

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Governor's Office of Planning & Research

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University of California, Berkeley Long Range Development Plan (LRDP) Update and Housing Projects #1 and #2 – Notice of Preparation (NOP)

Dear Raphael Breines:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the University of California, Berkeley LRDP Update and Housing Projects #1 and #2. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the April 2020 NOP.

Project Understanding

The LRDP provides a high-level planning framework for University of California, Berkeley's planning area and surrounding campus environs. The LRDP will forecast development through the 2036-2037 academic school year and proposes to add up to 11,700 student housing beds, 385 employee housing units, and approximately 4,000,000 gross square feet (GSF) of academic and administrative facilities. Also, the project includes two specific student housing projects (Housing Projects #1 and #2). Housing Project #1 includes up to 850 beds for students, and Housing Project #2 would include up to 1,200 beds for UC Berkeley students, and a separate housing unit for lower income (non-university affiliated) individuals with up to 125 units. UC Berkeley will develop an Environmental Impact Report that will analyze project impacts at the programmatic level for the LRDP update, and at the project level for the two

housing projects. Regional access is provided from State Routes (SR)-13, 24, and 123, all within one mile of the planning area.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating vehicle miles traveled (VMT) increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches can be consistent with MTC's Regional Transportation Plan/Sustainable Communities Strategy and would help meet Caltrans Strategic Management Plan targets.

Vehicle Trip Reduction

The LRDP should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below can promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing

parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

The University of California, Berkeley should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. The Lead Agency should also consider fair share fees for shuttles that use the public curb space.

The University of California, Berkeley should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the General Plan. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Lead Agency

As the Lead Agency, the University of California is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Raphael Breines, Senior Planner

April 29, 2020

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse