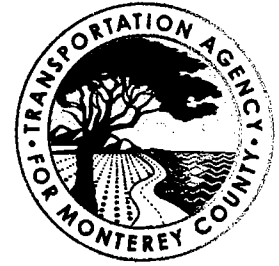


# TAMC

TRANSPORTATION AGENCY  
FOR MONTEREY COUNTY



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

March 22, 2004

3/22/2004  
#46

Via post and fax

Thomas A. McCue  
Senior Planner  
Monterey County Planning and Building Inspection Department  
2620 First Avenue  
Marina, CA 93933-6205

**SUBJECT: Pebble Beach Company's Del Monte Forest Preservation and Development  
Plan Draft EIR**

Dear Mr. McCue,

Our agency has reviewed the Pebble Beach Company's Del Monte Forest Preservation and Development Plan Draft Environmental Impact Report (DEIR) completed by the Monterey County Planning and Building Inspection Department ("the County"). The Transportation Agency for Monterey County (TAMC) serves as the Regional Transportation Planning Agency (RTPA) and the Congestion Management Agency (CMA) for Monterey County. TAMC has reviewed the report and offers the following comments:

1. **Highway 68:** TAMC is concerned that the two-volume DEIR contains no mention of the Pebble Beach Company ("the Company") contributing to the Highway 68 widening project from State Route 1 (SR 1) to the Community Hospital of the Monterey Peninsula (CHOMP). The Project Study Report (PSR) completed by Caltrans for the City of Monterey in December 2000 (EA#44800) stipulates a commitment from the Company to contribute funds to the widening of Highway 68 from the main entrance at SR 1 to the Scenic Drive overpass. TAMC feels the DEIR should reflect this commitment and discuss the pro rata share for the highway widening project based on the cumulative impacts of the proposed development project on the highway. 1
2. **Signalization:** TAMC would like to echo the concerns of Caltrans and the City of Monterey that the DEIR calls for signalization at two intersections along Highway 68, at Skyline Forest Drive and Beverly Manor, as mitigation for the project's impact on the highway (p. ES-18; Table ES-2, 3.7: Transportation and Circulation, B1-1 and B1-2, p.16). TAMC feels that these signals are not appropriate mitigation and that adding signals would lead to further congestion and lower level of service (LOS) along that corridor if the highway was not widened from SR 1 to the proposed signal at Skyline Forest Drive. TAMC encourages the Company and County to work closely with Caltrans and the City of Monterey in the development of these plans. 2

3. **Regional Impact Fee Program:** Until the highway-widening project is complete to Skyline Forest, TAMC would not support a signal at that intersection and thus would not support including the project in the Regional Impact Fee program (p. 3.7-24, Mitigation Measure TC-B1-1). Making improvements to the intersection of Highway 68 and Aguajito would not be considered a regional project for this fee program. The Regional Impact Fee Program addresses only high-profile regional projects (for example, the project to widen Highway 68 between the southbound SR 1 off-ramp and CHOMP). TAMC believes that the County is the appropriate body to collect traffic impact fees for this intersection improvement project (p. 3.7-25, Mitigation Measure TC-B1-3). 3
4. **State Route 1:** TAMC appreciates the County's stipulation that the Company will pay a traffic impact fee for improvements to SR 1 pursuant to the Project Study Report and based on cumulative impacts of the proposed project on the intersections of SR 1 with Carpenter Street, Ocean Avenue, Carmel Valley Road and Rio Road (p. ES-18; Table ES-2, 3.7: Transportation and Circulation, A1(C), p. 15 and 16). TAMC also encourages the Company to include an analysis of the impacts of the proposed project on SR 1 to the north of Highway 68, especially as regards special events (see comment #6) 4
5. **Transit:** TAMC fully supports County's requirement of this proposed project that the Company implement an alternative transportation plan including service by Monterey-Salinas Transit (MST) and RIDES paratransit (Table ES-2, 3.7: Transportation and Circulation, F1, p.19). TAMC supports MST's request that the Company begin to plan for the transit service upon approval of the proposed project, to allow MST enough lead time to plan for the additional service, and that the Company plan the proposed project in accordance with MST's "Designing for Transit" guidelines. Additionally, TAMC believes that the Company and County should plan to contribute to this service based upon the fair-share impacts of its existing and this proposed new development. 5
6. **Special Events:** As special events such as golf tournaments at Pebble Beach contribute significantly to regional transportation congestion during those weekends, TAMC appreciates that the Company will provide special transit service to and from off-site parking lots in order to accommodate spectator traffic (Table ES-2, 3.7: Transportation and Circulation, A2, p.15). In acknowledgement of the significantly decreased LOS on those weekends, TAMC would also propose that the Company also promote use of alternative forms of transportation getting to the peninsula from Santa Cruz (Metro and MST) and from the San Francisco Bay Area (Caltrain and Amtrak) among visitors, promoters and organizers. Such promotion could include Company-subsidized fares on these services with a ticket to the event. 6
7. **Bicycle Travel:** TAMC appreciates previous and current support by the Company for the County-wide Bike Week promotional event that happens in May of each year and supports the Company's provision of incentive prizes for participating employees (p. 3.7-39). TAMC also recognizes that the Company has instituted several trip-reduction methods that help mitigate existing impacts of traffic to and from the Del Monte Forest by its employees. However, as the County has determined that the proposed project is not exempt from the requirement to provide a Facilities Trip Reduction Plan (FRTP) such as the applicant submitted with the application for this project (p. 3.7-39-40), TAMC recommends that the 7

Company install a Class II bike route from the Pebble Beach Lodge to the Carmel Gate as an additional mitigation method where sufficient street right-of-way exists. TAMC strongly feels that the Company should allow through bicycle traffic on their internal road network. Currently, the Company allows bicycle travel only on certain roads that do not allow through traffic between Monterey/ Pacific Grove and Carmel. This is a significant gap in the regional bicycle network. Filling this gap would provide an alternative to biking along SR 1, a high-volume and -speed highway between Highway 68 and Carmel. In the 2001 Monterey County General Bikeways Plan, a connection bike route identified as "Pebble Beach Lodge to Carmel Gate: Install a Class III bikeways in Del Monte Forest connecting Pebble Beach Lodge to Carmel Gate with a long term goal of a Class II" was estimated to cost \$62,000. An impact identified in this DEIR is bicycle access between Fan Shell Beach and Carmel Gate (p. 3.7-41, Impact TC-F2). TAMC supports the Company in making this route available to bicyclists. To go one step further and create the Class II bike route identified in the County Bike Plan would be a major improvement to the regional bicycle network. (See Attachment 2 for an excerpt from the 2001 County Bike Plan.)

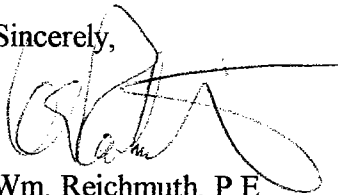
7 (cont.)

8. **Additional mitigation measures:** Please see Attachment 1 for additional suggested mitigation measures such as bicycle and pedestrian paths of travel through developments and to transit stops and the provision of childcare facilities for employees.

8

We appreciate the opportunity to review this document. Please send us any subsequent documents regarding this proposed project. If you have any questions, please contact Christina Watson or myself at (831) 775-0903.

Sincerely,



Wm. Reichmuth, P.E.

Executive Director, Transportation Agency for Monterey County (TAMC)

**Attachments:**

1. Suggested mitigation measures
2. Excerpt: 2001 Monterey County General Bikeways Plan

cc: Dave Murray, California Department of Transportation (Caltrans) District 5  
Jared Ikeda, Monterey County General Plan Update Team, Circulation Element  
Lew Bauman, Monterey County Department of Public Works  
Frank Lichtanski, Monterey-Salinas Transit (MST)  
Nicolas Papadakis, Association of Monterey Bay Area Governments (AMBAG)  
Douglas Quetin, Monterey Bay Unified Air Pollution Control District (MBUAPCD)  
Kathy Paul, County Counsel  
TAMC Board of Directors, via enclosure to Board packet

