

## VII-6 UNIVERSITY GROWTH: AN ISSUE FOR FUTURE CONSIDERATION

In future planning issues beyond the MTS planning horizon, one priority topic will be planning to accommodate future UC growth and its associated travel demand. Other issues include redevelopment of the major arterials, the growth of tourism, jobs housing balance, growth in Santa Clara County. This study report focuses on University growth and identifies several considerations, which will need to be evaluated as this issue is addressed:

### Housing

1. The total increase in UC student enrollment and supporting faculty, staff and services
2. The location, density, and amount of on- and off-campus student/faculty/staff housing
3. Trip generation rates for on- and off-campus housing, to determine optimum locations to mitigate transportation impacts.
4. Locating off-campus housing in transit-oriented area to reduce SOV use and parking demand on campus and to encourage transit ridership
5. The effect of increasing student enrollment on the price and timing of the delivery of new housing (Given that new campus housing maybe located in high-infrastructure-cost greenfield areas with a long development time frames, city housing prices could be affected by increasing enrollment; developing off-campus housing in transit-oriented activity centers could allow faster delivery timeframes for university housing, reducing potential housing price effects citywide)
6. Regional transit availability for locating housing in the south county areas

### Travel Behavior

1. UCSC has sustained high non-SOV travel modes, and it will be a challenge to improve upon them
2. Traffic impacts on Westside neighborhoods have reached significant levels of congestion so future UCSC growth will have an effect on Westside vehicle traffic congestion
3. For the city to reach a no-future-growth scenario it needs a regional transit strategy to increase transit ridership for commuting trips into and out of the City
4. UC is a regional traffic generator, so the university needs to be linked to a regional transit strategy

5. A high-occupancy passenger connection from UC to regional transit via a new access method needs to be evaluated as a potentially more efficient and effective route to reduce Westside traffic impacts and serve local and regional UCSC travel markets
6. A new access could provide bicycle access to UCSC and be off-limits to SOV traffic
7. Any proposed new access route should not disrupt ecological habitat-one concept is to partially elevate an alignment to maintain habitat continuity (such as a single lane BRT system or a fixed guideway system)

At this point, a new university access has not been discussed or evaluated. In the future, during the City's general plan update process and UCSC's Long Range Development Plan, the costs, benefits and impacts of a new university transit alignment could be studied with the costs, benefits and impacts analyzed.