Valley, 2023* (VMT Guidelines). The document contains procedures for determining project impacts on vehicle miles traveled (VMT) based on project description, characteristics, and/or location.

Screening Criteria

The VMT Guidelines identify screening criteria to determine whether a CEQA transportation analysis is required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact, and a detailed VMT analysis is not required.

The type of development projects that may meet the screening criteria include the following:

- Small Projects
- Projects near High Quality Transit
- Local-Serving Retail
- Affordable, Supportive, and Transitional Housing
- Local Essential Service
- Map-Based Screening
- Redevelopment of an existing use

Screening Criteria for VMT Analysis Exemption

The City's screening criteria for development projects are described below. If a project meets the City's screening criteria, it can be expected to cause a less than significant impact.

1. Small Projects

- Project average daily trip generation is less than 110 average daily trips; or
- Is not greater than 20 residential units; or

- For each individual use/tenancy, the non-residential use does not exceed 10,000 square feet
- 2. High-Quality Transit**
 - Within a ½ mile of an existing major transit stop; and,
 - Maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods
- 3. Local-Serving Retail**
 - No single store on-site exceeds 50,000 gross square feet; or
 - Is 50,000 gross square feet or larger and is considered local service, at the discretion of the City of Scotts Valley
- 4. Affordable, Supportive, and Transitional Housing**
 - At least 20% of the residential portion of a project is affordable (provides very low, low, and/or moderate housing)
- 5. Local Essential Service**
 - Local serving K-12 school
 - Day Care Center
 - Local parks
 - Student housing projects on or adjacent to a college campus or other similar educational facility
 - Local-serving assembly uses
 - Assisted living facilities
 - Senior housing
 - Local serving community colleges
 - Local-serving hotels
 - Local government services including city offices, police, or fire facility
 - Medical/dental office building
 - Government offices
- 6. Map-Based Screening**
 - Area of development is under the baseline threshold for residential and employment generating uses as shown in Figure 3 for Baseline VMT per resident and Figure 4 for Baseline VMT per employee.
- 7. Redevelopment of an Existing Use**
 - Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT greater than a “Small Project”, as described above

Evaluation of Screening Criteria for VMT Analysis Exemption

The proposed project would construct a one-acre dog park. The following screening criteria would apply to the project:

5. Local Essential Service: The project would be a local park, which is a local essential service. The proposed dog park would be in a residential area. Dog-owners are likely to use the closest dog park; therefore, the project is expected to mostly be used by nearby residents.

Since the project meets the screening criteria, the project can be presumed to have a less than significant impact on VMT.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian, bicycle, and transit facilities in the study area are described below.

Pedestrian Facilities

Pedestrian facilities within the study area include sidewalks along both sides of Glenwood Drive and most nearby streets and striped crosswalks at the intersection of Glenwood Drive and Meadow View Drive. Crosswalks are striped at the south and west legs of the Glenwood Drive/Casa Way intersection.

The *City of Scotts Valley Active Transportation Plan*, adopted in 2021, identifies potential locations for pedestrian facility improvements in the project vicinity. A sidewalk is missing along the west side of Vine Hill School Road. The *Active Transportation Plan* recommends sidewalk gap closure. High visibility school crosswalks, curb extensions, and LED flashing stop signs are also recommended for the Glenwood Drive/Meadow View Drive intersection. High visibility crosswalks have been installed, but the other recommended upgrades have not.

The project would construct a new trail connection between the parking lot and the existing Shugart Park Walkway and Bridges trail. Similarly, the conceptual design plan shows a future bridge connection that could be built, connecting the parking lot to the southern limits of the dog park. The project would not conflict with any adopted plans or policies related to pedestrian facilities.

Bicycle Facilities

Bicycle facilities in the project area are shown on Figure 3 and described below.

Class I Bikeway (Shared Use Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Shugart Park Walkway and Bridges trail is designated as a shared use path.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the study area, striped bike lanes are present on the following roadway segments:

- Glenwood Drive, from Scotts Valley Drive to Summerhill Drive
- Vine Hill School Road, for its entire length
- Scotts Valley Drive, from Mount Hermon Road to Vine Hill School Road

The *City of Scotts Valley Active Transportation Plan* identifies the following future bikeway facilities and improvements in the project vicinity:

- Improve paths to Vine Hill Elementary School campus, including Shugart Park Walkway and Bridges shared use path
- Add a shared use path along Carbonera Creek
- Widen bike lanes on Vine Hill School Road
- Upgrade existing bike lane on Glenwood Drive from Scotts Valley Drive to Meadow View Drive to a buffered bike lane
- Upgrade entirety of existing bike lane on Scotts Valley Drive to a Class IIB buffered or Class IV separated bike lane

- Restripe bike lanes citywide
- Install bicycle detection at intersections citywide

Improvements to bike lanes in the project vicinity would improve bicyclist safety and could encourage additional bicycle riders that would otherwise be unwilling to ride their bicycle as a mode of transportation. The project would not conflict with any adopted plans or policies related to bicycle facilities.

Transit Services

The project site is served directly by Santa Cruz METRO bus routes 17, 34, 35, and 35X. A bus stop for school-oriented route 34 is offered approximately 600 feet west of the project site at Scotts Valley High School/Glenwood. A bus stop approximately 0.6 miles south of the project site at Scotts Valley Drive/Granite Creek Road serves routes 17, 34, and 35. Route 35 provides service between Scotts Valley and the City of Santa Cruz, and operates on a 30-minute headway. The Highway 17 Express provides service between Santa Cruz and San Jose, and operates on an approximate one-hour headway. The project would not conflict with any adopted plans or policies related to transit services.

Conclusions

The project would meet the city's screening criteria for a local essential service and can be presumed to have a less than significant impact on VMT. The project would not conflict with any adopted plans or policies related to pedestrian, bicycle, or transit facilities.



Figure 3
Bicycle Facilities