

California Department of Transportation

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City of Jackson
33 Broadway
Jackson, CA 95642



**AMA-49/88 Citywide
City of Jackson
Draft Environmental Impact
Report (DEIR)
SCH: 2022110545**

Ms. Peters,

California Department of Transportation (Caltrans) appreciates the opportunity to review and respond to the City of Jackson's Draft Environmental Impact Report (DEIR) on its comprehensive update to its existing General Plan. The City of Jackson's current General Plan has been periodically amended, including updates to the Housing Element in 2015, the Land Use and Circulation Element in 2008, updates to the Noise and Open Space and Conservation Elements in 1987 to the Safety Element in 1981. The City's General Plan includes a broad goal policy framework that guides land use and planning decisions within the City. The overall purpose of the General Plan is to create a policy framework that articulates a vision for the City's long-term physical form and development while preserving and enhancing the quality of life for residents and increasing opportunities for high-quality local job growth and housing options. The key components of the General Plan will include broad goals for the future of Jackson and specific policies and actions that will help implement the stated goals.

The City of Jackson is located in the central portion of Amador County, at the intersection of SRs 49 and 88 (SR 49/88) in the Sierra Nevada foothills.

Caltrans has the following comments:

General Comments

If any construction related activities will encroach into State Right of Way (ROW), the project proponent must apply for an Encroachment Permit to the Caltrans District 10 (D10) Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste

locations, scenic highways, and/or other environmental resources within State ROW, at the project site(s).

If any future project activities encroach into State ROW, the project proponent must submit an application for an Encroachment Permit to the Caltrans D10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. These studies will include an analysis of potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within State ROW at the project site(s). For more information, please visit the Caltrans Website at: <https://dot.ca.gov/programs/traffic-operations/ep/applications>

If any proposed site development is adjacent to the State Route (SR), the developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage from this site flowed into the State ROW, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. If historical undeveloped topography shows drainage from this site did not flow into the State ROW, then it will not be allowed to flow into the State ROW at this time.

For future developments, we would like to review the pre- and post- construction runoff calculations and drainage plans to understand flow patterns.

Greenhouse Gases, Climate Change, and Energy

Section 3.7 - Compact, higher floor area ratio, walkable, mixed-use mixed-income land use development that gives residents transportation options beyond dependency on single-occupancy vehicles is a planning strategy that will contribute to lower greenhouse gas (GHG) emissions. More can and must be done to reduce GHG emissions than only phasing out internal combustion engine (ICE) vehicles and replacing them with electric or hydrogen vehicles.

Planting and maintaining shade trees that sequester carbon dioxide in built environments while lowering stress levels for pedestrians is another strategy that can contribute to lower GHG emissions.

Caltrans supports local agency efforts to lower vehicle miles travelled (VMT) and reduce GHG emissions through investments in accessible pedestrian and bicycling infrastructure and transit efforts to expand mode choice for residents beyond the use of single-occupancy vehicles. Compact, higher floor area ratio, mixed-use mixed-income, and walkable land-use development in built environments are integral to the functioning of a transportation system that is not dependent on car use for commuting, shopping, going to school, recreation, or accessing other goods and services.

Land Use, Population and Housing

Section 3.7

Will the Amador-Alpine Travel Demand Model be updated to incorporate the updates of Jackson General Plan?

What is the Existing Year and Future Year of this updated General Plan?

Transportation and Circulation

Section 3.14

Impact 3.14-2: General Plan implementation may conflict with a program, plan, policy, or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities (Less than significant)

The last paragraph on page 3.14-2 mentions a good amount of information for SR 104, with the paragraph also stating that SR 104 *“provides an alternate route for trucks and Jackson Rancheria Casino patrons instead of using SR 88 through Jackson.”* Along with SR 104, Ridge Road is also part of this alternate route for trucks and Jackson Rancheria patrons. Based on this, would it be beneficial to show traffic volumes on SR 104 and Ridge Road in the figure on page 3.14-33?

Also, in the first paragraph on page 3.14-2, to avoid ambiguity, it should be clearly mentioned that SR 104 ends at the intersection of SR 49. At the same time, Ridge Road (without the SR 104 designation) continues east of SR 49.

Related to the first comment, the last paragraph on page 3.14-3 states that *“Figure 13.4-2 displays the average daily traffic (ADT) volumes for the major roadways within the study area.”* *“Figure 13.4-2”* needs to be corrected as Figure 3.14-2, as shown on page 3.14-33.

The first paragraph on page 3.14-5 states that *“The ACTC model is a traditional three-step model (trip generation, distribution, assignment) that covers the entirety of Amador County and Alpine County.”* Based on this, has the process of modal split been fully excluded from the operations of running the ACTC model?

The third paragraph on page 3.14-8 states that *“Figure 13.4-5 displays existing pedestrian facilities within the City of Jackson.”* *“Figure 13.4-5”* needs to be corrected as Figure 3.14-4, as shown on page 3.14-37.

On pages 3.14-7 to 3.14-8, the section Bike Facilities can also incorporate Class IV Bikeway (Separated Bike Lanes / Cycle Tracks). The Class IV Bikeway has gained more popularity in recent years. Many cities and counties in California have listed it in their bike and pedestrian plans. Caltrans also has design guidance for it: Design Information Bulletin (DIB) 89-02 "Class IV Bikeway Guidance," updated in February 2022.

The first paragraph on page 3.14-8 states that “Existing bicycle facilities within the City of Jackson are displayed on Figure 13.4-4 and described below.” “Figure 13.4-4” needs to be corrected as Figure 3.14-3, as shown on page 3.14-35.

On pages 3.14-20 to 3.14-21, the section Mitigation/Minimization states that “the effectiveness of many of these strategies in a rural/suburban setting would diminish because of the long trip distances between land uses and limited availability of non-auto modes.” What can the City do to increase the availability of non-auto modes? The previous pages present the policies that will improve transit services and bike and pedestrian facilities. Summarizing them in this section as Mitigation and Minimization would be beneficial.

On page 3.14-33, some traffic volumes for SRs 49 and 88 shown in Figure 3.14-2 appear to be too high when compared to the traffic volumes shown in the Caltrans Traffic Volumes book for year 2019.

- SR 88 just west of SR 49 shows a volume of 16,500, however the Caltrans Traffic Volumes book for year 2019 shows 8,800.
- SR 49 just south of French Bar Road shows 14,700, however the Caltrans Traffic Volumes book for year 2019 shows 8,300.
- SR 49 just north of French Bar Road shows 18,900, however the Caltrans Traffic Volumes book for year 2019 shows 7,300.

Please contact Paul Bauldry at (209) 670-9488 (email: paul.bauldry@dot.ca.gov), or me at (209) 483-7234 (email: Gregoria.Ponce@dot.ca.gov) if you have any questions or concerns.

Sincerely,

Gregoria Ponce'

Gregoria Ponce', Chief
Office of Rural Planning

cc: State Clearinghouse