### **SAMPLES OF ALTERNATIVE MEASURES**

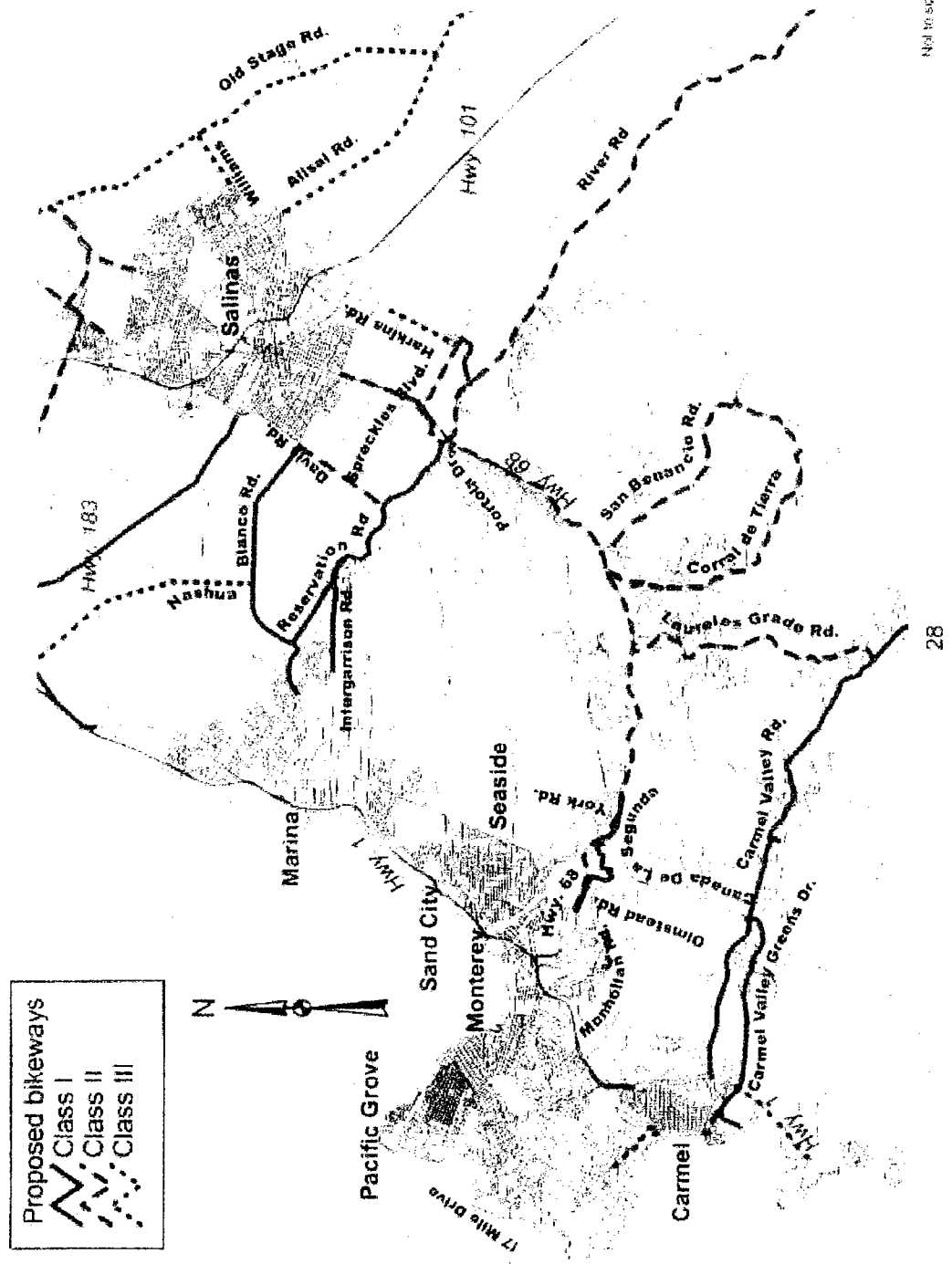
1. Provide ridesharing, public transportation and nearby licensed child care facility information to tenants/buyers as part of move-in materials.
2. Print transit information on promotional materials.
3. Install bicycle amenities, such as bicycle racks and bicycle lanes.
4. Provide bus pullouts, pedestrian 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.



Carmel City Limits to Carmel River State Park	Carmel Unincorporated - MPRPD	Monterey Bay Coastal Trail	Install Class II/III bikeway from Carmel City Limits beginning at Scenic Drive east on Santa Lucia, south on San Antonio, east on 15th to Rio Park (provide bridge at River st), class I from Rio Park to State Park	II	\$126,000
Carmel River/Point Lobos	Monterey Peninsula	Monterey Bay Coastal Trail	Install bikeway from Carmel River to Point Lobos	III	\$6,900
Pebble Beach Lodge to Carmel Gate	Del Monte Forest	Monterey Bay Coastal Trail	Install a Class III bikeways in Del Monte Forest connecting Pebble Beach Lodge to Carmel Gate with a long term goal of a Class II	III	\$62,000
<b>MONTEREY PENINSULA</b>					
<b>Monterey County Unincorporated</b>					
Highway 1 - Carmel Hill	Caltrans/Monterey County	Monterey Peninsula	Install bike trail along east side of Highway 1 to link up with Class I path at Viejo from Carpenter Street to Holman Highway exit	I	\$243,000
Monhollan Road/Aguajito Road	Monterey Unincorporated	Monterey Peninsula	Implement consistent and smooth pavement widths in bicycle lane	II	\$2,530,000
Monterra Ranch	Monterey Unincorporated	Monterey Peninsula	Install Class I bikeway along Monterra Ranch Trail from Jacks to York Road	I	\$1,000,000
Intergarrison Road	Fort Ord	Central County	Install bikeway along Intergarrison from 8th Street Cut-off to Reservation	I	\$3,500,000
South Boundary Road	Fort Ord	Central County	Install bikeway on South Boundary Road	II	\$681,000
Blanco Road	Salinas Unincorporated/Fort Ord	Central County	Install bikeway along Blanco Road from Salinas City Limits at Davis Road to Reservation Road.	I	\$2,250,000
Reservation Road	Salinas Unincorporated/Fort Ord	Central County	Install bikeway along Reservation Road from Blanco Road to Hwy.68	II	2,684,000
<b>Carmel Valley</b>					
Carmel Valley/Valley Greens Drive	Carmel Valley	Carmel Valley	Install Class I-II bikeway from Carmel Valley Road at Valley Greens Drive to State Highway 1	I	\$2,140,000



Figure 18-B. Central Monterey County Proposed Bikeways



Not to scale