

Eastside Parkway Background

Community Workshop
December 6, 2017

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- Eastside Parkway Background
- Roadway Network Overview
- CEQA Goals and Objectives
- Public Comment

Fort Ord Transportation

► **Pre-closure network**

- Orthogonal grid
- Internally focused routes to serve training
- Built to military needs (non-civilian use)
- External access barriers limiting connectivity



Regional Roads (~1991)



- ▶ **No Public Access**
- ▶ **Traffic flowed around Fort Ord**
 - Hwy 1
 - Reservation Rd
 - Blanco Rd
 - Hwy 68

- ▶ 1997 Fort Ord Reuse Plan (Reuse Plan):
 - Identified Eastside Road as a facility within the “**on-site**” portion of the Fort Ord transportation network
 - The complete roadway network is mitigation for base reuse
 - Established “**Fair Share Financing Program**” (Reuse Plan §3.11.5.3 (a)):

FORA shall fund its “Fair Share” of “on-site,” “off-site,” and “regional” roadway and transit capital improvements based on the TAMC regional transportation model.

Annual CIP Adoptions

- ▶ Since FORA's first CIP (2001-2), Eastside Road has been included as a future "on-site" transportation facility.
- ▶ On December 11, 2009, FORA Board approved the 2009/10 mid-year CIP. This approval prioritized Eastside Road funding in the CIP.
- ▶ County staff suggested renaming Eastside Road to Eastside Parkway in 2010.
- ▶ The Board maintained Eastside Parkway funding prioritization in subsequent CIP approvals.

- ▶ Study prepared by TAMC in coordination with FORA.
- ▶ Identified Eastside Road as an “on-site” transportation facility (a 2-lane arterial) from Gigling Road to Imjin Road.
- ▶ Eastside Road modeled to accommodate 12,100 average daily trips (ADT).
- ▶ Established FORA’s Fair Share at 72% of total construction cost.

- ▶ Study prepared by TAMC in coordination with FORA.
- ▶ To avoid impacts to CSUMB circulation, identified a new plan line for Eastside Road as an “on-site” facility from Eucalyptus and Gigling Roads to Schoonover Drive.
- ▶ Eastside Road modeled to accommodate 12,475 ADT.
- ▶ Established FORA’s Fair Share at 100% of total construction cost (fund local network first).

- ▶ Study prepared by TAMC in coordination with FORA.
- ▶ Same network as 2005 study, except Del Monte Ext. added and Highway 1 definition expanded.
- ▶ Eastside Parkway modeled to accommodate 18,586 ADT.
- ▶ Established FORA's Fair Share at 100% of total construction cost (fund local network first).

