

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

March 6, 2007

Mr. Niraj Dangoria
California State University Board of Trustees
100 Campus Center
Seaside, California 93955

SUBJECT: Comments on the Notice of Preparation of an Environmental Impact Report for the California State University Monterey Bay Master Plan

Dear Mr. Dangoria:

The Transportation Agency for Monterey County is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County. Transportation Agency staff has reviewed the Notice of Preparation of an Environmental Impact Report for the California State University Monterey Bay Master Plan.

The proposed Environmental Impact Report addresses the 2007 Master Plan, which establishes land uses and space requirements commensurate with enrollment projections for three planning horizons, beginning in Year 2005 and extending beyond Year 2025, and will additionally evaluate three near-term projects to be completed within the next three to five years. Transportation Agency staff offers the following comments for your consideration:

Regional Road and Highway Impacts

1. The traffic analysis should evaluate the traffic impacts of the project to regional roads and highways under both project-specific and cumulative conditions, in particular at Highway 1 and Lightfighter Drive. The Transportation Agency supports and considers payment of the Fort Ord Reuse Authority's development impact fee as sufficient mitigation of impacts to regional highways. Based on the findings of the California Supreme Court ruling in *City of Marina v. Board of Regents*, the Transportation Agency expects that this project will contribute its fair share in Fort Ord Reuse Authority's impact fees for improvements from a base year of 1998. If the Fort Ord Reuse Authority fair share fee is paid, the Transportation Agency will not be requesting payment of our agency's regional development impact fee.
2. The Level of Service for each regional roadway segment and intersection analyzed in the traffic analysis should be calculated under both project-specific and cumulative conditions and disclosed in the Draft Environmental Impact Report. Cumulative conditions should be clearly defined in the document. Roadway performance

deficiencies and feasible mitigation measures under both scenarios should be identified. Traffic counts used in this analysis should not be more than two years old.

3. The scope of the analysis used in the Environmental Impact Report should be consistent with the Fort Ord Reuse Authority's Base Reuse Plan scope of study. The Transportation Agency recommends that the California State University Monterey Bay work closely with Fort Ord Reuse Authority staff on this issue, as well as other issues highlighted in this letter, in drafting the final document.

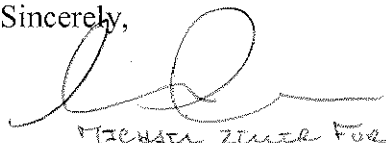
Pedestrian, Bicycle, & Transit Travel

4. The Transportation Agency supports accommodation of alternative forms of transportation (rail, bus transit, bicycle and pedestrian transportation), both through the design of transportation facilities, and through the design and orientation of land uses. Our agency urges that the attached list of development principles and alternative measures be considered and implemented by the development to promote alternatives to automobile travel and accommodate access to the project by transit, bicycle and foot. A discussion of any travel demand reduction measures to be implemented by the project should be included in the Draft Environmental Impact Report.

Specifically, our agency recommends that planned bike paths, walkways, or easements in the development be linked to existing facilities that surround the project area. In particular, separated bike and pedestrian paths are discouraged in favor of on-street bike lanes and sidewalks, which are consistent with the Fort Ord Base Reuse Plan and adopted Transportation Agency policy. In addition, bicycle racks and lockers should be installed and made publicly available, and buildings should front sidewalks to make access more pedestrian-friendly. Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should also be used as a resource for accommodating potential future transit access to the project site.

Thank you for the opportunity to review this document. If you have any questions, please contact Michael Zeller of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale
Executive Director

CC: Dave Murray, California Department of Transportation (Caltrans) District 5
Ron Lundquist, Monterey County Department of Public Works
Carl Sedoryk, Monterey-Salinas Transit
Nicholas Papadakis, AMBAG
Douglas Quentin, Monterey Bay Unified Air Pollution Control District

ATT: Transportation Agency Development Principles
List of Alternative Measures

Transportation Agency for Monterey County Transportation-Related Principles for Community Development

Mission

The Transportation Agency for Monterey County aims to develop and maintain a multi-modal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County.

The purpose of the following set of principles is to reduce future impacts to Monterey County's regional transportation system, reduce the cost of transportation infrastructure, and improve the Transportation Agency's ability to meet Monterey County's regional transportation needs. Our agency recommends that new land use development in the county adhere to the following set of principles, which emphasize developing a land use pattern that is supportive of non-single occupant auto modes of transportation so as to maximize the carrying-capacity of Monterey County's existing regional transportation infrastructure.

1. Land Use



- ❖ **1.a** Encourage mixed use developments to accommodate short trips by non-auto modes
- ❖ **1.b** Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend
- ❖ **1.c** Encourage a balance of employment and housing to reduce regional commute demands
- ❖ **1.d** Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region
- ❖ **1.e** Encourage land use jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own when analyzing the impacts of growth on the regional transportation system
- ❖ **1.f** Require new development to pay for its proportional impact to the transportation system, preferably via regional and local fee programs, or on-street project construction

2. Street Network Design

- ❖ **2.a** Provide an interconnected street system for new development to facilitate short trips by non-auto modes of transportation using the following features:
 - **2.a.1** Provide a grid-based street network.
 - **2.a.2** Encourage short block lengths in new development
 - **2.a.3** Discourage cul-de-sac streets in new development unless they incorporate pedestrian and bike easements that reduce trip lengths
- ❖ **2.b** Incorporate traffic calming features into the street network to slow the flow of traffic and enhance the pedestrian environment:
 - **2.b.1** Provide curb bulb-outs at intersections to reduce the length of pedestrian crossings
 - **2.b.2** Allow on street parking to slow the flow of cars and create pedestrian/auto buffer
 - **2.b.3** Provide landscaped buffers between pedestrians and motorized traffic and provide pedestrian-scale street lighting no more than 15 feet high

- ❖ **2.c** Design streets to accommodate all modes of transportation
 - **2.c.1** Incorporate sidewalks and bicycle lanes into new street construction
 - **2.c.2** Accommodate safe bicycle travel by providing on-street bicycle lanes and routes instead of separated bicycle paths
 - **2.c.3** Incorporate bus pullouts, transit stops, transit shelters and other transit amenities to serve new development according to the MST Designing for Transit Handbook

3. Site Design

- ❖ **3.a** Orient buildings to face the street in new development to improve access for pedestrians from sidewalks
- ❖ **3.b** Incorporate residential uses over commercial uses in commercial areas to encourage trips by foot, bike, or transit and improve access by each of these modes
- ❖ **3.b** Incorporate reduced building setbacks, especially in commercial areas, to reduce the length of pedestrian trips and facilitate easy access
- ❖ **3.c** Locate on-site parking to the rear of structures or underground
- ❖ **3.d** Provide pedestrian facilities connecting building entrances with the street where parking is not provided to the rear of structures to enhance pedestrian access and safety
- ❖ **3.f** Incorporate bicycle storage facilities into site plans to accommodate access by bicyclists

4. Transportation Demand Management

- ❖ **4.a** Encourage telecommuting in non-residential development as a traffic mitigation measure
- ❖ **4.b** Encourage flexible work schedules for employees as a traffic mitigation measure
- ❖ **4.c** Encourage employers to utilize available rideshare programs or create their own
- ❖ **4.d** Encourage employers to offer transit incentives to employees to mitigate traffic impacts
- ❖ **4.e** Provide preferential carpool or vanpool parking in non-residential developments
- ❖ **4.e** Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources
- ❖ **4.f** Locate child care facilities near employment centers

SAMPLES OF ALTERNATIVE MEASURES

1. Provide ridesharing, public transportation and nearby licensed child care facility information to tenants/buyers as part of move-in materials.
2. Print transit information on promotional materials.
3. Install bicycle amenities, such as bicycle racks and bicycle lanes.
4. Provide bus pullouts, pedestrian access, transit stops, shelters and amenities as part of the site plan.
5. Provide locked and secure transportation information centers or kiosks with bus route/schedule information, in common areas.
6. Provide pedestrian facilities linking transit stops and common areas.
7. Provide resources for site amenities that reduce vehicular trip making.
8. Park-and-ride facilities.
9. On-site childcare facilities.
10. Shuttle bus service, bus pools or improved transit service as part of the development.
11. Facilities to encourage telecommuting.
12. Pedestrian and bicycle system improvements.
13. Transit oriented design and/or pedestrian oriented design.
14. Provide preferential carpool/vanpool parking spaces.
15. Implement a parking surcharge for single occupant vehicles.
16. Provide shower/locker facilities.
17. Employ or appoint a transportation/rideshare coordinator.
18. Implement a rideshare program.
19. Provide incentives for employees to rideshare or take public transportation.
20. Implement compressed work schedules.

SAMPLES OF STREET AND ROAD IMPROVEMENTS

1. Safety improvements
2. Traffic signal improvements.
3. Traffic signals.
4. Turning or auxiliary lanes.
5. Add travel lanes.
6. Improve highway interchange.
7. Construct interchange.
8. Construct new street or road.