

Eastside Parkway Goals & Objectives

Board Presentation
February 2, 2018

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Principal Planner*



- Clarifications
- Process Overview
- TAMC Presentation
- Revised Goals and Objectives
- Recommendation

- Eastside Parkway planned as 2-lane arterial
- Blanco Road is referenced in BRP
- TAMC 2017 FORA Fee Reallocation Study shows need to complete FORA CIP

- **Freeways:** *High-speed facilities designed to carry large volumes of traffic. Limited-access roadways.* Traffic can only enter and exit at specific locations.
- **Arterial:** Range of roadways that include urban streets and rural highways. *Signalized intersections designed to serve thru traffic.*
- Source: *BRP Vol. 2 p. 283*

- Gigling Road/Inter-garrison Connector:
- This facility is intended to be more attractive to drivers for accessing the southern portion of the reuse area from the east, thus ***reducing the demand on Blanco Road and the 12th Street/Imjin Road corridor.***
- Source: *BRP Vol. 2, p. 295*

2017 TAMC Study Shows Need



- **Deficiency Analysis** – a methodology used to determine weaknesses found in a system
- Study analyzed a number of scenarios including:
 - **2035 conditions without FORA CIP (No Build Scenario)** and;
 - **2035 conditions with Alt FORA CIP (Build Alternative CIP)**
- **Results:**
 - No Build Scenario resulted in **7 roadways being deficient**
 - Build Alt CIP resulted in **acceptable levels of service on nearly all roadways** studied

2017 TAMC Study Results

Table 10: Level of Service for No-Build– (at horizon year 2035)

Roadway	FORA Project Descriptions	No-Build					
		Direction	AM	PM	Direction	AM	PM
Highway 1	4→6 Lanes (Fremont to Del Monte)	SB	C	E	NB	E	F
Monterey Rd Interchange	New Interchange @ Monterey Rd/Hwy 1	SB Off	N/A	N/A	NB Off	N/A	N/A
		SB On	N/A	N/A	NB On	N/A	N/A
Highway 156	4 Lane Freeway	EB	C	E	WB	E	C
Highway 68	Operational Improvements	EB	B	D	WB	C	C
Davis Road	4 Lanes SR-183→Blanco Rd	SB	E	D	NB	C	F
Davis Road	4 Lanes Blanco Rd→Reservation Rd	NB	B	C	SB	B	B
Reservation Road	4 Lanes East Garrison Gate→Watkins Gate	EB	A	C	WB	B	B
Reservation Road	4 Lanes Watkins Gate→Davis Rd	EB	B	E	WB	E	C
8th Street	2 Lanes 2nd Ave→Intergarrison Rd	EB	B	C	WB	C	B
2nd Avenue	2 Lanes Imjin Parkway→Del Monte Blvd	EB	N/A	N/A	WB	N/A	N/A
Inter-Garrison	4 Lanes Eastside Pkwy→Reservation Rd	WB/SB	E	C	EB/NB	B	E
Gigling Road	4 Lanes General Jim Moore Blvd→Eastside Rd	EB	C	E	WB	E	C
General Jim Moore Blvd	2→4 Lanes Normandy Rd→McClure Way ✓	SB	A	B	NB	B	A
General Jim Moore Blvd	2→4 Lanes McClure Way→Coe Ave ✓	SB	A	B	NB	A	A
General Jim Moore Blvd	2→4 Lanes Coe Ave→S Boundary Rd ✓	SB	B	B	NB	A	B
Eucalyptus Road	2 Lanes General Jim Moore Blvd→Parker Flats ✓	WB	A	A	EB	A	A
Eastside Parkway	2 Lanes Eucalyptus Rd→Schoonover Dr	WB	N/A	N/A	EB	N/A	N/A
South Boundary	2 Lanes General Jim Moore Blvd→York Blvd	EB	B	E	WB	C	E
Imjin Parkway	4 Lane Minor Arterial	WB	F	D	EB	C	F
Del Monte Blvd	4 Lane Principal Arterial	NB	A	A	SB	A	A
Fremont Blvd	4 Lane Minor Arterial	NB	A	A	SB	A	A

Check mark indicates that the project has been constructed.

2017 TAMC Study Results



Table 13: Level of Service for Build Alternative CIP – (at horizon year 2035)

Roadway	FORA Project Descriptions	Build Alternative CIP					
		Direction	AM	PM	Direction	AM	PM
Highway 1	4→6 Lanes (Fremont to Del Monte)	SB	C	E	NB	E	F
Monterey Rd Interchange	New Interchange @ Monterey Rd/Hwy 1	SB Off	A	A	NB Off	A	A
		SB On	A	A	NB On	A	A
Highway 156	4 Lane Freeway	EB	B	C	WB	C	B
Highway 68	Operational Improvements	EB	A	C	WB	B	B
Davis Road	4 Lanes SR-183→Blanco Rd	SB	D	C	NB	C	D
Davis Road	4 Lanes Blanco Rd→Reservation Rd	NB	B	C	SB	C	B
Reservation Road	4 Lanes East Garrison Gate→Watkins Gate	EB	B	C	WB	C	B
Reservation Road	4 Lanes Watkins Gate→Davis Rd	EB	B	E	WB	E	C
8th Street	2 Lanes 2nd Ave→Intergarrison Rd	EB	A	A	WB	A	A
2nd Avenue	2 Lanes Imjin Parkway→Del Monte Blvd	EB	C	A	WB	A	A
Inter-Garrison	4 Lanes Eastside Pkwy→Reservation Rd	WB/SB	D	B	EB/NB	B	D
Gigling Road	4 Lanes General Jim Moore Blvd→Eastside Rd	EB	B	B	WB	B	B
General Jim Moore Blvd	2→4 Lanes Normandy Rd→McClure Way ✓	SB	B	B	NB	B	B
General Jim Moore Blvd	2→4 Lanes McClure Way→Coe Ave ✓	SB	A	B	NB	A	B
General Jim Moore Blvd	2→4 Lanes Coe Ave→S Boundary Rd ✓	SB	C	C	NB	B	C
Eucalyptus Road	2 Lanes General Jim Moore Blvd→Parker Flats ✓	WB	B	B	EB	B	B
Eastside Parkway	2 Lanes Eucalyptus Rd→Schoonover Dr	WB	E	C	EB	C	D
South Boundary	2 Lanes General Jim Moore Blvd→York Blvd	EB	C	B	WB	B	C

Check mark indicates that the project has been constructed.

Process Overview

Pre-CEQA	<ul style="list-style-type: none"> • Goals & Objectives - Community Workshop <ul style="list-style-type: none"> • <i>Goal describes underlying purpose.</i> • <i>Objective describes ways to achieve the goal.</i> • Goals & Objectives – Discuss and consider approval 	<p>Dec 2017</p> <p>Feb 2018</p>
CEQA	<ul style="list-style-type: none"> • Notice of Preparation (NOP): 30-day review <ul style="list-style-type: none"> • <i>NOP starts CEQA process</i> • EIR Public Scoping Meeting <ul style="list-style-type: none"> • Charrette-style format • Public Review Draft EIR: 45-day review • Public Review Draft EIR Public Meeting • Final Project Approval & EIR Certification 	<p>March 2018</p> <p>April 2018</p> <p>Dec 2018</p> <p>Dec 2018</p> <p>July 2019</p>

January Meeting Recap



- Staff Presentation
- Public Comment
- Board of Directors' questions, input, and motion to continue item to **Special Meeting date**, including **TAMC presentation**

TAMC Presentation



- Clarifications
- Process Overview
- January Meeting Summary
- TAMC Presentation
 - Eastside Parkway modeled to provide local (63%) and regional (37%) traffic relief
 - Preliminary modeling shows:
 - limited Hwy 68 traffic relief
 - improved regional commute

Recommended Goal

- **Reduce future traffic congestion** along Highway 1, 12th Street (now Imjin Parkway), Blanco Road, and the Del Monte/2nd/General Jim Moore Boulevard corridor
- **Maintain recreational, cultural, and natural resources**, consistent with the Reuse Plan FEIR and DRMP.

Full text Exhibit B to Item 6a

Objectives

Mobility	<ul style="list-style-type: none">• Acceptable LOS throughout network• Reduce travel time and distances• Safe and efficient former Fort Ord streets• Improve mobility of emergency response• Dedicated pedestrian and bicycle facilities	Connectivity	<ul style="list-style-type: none">• Serve the area south of CSUMB• Direct efficient linkages from and to regional roadway system, with best practices (roundabouts etc.)• Connect FONM and CCCVC to regional roadway system• Maintain existing and proposed trail network• MPC/CSU access
BRP	<ul style="list-style-type: none">• Utilize existing roadways as foundation• Comply with BRP		

Objectives

Minimize Disruption	<ul style="list-style-type: none">• Minimize disrupting any community's expansion and circulation• Minimize environmental impacts to all named communities• De-emphasize Inter-Garrison Road as vehicular route• Maintain aesthetic character (slopes, views)• Minimize noise impacts	Safety	<ul style="list-style-type: none">• Consider safety of residents, pedestrians, bicyclists and wildlife• Improve mobility of emergency system responders
		Environment	<ul style="list-style-type: none">• Protect HMAs from edge effects• Respect and integrate natural resources

Objectives Tracked Changes



- ~~Avoid bisecting CSUMB campus.~~ Minimize disrupting any community, including its expansion and circulation.
- Provide direct and efficient linkages from former Fort Ord lands to the regional transportation system.
 - o Consider best practices in transportation planning, including regional and systemic improvements such as roundabouts and autonomous vehicles
- Improve mobility of emergency system responders, including, but not limited to, firefighter access
- Improve MPC, CSUMB and other educational institutions' access for students, staff, and faculty
- Utilize the existing roadways as the foundation for the future network
- Comply with policies and programs of the Reuse Plan

- **Discuss and consider approval of Eastside Parkway Goals and Objectives (Exhibit B)**
 - *In its consideration, the Board may approve Exhibit B as presented or as modified by Board motion.*