

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



Governor's Office of Planning & Research

September 06, 2022

Sep 06 2022

STATE CLEARINGHOUSE

SCH #: 2022040022
GTS #: 04-ALA-2022-00670
GTS ID: 26040
Co/Rt/Pm: ALA/580/17.855

Amy Million, Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Re: SCS Dublin – Draft Environmental Impact report (DEIR)

Dear Amy Million:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the SCS Dublin 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 July 2022 DEIR.

Project Understanding

The proposed mixed-use project consists of up to 265,000 square feet of commercial uses and 650 residential units. This 76.2-acre project site is located directly adjacent to the I-580/Tassajara Rd interchange.

Transportation Safety Analysis

Per the Interim Local Development Intergovernmental Review (LDR) Safety Review Practitioners Guidance ([link](#)), Caltrans has analyzed the existing data to conduct a safety review for this project area. The Lead Agency and/or applicant may use this information to identify and recommend appropriate safety mitigation measures for potential project-related impact in vehicular, pedestrian and bicycle use. Please see detailed information in the attached report.

Please provide the Transportation Impact Analysis for Caltrans to review when available.

Lead Agency

Caltrans recognizes that the project applicant would contribute its pro-rata share of the planned improvements to the I-580 interchange pedestrian and bicycle improvements through the City of Dublin's Traffic Impact Fee or by other means. Caltrans looks forward to working with the applicant and lead agency on such improvements.

As the Lead Agency, the City of Dublin 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.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

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.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Amy Million, Principal Planner
September 06, 2022
Page 3

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

Location: The approximate 76.2-acre project site is in the city of Dublin, Alameda County, north of Interstate 580 and between Tassajara Road and Brannigan Street, extending just north of Gleason Drive. The project site is located on the Livermore, California, United States Geological Survey 7.5-minute topographic quadrangle map Township 2S, Range 1E, and Section 33 (northern portion) and Township 3S, Range 1E, and Section 4 (southern portion).

**Traffic Accident Surveillance and Analysis System (TASAS)
 Collision Data Form**

The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409 and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

The Table B report identified in Table 1 below was generated on 08/15/2022, and it depicts collision rates per million vehicle miles for the most recent 36-month period from 1/1/2019 to 12/31/2021 from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS).

**Table 1
 TASAS Table B Collision Rates (1/1/2019 – 12/31/2021)**

Location	Number of Collision				Actual Rates (per million vehicle miles)			Average Rates (per million vehicle miles)		
	Total	Fatal	Injury	PDO	Fatal Collision	Fatal + Inj Collision	Total [1]	Fatal Collision	Fatal + Inj Collision	Total [1]
EB On Fr NB Tassajara PM 17.738	2	0	0	2	0.0	0.00	0.24	0.004	0.23	0.70
WB Off to Tassajara Rd PM 17.756	7	0	3	4	0.0	0.26	0.60	0.003	0.38	1.04
EB On Fr SB Tassajara PM 17.940	0	0	0	0	0.0	0.00	0.00	0.002	0.23	0.77
WB On Fr NB Tassajara Rd PM 17.944	2	0	1	1	0.0	0.13	0.25	0.002	0.23	0.77
WB On Fr SB Tassajara Rd PM 18.070	2	0	0	2	0.0	0.00	0.20	0.004	0.23	0.70
EB Off to Tassajara Rd PM 18.130	8	0	2	6	0.0	0.20	0.79	0.003	0.38	1.04

[1] All reported collisions, including Property Damage Only (PDO) collisions

Table 1 summarizes and compares the actual collision rates to the average rates for similar facilities throughout the State. The Total Collision Rates include all reported collisions: Fatal, Injury, and Property Damage Only.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on August 15, 2022, shows that the primary collision factors in the segment per Table 1 were:

EB On Fr NB Tassajara Road (PM 17.738)

- 1 Speeding (50%)
- 1 Other Violations (50%)

The types of collision included:

- 1 Rear End (50%)
- 1 Sideswipe (50%)

WB Off Fr to Tassajara Road (PM 17.756)

- 3 Speeding (42.9%)
- 2 Improper Turn (28.6%)
- 1 Other Violations (14.3%)
- 1 Influence of Alcohol (14.3)

The types of collision included:

- 1 Broadside (14.3%)
- 2 Rear End (28.6%)
- 1 Sideswipe (14.3%)
- 3 Hit Object (42.9%)

EB On Fr SB Tassajara Road (PM 17.940)

Analysis of the TASAS Table B and TSAR record shows zero collision during the latest available three years

WB On Fr NB Tassajara Road (PM 17.944)

- 1 Speeding (50%)
- 1 Unknown (50%)

The types of collision included:

- 2 Rear End (100%)

WB On Fr SB Tassajara Road (PM 18.070)

- 1 Speeding (50%)
- 1 Improper Turn (50%)

The types of collision included:

- 1 Rear End (50%)
- 1 Hit Object (50%)

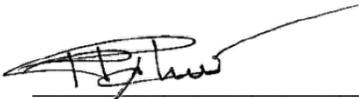
EB Off to Tassajara Road (PM 18.130)

- 5 Speeding (62.5%)
- 1 Improper Turn (11.1%)
- 1 Other Violations (11.1%)
- 1 Influence of Alcohol (11.1%)

The types of collision included:

- 1 Broadside (12.5%)
- 5 Rear End (62.5%)
- 2 Hit Object (25.0%)

Prepared By:



Ronnie Pacheco

8/16/22
Date

Approved for Release

VIET NGUYEN

Viet Nguyen
Sr. Transportation Engineer
Traffic Safety Investigation

08/16/22
Date