Roadway Network Overview

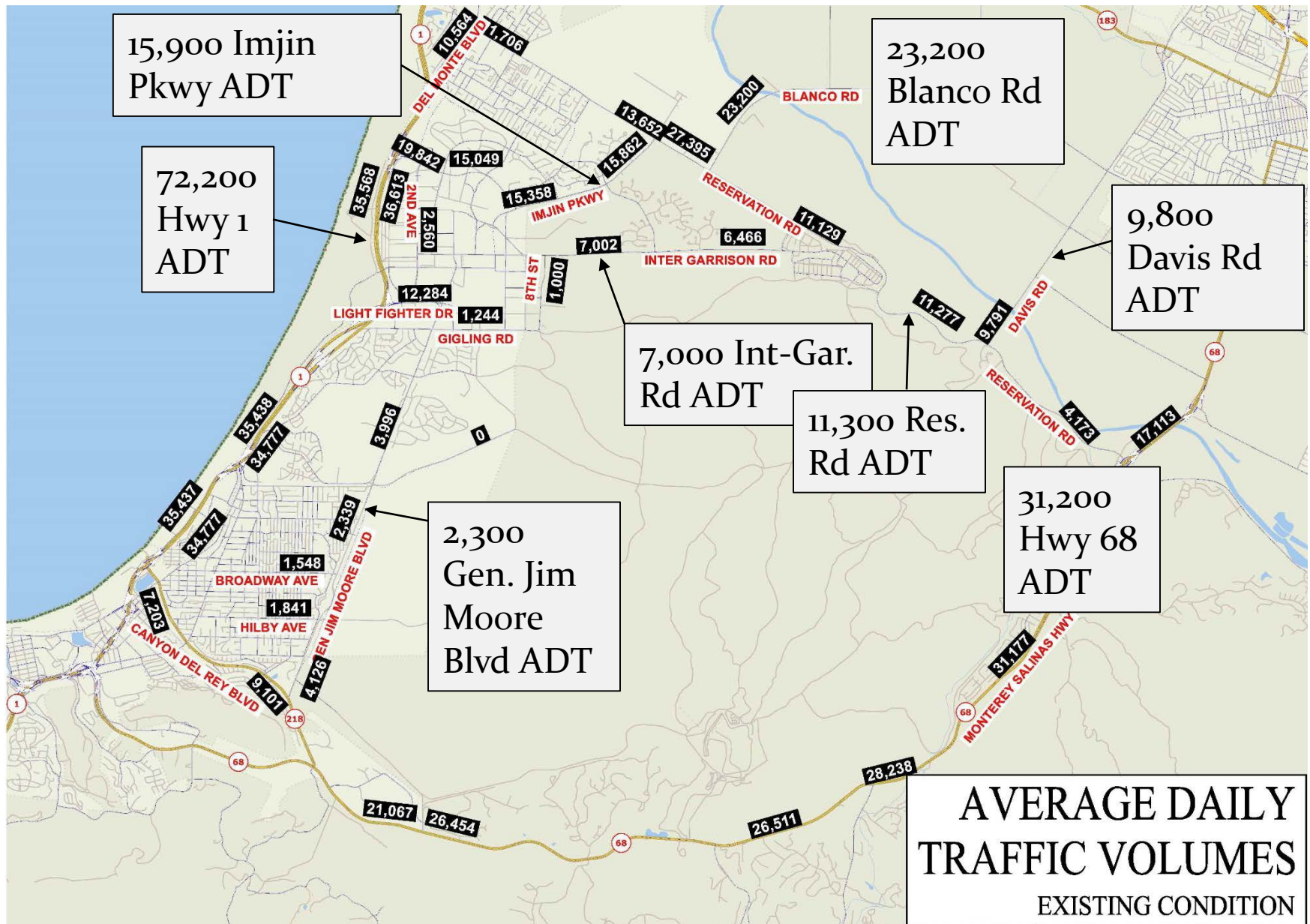


VICINITY MAP

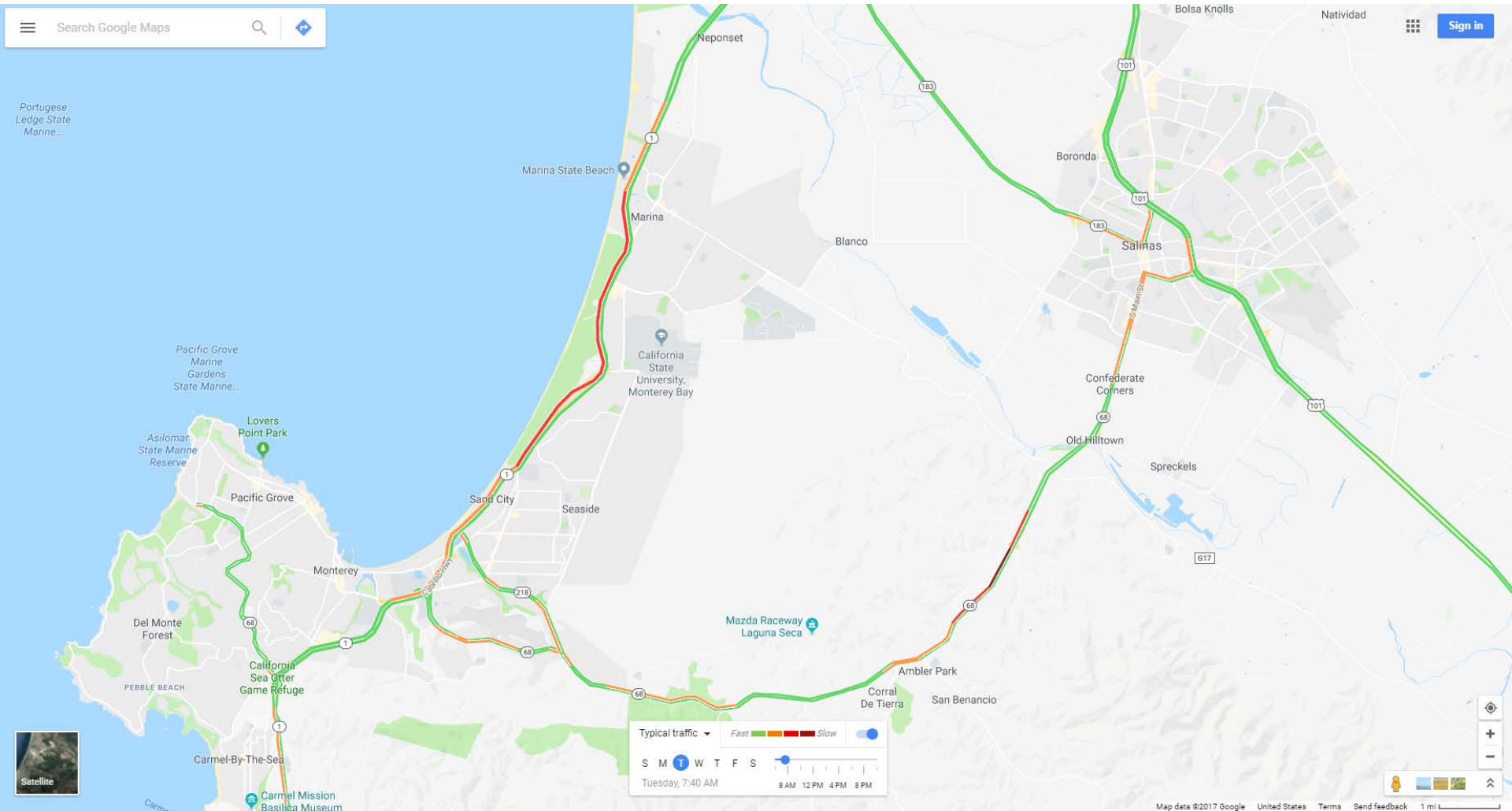
Fort Ord Context



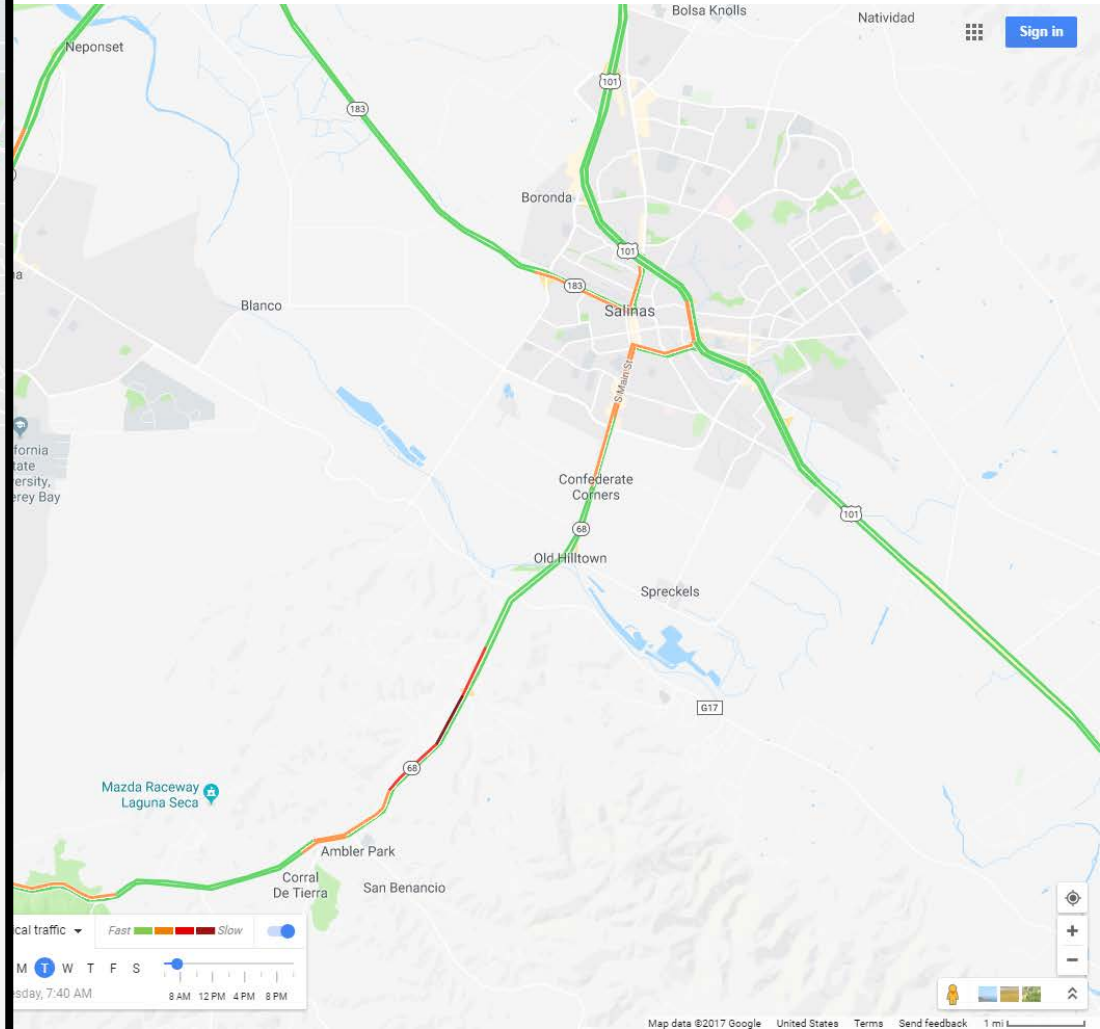
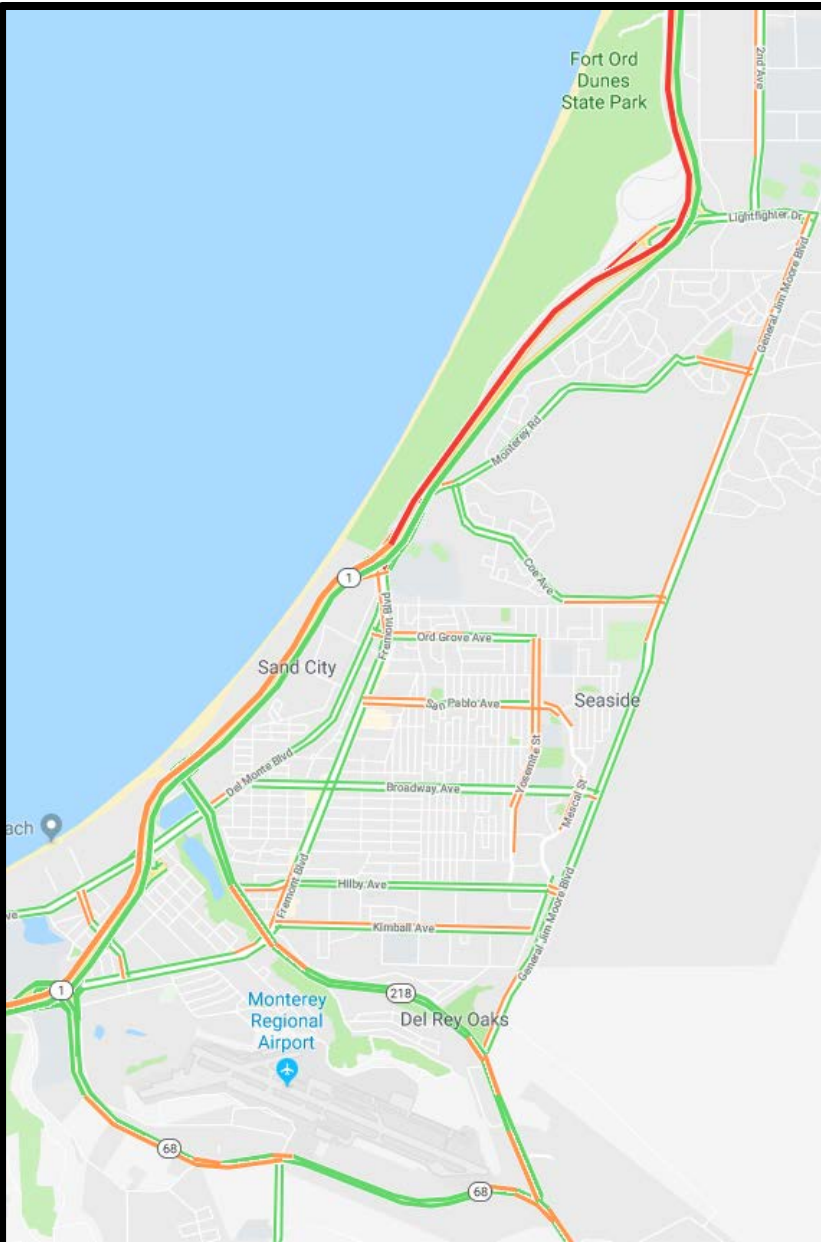
FORA
Fort Ord Reuse Authority



Google AM Traffic Map

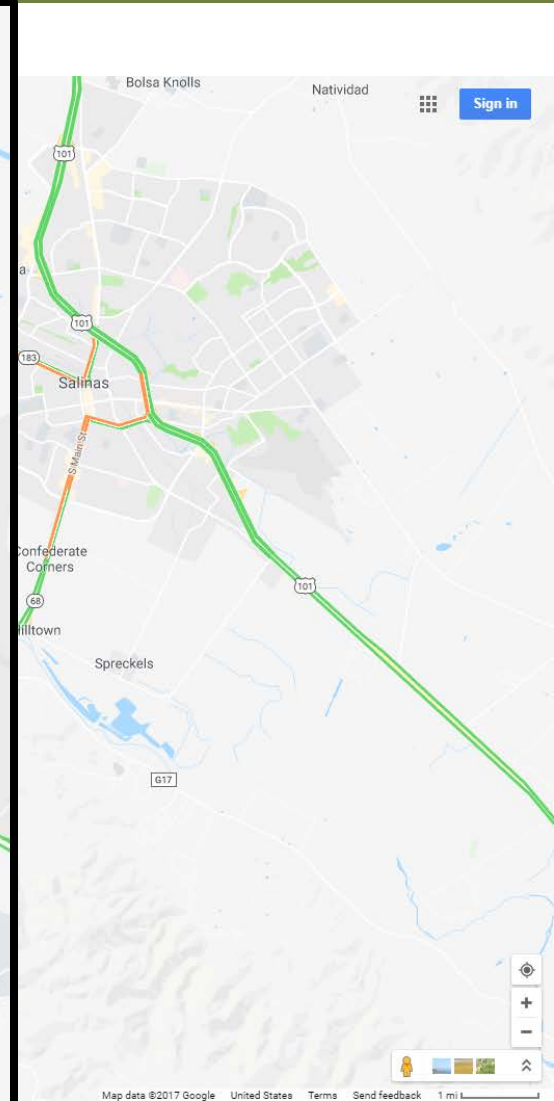
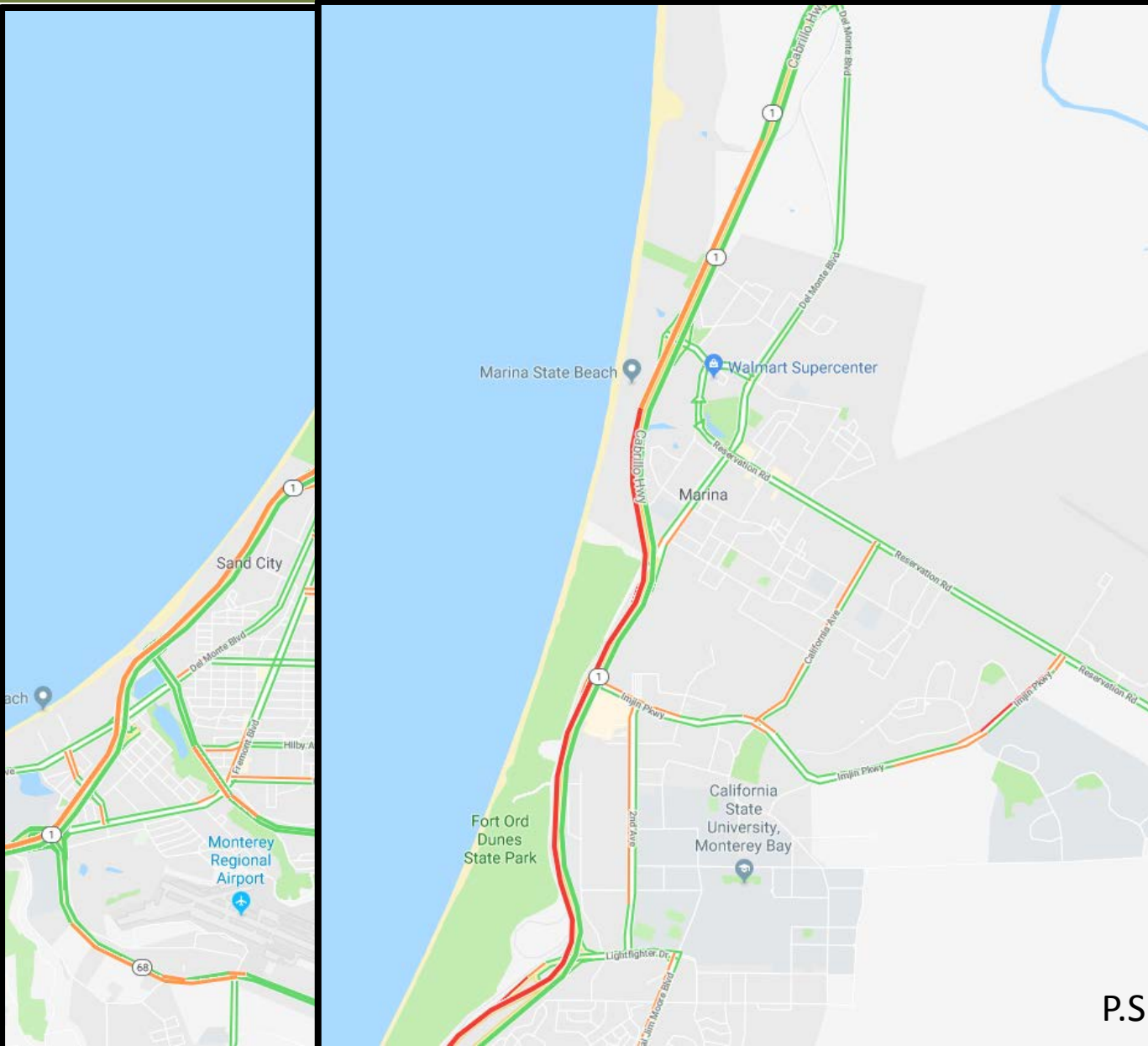


Google AM Traffic Map



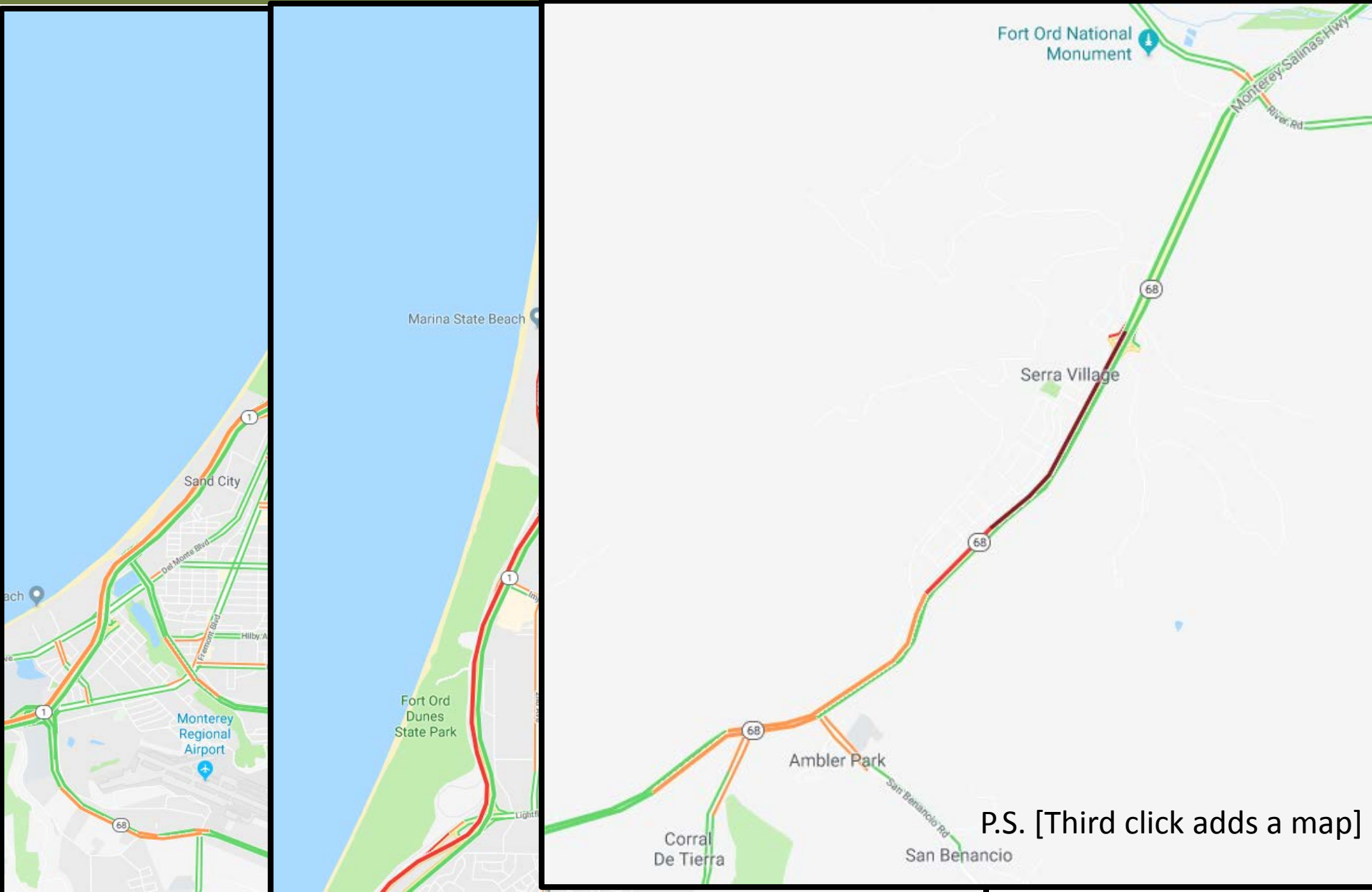
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Google AM Traffic Map

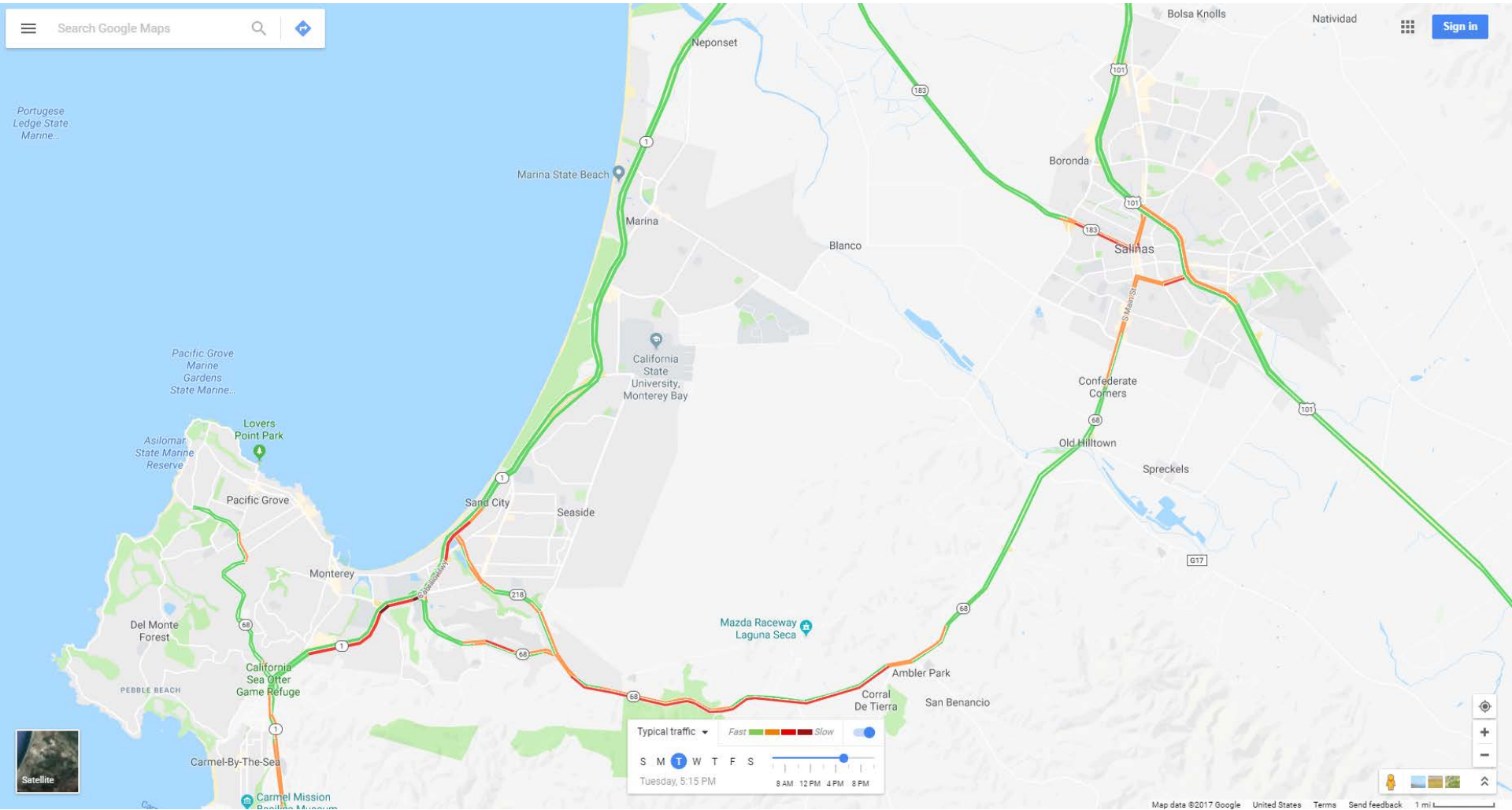


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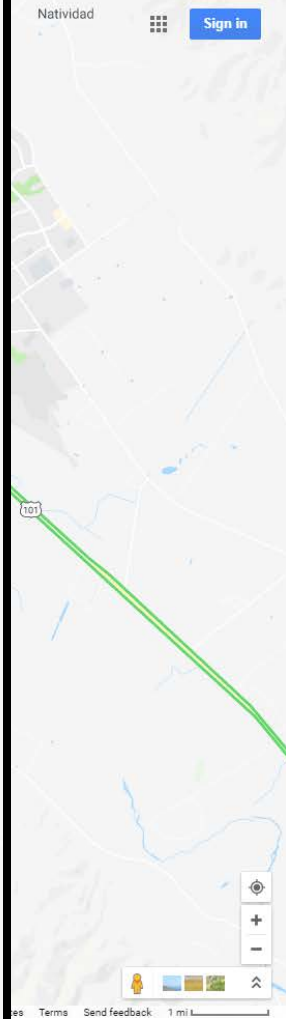
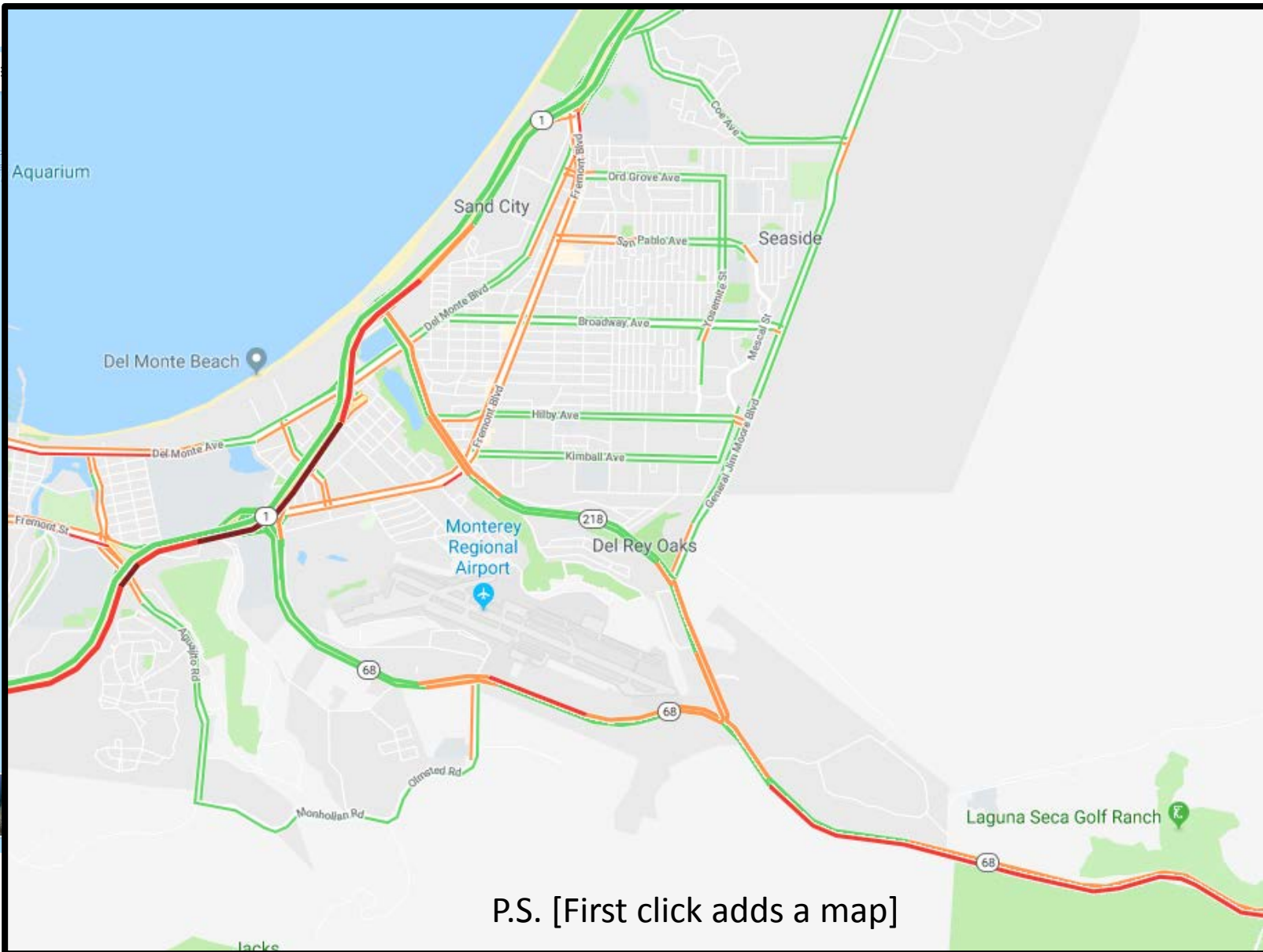
Google AM Traffic Map



Google PM Traffic Map

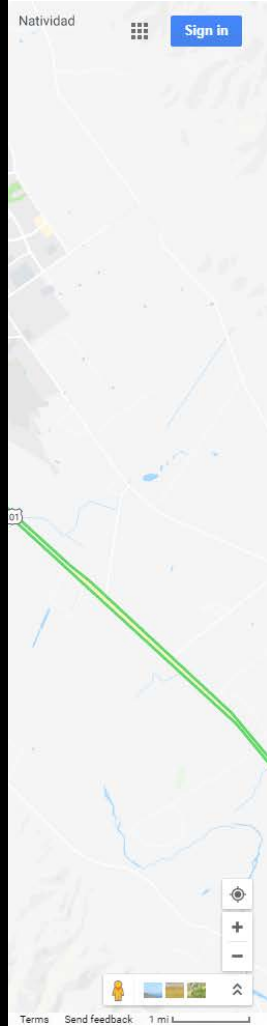
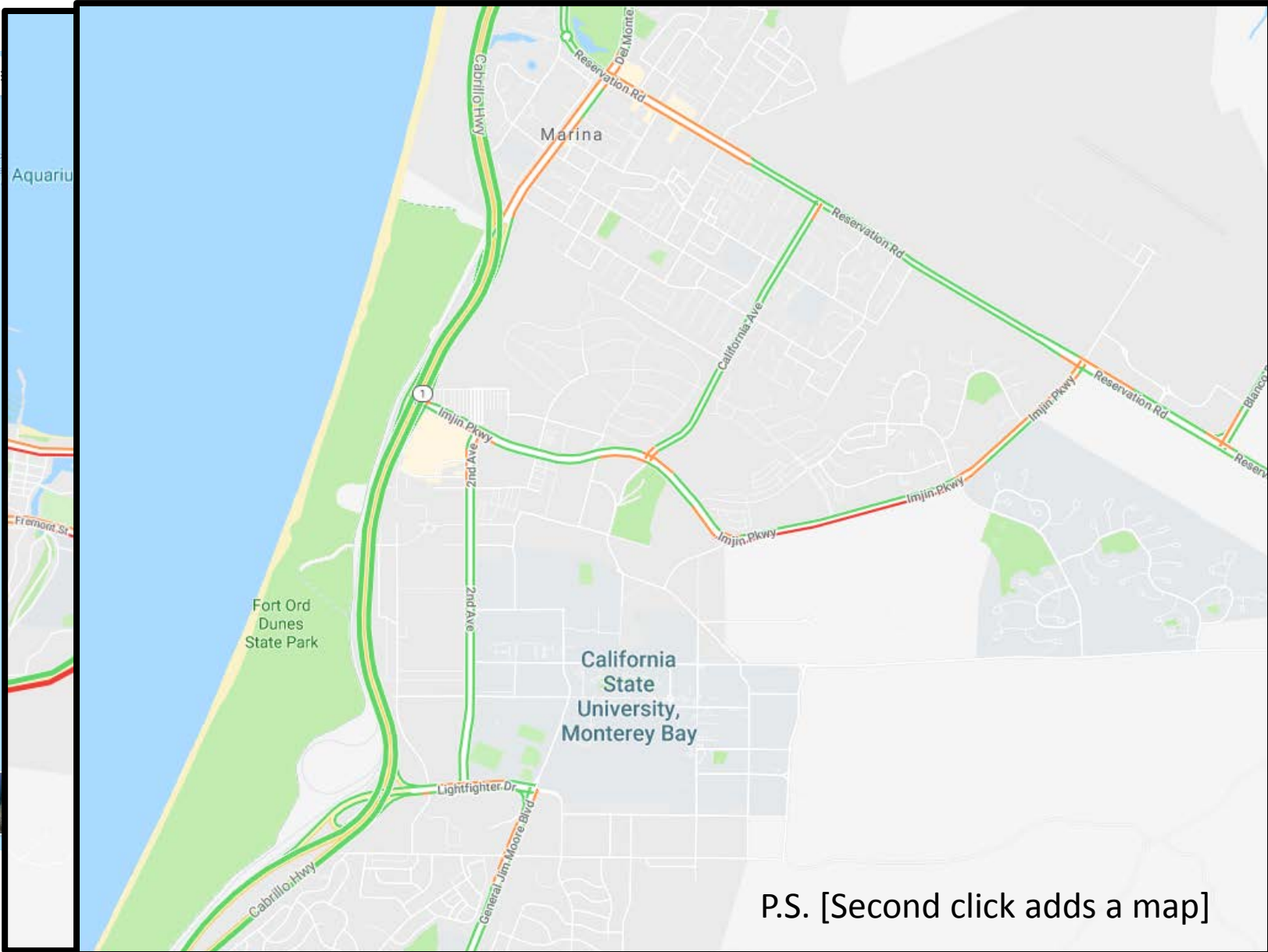


Google PM Traffic Map



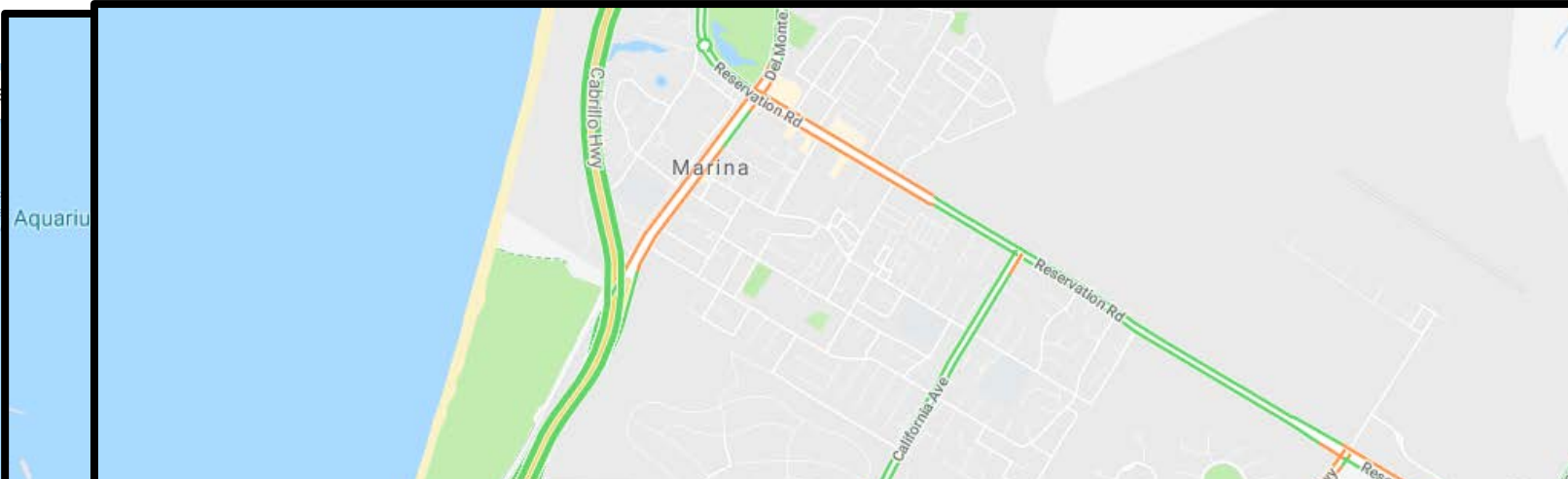
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Google PM Traffic Map



P.S. [Second click adds a map]

