

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Michelle Hightower, Senior Planner
City of Vallejo, Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Re: City of Vallejo New Zoning Code and Map + Mitigated Negative Declaration (MND)

Dear Michelle Hightower:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. 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 January 2021 draft MND.

Project Understanding

The proposed plan for the City of Vallejo includes a comprehensive update to its Zoning Code (Vallejo Municipal Code Title 16) that includes both text and map amendments to reflect the goals, policies, and implementation measures expressed in General Plan 2040. The proposed New Zoning Code establishes new and modified land use regulations that will guide future development and design throughout the City.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

Caltrans commends the Lead Agency regarding Vehicle Miles Traveled (VMT) baselines and mitigation measures. This project supports the State's goals to reduce greenhouse gas emissions and improve multimodal transportation options for land use development.

Mitigation Strategies

Caltrans supports the mitigation strategies and reduction measures proposed in the MND, as they align with current State goals and best practices.

We encourage using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. Transportation Demand Management (TDM) programs should be documented with annual 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.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, 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>.

Our comments to the proposed mitigation measures are as follows:

- Mitigation Measure Trans-1a.1 at Sonoma Blvd: The City plans to continue converting the four-lane facility on SR-29/Sonoma Blvd to a two-lane facility (road diet) north of Florida Street. If the Lead Agency proceeds with this project, Caltrans recommends the submitting a detailed transportation study to understand the multimodal operational and safety impacts along SR-29 during construction and forecasted for design years. Mitigation measures as a result of modifying the capacity along SR-29, particularly during peak hours, should be included.
- Mitigation Measure Trans-1b: SR-37 in Solano County extends to the Sonoma Creek Bridge, approximately three quarters of the segment between SR-121 and Mare Island interchange. There are currently on-going interim and ultimate projects on SR-37 in various stages. Caltrans encourages the Lead Agency to participate in the development of these

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projects to ensure that the proposed mitigation measures are consistent with the proposed projects.

Additionally, please ensure that all pedestrian facilities throughout the project are brought to current ADA standards, and that all street improvements comply with Caltrans Complete Streets policy.

Transportation Impact Fees

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. Caltrans welcomes the opportunity to work with the Lead Agency 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 City of Vallejo 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.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse