

DEPARTMENT OF TRANSPORTATION

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Lilly Whalen, Community Development
Department Director
Community Development Department
City of Sausalito
420 Litho Street
Sausalito, CA 94965

Sausalito General Plan Update - Notice of Preparation (NOP)

Dear Lilly Whalen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sausalito General Plan Update. 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 October 2019 NOP.

Project Understanding

The City of Sausalito General Plan Update is an effort to refine the objectives, policies, and programs within the existing General Plan to help guide and shape the community over the next 20 years. The Sausalito General Plan Update seeks to preserve Sausalito's historic character, public open space, and natural resources, while enhancing public access to the waterfront and pedestrian and bicycle circulation. The proposed project also seeks to support a working waterfront. The purpose of the proposed project is to bring the General Plan up-to-date and to reflect current regulations. The Marinship Specific Plan will be superseded with the adoption of the City of Sausalito General Plan Update. The General Plan Update will consider land use issues within City limits as well as immediately adjacent properties located within its Sphere of Influence (SOI). Sausalito's SOI has decreased since the 1995 General Plan was adopted and the accuracy of the current SOI will be verified through the General Plan Update process. US-101 runs through Sausalito city limits.

Travel Demand Analysis

Please submit a travel demand analysis that provides a VMT analysis. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes a VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

Multimodal Planning

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

Vehicle Trip Reduction

The Sausalito General Plan Update 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;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Transit and trip planning resources such as a commute information kiosk;
- Increasing access to common goods and services, such as groceries, schools, and daycare;
- Providing traffic calming;
- Real-time transit information system;

- Ten percent vehicle parking reductions;
- Lower parking ratios;
- 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;
- Emergency Ride Home program;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If a 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. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would help meet Caltrans Strategic Management Plan sustainability goals.

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 Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the land use/growth management and circulation/parking elements proposed within the general plan; 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.

Lilly Whalen, Community Development Department Director

November 18, 2019

Page 4

The City 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 City of Sausalito 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 Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse