

## Letter 38

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### **Comment 38-1**

Revise Appendix G: Transportation/Traffic question (a) to account for all modes of transportation and expand analysis of pedestrian facilities and bikeways. Grammatical error to include “not” in the sentence “...including but not limited to intersections...”

### **Response 38-1**

In response to this and similar comments, the Natural Resources Agency has revised the text of question (a) in the Appendix G questions related to transportation. As explained in the Notice of Proposed Changes, the revised text “would refocus the question from the capacity of the circulation system to the performance of the circulation system as indicated in an applicable plan or ordinance.” While the revised text requires a lead agency to consider the effect of a project on traffic at intersections, streets, highways and freeways, it allows the lead agency to do so using its own methodology and in the context of the entire circulation system and accounting for all modes of transportation.

Furthermore, the Natural Resources Agency has further revised the transportation questions in Appendix G’s checklist. Section XVI, subsection (f), now asks whether a project: “Conflict[s] with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decreases the performance or safety of such facilities.” Consequently, if a lead agency has a plan or policy in place relative to pedestrian or bicycle mobility, or transit operations, subsection (f) will provide suggested guidance on how a lead agency may approach analysis of potential impacts relative to the criteria and parameters contained in such policies or plans.

### **Comment 38-2**

Revise Appendix G: Transportation/Traffic question (d) to include consideration of the transportation system’s safety.

**Response 38-2**

In response to this and other comments raising safety concerns, the Natural Resources Agency revised existing question (g) to specifically ask whether a project would “substantially decrease the ... safety of [transit, bikeway, or pedestrian] facilities?”

In light of revisions to existing question (g), there are tools available in the Appendix G checklist to examine safety issues. The Natural Resources Agency, therefore, rejects this comment.

**Comment 38-3**

Revise Appendix G: Transportation/Traffic question (f) to include “carpooling and vanpooling”.

**Response 38-3**

The list of transportation components in question (f) is not intended to be exhaustive. As discussed in the proposed Note preceding the Appendix G questions, Appendix G is a sample only. A lead agency can alter it to fit its unique circumstances. If a lead agency has a plan or policy in place relative to carpooling or vanpooling, question (f) will provide suggested guidance on how a lead agency may approach analysis of impacts relative to the criteria and parameters contained in such policies or plans. No further revision to the text is required to respond to this comment.

**Comment 38-4**

Add Appendix G: Transportation/Traffic question (g) to assess impacts to mass transit or non-motorized transportation facilities and safety.

**Response 38-4**

In response to comments to such as this, the Natural Resources Agency further revised existing question (g) specifically asks whether a project would “substantially decrease the ... performance or safety of [transit, bikeway, or pedestrian] facilities?” No further revision to the text is necessary to respond to this comment.

**Comment 38-5**

Add Appendix G: Transportation/Traffic question (h) to assess an impact to a pedestrian or bicycle circulation system.

**Response 38-5**

As explained in Responses 38-1 and 38-2, the Natural Resources Agency has revised the transportation questions to account for all modes of transportation. The Natural Resources Agency rejects the suggestion in this comment.

**Comment 38-6**

Add Appendix G: Transportation/Traffic question (i) to assess a degradation of the transportation system's overall performance.

**Response 38-6**

Goods movement is not an environmental impact; rather it is a social and economic impact. Thus, it is not appropriate to address goods movement in the Appendix G checklist. The Natural Resources Agency rejects this comment.