Google PM Traffic Map



▶ Regional Transportation Projects:

- Hwy 1 (Seaside and Sand City)
- Hwy 1 (Monterey Rd Interchange)
- Hwy 156 (Hwy 1 to Hwy 101)

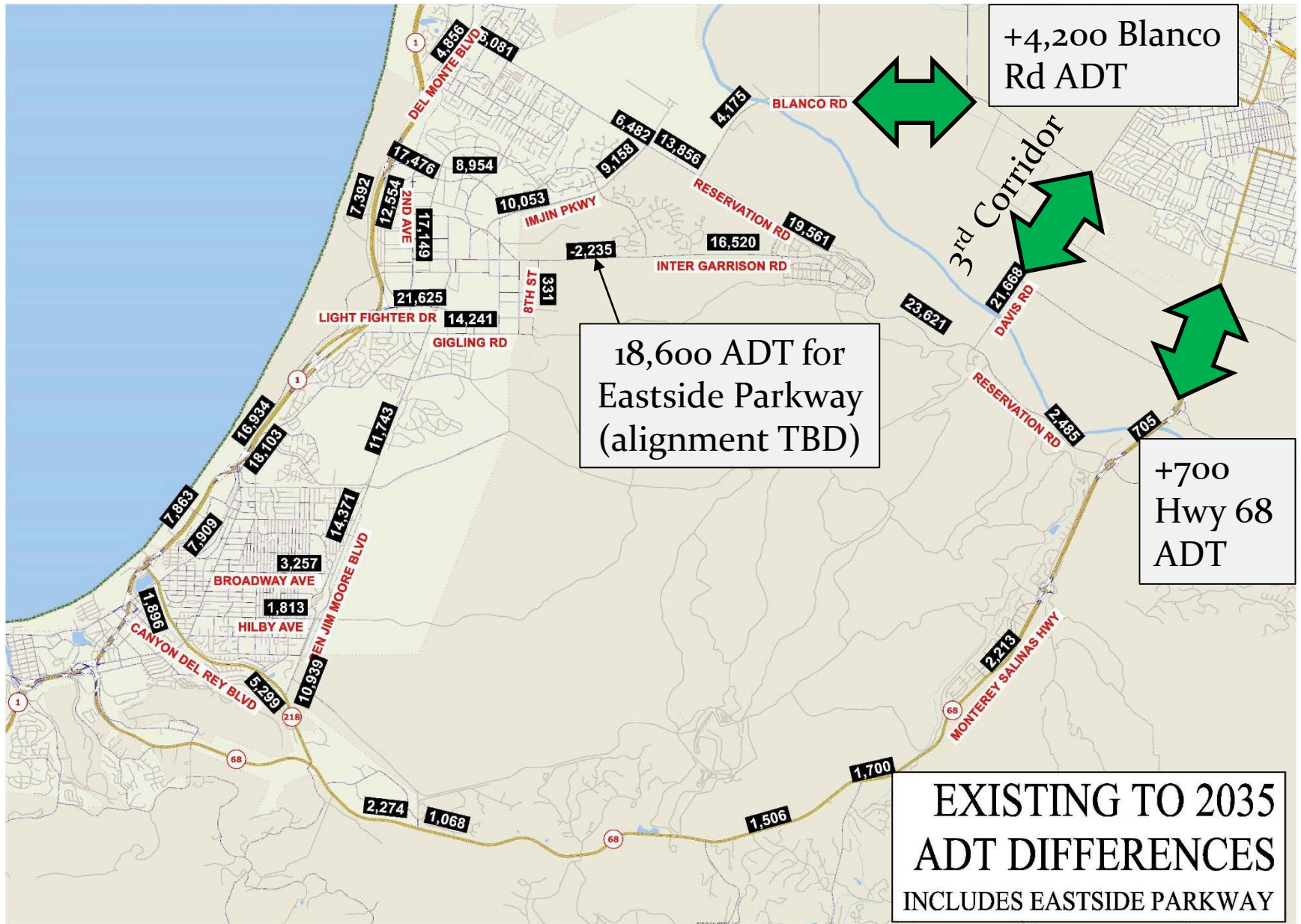
▶ Off-Site Transportation Projects:

- Davis Rd (north and south of Blanco Rd in Salinas)
- Reservation Rd (East Garrison to Davis Rd)
- Crescent Ave Extension to Abrams Dr (Marina)
- Del Monte Blvd / 2nd Ave Extension (Marina)

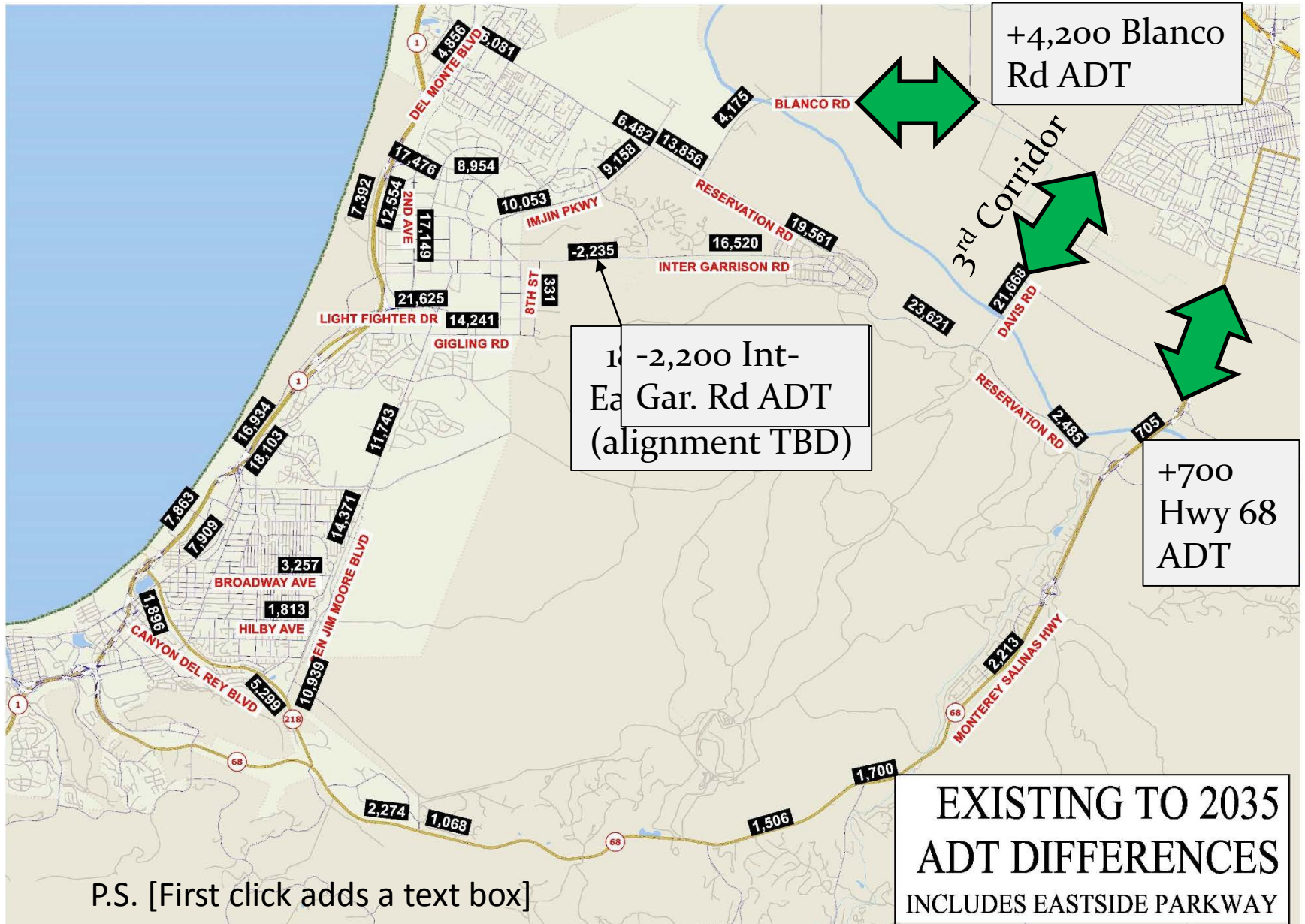
▶ On-Site Transportation Projects:

- Abrams Dr (2nd Ave to Crescent Court, Marina)
- 8th St (2nd Ave to Inter-Garrison Rd, Marina)
- Gigling Rd (Seaside)
- Salinas Ave (Abrams Dr to Reservation Rd, Marina)
- South Boundary Rd Upgrade (Del Rey Oaks/Monterey)
- Eastside Parkway

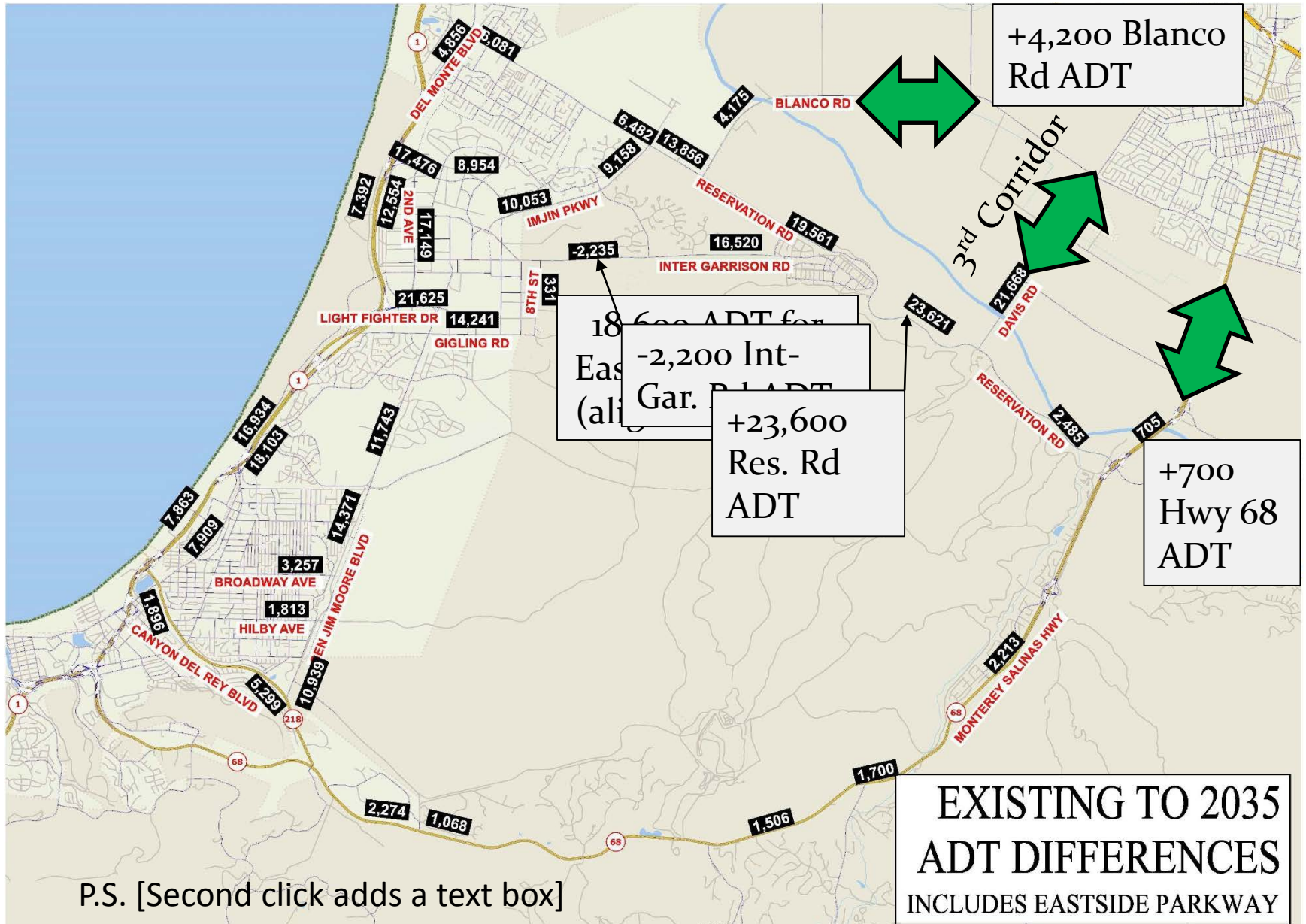
Anticipated Future Changes



Anticipated Future Changes



Anticipated Future Changes



- ▶ California Environmental Quality Act (CEQA)
 - High-quality environment
 - Provides information to public and decision makers
- ▶ Environmental Impact Report (EIR)
 - Program-level vs. Project-level
- ▶ FORA acting as Lead Agency
 - Primarily responsible for analysis and consultation

▶ Goals and Objectives

- Statement of the objectives sought by the proposed project
- Underlying purpose
- Clearly written

▶ Guide Alternative Analysis

- Starting point to develop reasonable range of alternatives to be evaluated in EIR
- Determine whether there is a feasible way to achieve basic objectives of project while avoiding impacts

Goals and Objectives

- ▶ Describe Underlying Purpose
- ▶ Setting goal is first step toward developing the project description
- ▶ Goal = WHAT
- ▶ Define objectives that would help in achieving the goal
- ▶ Objective = HOW

- ▶ GOAL: Reduce patient waiting time to less than 1 hour to see a physician
 - Objective 1. Ensure sufficient staffing
 - Objective 2. Acquire software to manage scheduling capacity
 - Objective 3. Establish appointment confirmation procedures

- ▶ December 6, 2017 – Community Workshop on project goals and objectives
- ▶ January 2018 – Presentation of project goals and objectives for FORA Board consideration
- ▶ March 2018 – Distribute Notice of Preparation for 30-day review period
- ▶ April 2018 – EIR Public Scoping Meeting
- ▶ December 2018 – Distribute Public Review Draft EIR for 45-day review period
- ▶ December 2018 – Public Review Draft EIR Public Meeting
- ▶ July 2019 – Final project approval and EIR certification for Board consideration

<http://www.fora.org/EastsideParkway.html>

Public Comments

- ▶ Comment sheets – hand in today
- ▶ Email – planning@fora.org subject line: Eastside Parkway
- ▶ Mail – FORA, 920 2nd Ave., Ste. A, Marina, CA 93933
- ▶ Verbal comments today – Please fill out a speaker card
- ▶ If not today, please submit by December 22, 2017
deadline – by email or mail