

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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November 8, 2021

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David Crompton, Chief of Planning
Town of Danville
510 La Gonda Way
Danville, CA 94526

Governor's Office of Planning & Research

Nov 08 2021

STATE CLEARINGHOUSE

Re: Town of Danville 2023-2031 Housing Element Update Notice of Preparation (NOP)

Dear David Crompton:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Town of Danville 2023-2031 Housing Element Update 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 October 2021 NOP.

Project Understanding

The project proposes to include the adoption of General Plan amendments and Rezonings that would add or modify goals, objectives, policies, and implementation programs related to housing that would apply town-wide, and that would address the maintenance, preservation, improvement, and development of housing in the Town of Danville (Town). In addition, prepare a Program Environmental Impact Report (PEIR) for the 2023-2031 Housing Element Update. This PEIR will address the environmental impacts associated with the adoption and implementation of the 2023-2031 Housing Element Update. The project encompasses the entire Town, located along Interstate (I)- 680 which passes through the middle of the Town in a north-south direction.

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](#).

If the project meets the screening criteria established in the Town's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the Town's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the PEIR, which should include the following:

- VMT analysis pursuant to the Town's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) town-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 Town.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated. Per the [Interim Safety Guidance](#), a safety analysis may be performed by Caltrans to determine significant traffic safety impacts to the State Transportation Network (STN.)
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, Caltrans requests the Town to determine the Town of Danville 2023-2031 Housing Element Update is consistent with California Government Code Section 65088-65089.10 Congestion Management.

The Town is requested to gain a determination of conformity from the Contra Costa Transportation Authority to determine that the Town of Danville 2023-2031 Housing Element Update is consistent with, and conforms to, the Regional Transportation Plan Consistency Requirements of the County's Congestion Management Plan (CMP).

Furthermore, Caltrans requests that the analysis determine any impacts from the Housing Element Update to the freeway mainline, ramps and ramp intersections, the analysis should include all access points to I-680 in the plan and study area; including El Cerro Boulevard, Diablo Road, Sycamore Valley Road. As well, please evaluate the multi-modal impacts to transportation system users.

If the Town of Danville 2023-2031 Housing Element Update is determined to have significant impacts on these facilities, travel modes, or programs, Caltrans suggests the following Regional Transportation Plan (Plan Bay Area 2013) project for Fair Share contributions:

RTP ID	Project Description
21-T06-022	This program includes funding to implement interchange improvements at SR-4, as well as and new auxiliary lanes between Rudgear Road and El Cerro Boulevard and between Bollinger Canyon Rd and Alcosta Boulevard.

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Suburban Community Center where community design is moderate and regional accessibility is variable.

Given the place, type and size of the project, the PEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Project design to encourage mode shift like walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information systems;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- New development vehicle parking reductions;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Wayfinding and bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area;
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement;
- VMT Banking and/or Exchange program; and/or
- Area or cordon pricing.

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. 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>.

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 Town and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Please identify in text and graphics existing and proposed improvements for the pedestrian, bicycle, and transit networks. The Town should estimate the cost of needed improvements, expansion, and maintenance for the Plan area, as well as identify viable sources of funding, correlated with the pace of improvements, and a scheduled plan for implementation along with the PEIR.

Lead Agency

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

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

David Crompton, Chief of Planning
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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 Nick Hernandez at nick.hernandez@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse