



April 26, 2007

Mr. Courtney Grossman
Planning Manager
City of Salinas
Development and Engineering Services Department
65 West Alisal Street
Salinas, California 93901

**SUBJECT: Comments on the Revised Notice of Preparation of a
Draft Environmental Impact Report for the Fresh Express Expansion**

Dear Mr. Grossman:

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 a Draft Environmental Impact Report for the Fresh Express Expansion project.

The project consists of one 282,500 square foot building including 20,000 square feet of office area, 105,000 square feet of food processing area, and 157,500 square feet of cold storage area located immediately outside the southerly corporate limits of the City of Salinas along East Blanco Road and adjacent to the existing Fresh Express facility. Transportation Agency staff offers the following comments for your consideration:

Regional Road & Highway Impacts

1. The document indicates that the development of this project will lead to a potentially significant impact to traffic load and capacity of the street system while exceeding the established level of service. While the document does not indicate what form these impacts will take, it can be assumed from the project description that there will be an increase in vehicle and truck traffic to and from the project site resulting in impacts at SR 68 and US 101. The draft document should discuss the level of service for each regional roadway segment and intersection, particularly SR 68 and US 101, under both project-specific and cumulative conditions. Roadway performance deficiencies and feasible mitigation measures under both project-specific and cumulative conditions should also be identified.

As part of the mitigation strategy, the Transportation Agency is expecting that the project will contribute its fair share in regional fees and requests that this condition be included as a mitigation measure in the draft document. The Transportation Agency and Caltrans consider payment of regional development impact fees, as identified in our agency's *Nexus Study for a Regional Development Impact Fee*, on an ad hoc basis as adequate mitigation for new developments' cumulative impacts to state highways

and regional roads. If building permits are to be issued prior to the adoption of the fee program, regional fees should be paid on an ad hoc basis. Project-specific impacts will still need to be identified and mitigated outside of the regional impact fee program, such as through payment to the City of Salinas Traffic Fee Ordinance. Including all applicable discounts, the estimated total of regional development impact fees for this project is \$314,214.

2. If construction of new developments located in the planned annexation area are set to begin before the annexation is approved, the Transportation Agency recommends that the infrastructure, particularly roadways, curb, sidewalks, gutters, and lighting, be constructed to a standard no less than what the City currently requires to ensure that the City or new residents will not have to bear the cost of upgrades once the annexation is complete.
3. The traffic analysis in the draft Environmental Impact Report should include information on existing traffic volumes within the study area, especially for those roadway segments and intersections on state highways and principal arterials. This information should be based upon recent traffic counts (no more than three years old). The existing level of service for each roadway segment and intersection should also be calculated and included in the draft document.

Pedestrian, Bicycle, & Transit Travel

4. The Transportation Agency supports accommodation of alternative forms of transportation both through the design of transportation facilities and through the design and orientation of land uses. Our Agency requests that the project consider and implement the attached list of development principles and alternative measures, where appropriate, to promote alternatives to automobile travel and accommodate access by transit, bicycle and foot. In particular for this project, our agency encourages the installation of bike racks and lockers as well as shower facilities for employees. To accommodate transit access to the project site, Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should be used as a resource. Any additional travel demand reduction strategies to be included in the project, such as employer-sponsored carpool programs or flex-time scheduling, should be discussed in the draft document.

Thank you for the opportunity to review this document. If you would like to discuss these comments further, please contact Michael Zeller of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale
Executive Director

Enclosures: Transportation-Related Principles for Community Development
Samples of Alternative Measures

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

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.