

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

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Co/Rt/Pm: CC/4/R34.162

Erik Nolthenius, Planning Manager
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Re: Bridle Gate Project – Draft Environmental Impact Report (DEIR)

Dear Erik Nolthenius:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Bridle Gate 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 Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the June 2023 DEIR.

Project Understanding

The proposed project would include subdivision of the site to construct 252 single-family homes and a 258-unit apartment complex. An 11.35-acre parcel would be sold to the Brentwood Union School District for development of an elementary school. Additionally, two parcels totaling 4.3 acres would be dedicated to the City of Brentwood for use as a public park. Lastly, future build-out of the RC-designated parcels is assumed to include approximately 199,940 square feet of commercial development. The project site is directly adjacent to State Route (SR)-4.

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 ([link](#)).

Caltrans commends the Lead Agency in developing mitigation strategies to reduce resident and guest VMT, therefore working towards meeting the state's goal of a 15-percent reduction. This project would add an intersection to achieve the desired intersection density to reduce VMT impact to a less-than-significant level. This proposed mitigation measure should be documented with annual monitoring reports to demonstrate effectiveness.

Also, for Appendix I – Traffic Impact Study, the traffic analysis for cumulative future should be analyzed at a minimum of 20 years in the future. This project analyzed future cumulative traffic for 2040. Please update analysis for traffic in 2045.

Transportation Safety Analysis

Per the Interim Local Development Intergovernmental Review 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.

Cultural Resources

There are multiple known archaeological, historic and built resources within the vicinity of the project area. Please follow CEQA Guidelines Section 15064.5 (c) to determine if any archaeological resources are present within the project area and determine their treatment.

Landscape Architecture

The primary visual concerns associated with the proposed project involves the preservation of the surrounding naturalized grassy hillsides along this Eligible State Scenic Highway corridor and preserving views to distant hills. To achieve this, consideration will be made for plant material type and layout and building aesthetic treatment and orientation that complements the quality and character of existing surrounding conditions and building materials as appropriate. Screening vegetation shall comply with all Caltrans setbacks. Consideration will be made for the city's design guidelines regarding visual impacts as well.

Review of the project site, photographs, plans and other documents indicate that the project would not result in any potentially negative visual impacts to the visual environment if the avoidance/minimization measures referenced above are implemented. The project elements will not substantially affect the appearance of the highway corridor and will be visually consistent with the character of the surrounding area.

It is anticipated that the project will not adversely affect any Designated Scenic Resource as defined by CEQA statues or guidelines, or by Caltrans' policy. Existing vegetation removal is expected to be minimal, and no adverse visual impacts are anticipated. If, as the project progresses, it is determined that additional visual impacts will occur (additional planting removal, additional concrete work visible to the public, etc.), the level of visual impact will need to be reassessed.

Fair Share Contribution

The Traffic Impact Study states that the applicant will pay a fair share contribution to the new SR-4/Balfour Road interchange project to mitigate the traffic impact. We also encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. 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.

As the Lead Agency, the City of Brentwood 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

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. 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, please visit Caltrans Transportation Permits ([link](#)).

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' 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.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Katie Pratt, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Acting District Branch Chief
Local Development Review

c: State Clearinghouse

**Traffic Accident Surveillance and Analysis System (TASAS)
 Crash Data Analysis**

The data provided is protected by 23 U.S.C. § 407, and the data shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. The State of California, Department of Transportation does not, by allowing the release of this information waive any rights it has under 23 U.S.C. § 407.

LOCATION: The proposed project (Bridle Gate Residential Project) consists of 286 single family residential lots to be constructed in the southwest quadrant of Highway 4 and Sand Creek Road, with parcels for parks, open space, and designated remainder within a gross area of approximately 135 acres. The project site is currently vacant and is being used for grazing.

The Table B report identified in Table 1 was generated on June 14, 2023, and it depicts collision rates per million vehicle miles for the most recent 36-months period from Oct 1, 2019, to Sep 30, 2022, from the Traffic Accident Surveillance and Analysis System (TASAS).

TABLE 1
TASAS Table B Crash Rates (Oct 1, 2019 – Sep 30, 2022)

Segment	TOTAL No. of Crashes	ACTUAL Rates (per million vehicle miles)			AVERAGE Rates (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾	Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾
1-1 CC-4-Eastbound PM R33.97/R34.29	3	0.00	0.06	0.18	0.01	0.22	0.61
1-2 CC-4-Westbound PM R34.29/M34.61	6	0.00	0.23	0.46	0.01	0.22	0.61

Table 1
TASAS Table B Collision Rates (Oct 1, 2019- Oct 30, 2022)

(1) All reported collisions (includes Property Damage Only (PDO) Collisions)

Table 1-1 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022) summarizes and compares the actual collision rates correction (Less than ½ mile) for the Eastbound segment between PM R33.97 to R34.29 to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.

CC 4 Eastbound PM R33.97 / R34.29

Analysis of the TASAS Table B records shows a total of 3 collisions at CC-4 EB PM R33.97/R34.29 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 1 (33.3%) Improper Turn
- 1 (33%) Speeding
- 1 (33.3%) Other Violations

The types of collision included:

- 1 (33.3%) Hit Object
- 1 (33.3%) Rear End
- 1 (33.3%) Sideswipe

Table 1-2 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022)) summarizes and compares the actual collision rates for the Westbound segment between PM R34.29 to M34.61 to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.

CC 4 Westbound PM R34.29/ M34.61

Analysis of the TASAS Table B records shows a total of 6 collisions at CC-4 WB PM R34.29/M34.61 and study periods summarized above, with a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 2 (33.3%) Improper Turn
- 2 (33%) Speeding
- 2 (33.3%) Other Violations

The types of collision included:

- 3 (50%) Sideswipe
- 2 (33.3%) Broadside
- 1 (16.7%) Rear End

The Table B report identified in Table 2 was generated on June 14, 2023, and it depicts collision rates per million vehicle miles for the most recent 36-months period from Oct 1, 2019, to Sep 30, 2022 from the Traffic Accident Surveillance and Analysis System (TASAS).

TABLE 2
TASAS Table B Crash Rates (Oct 1, 2019 – Sep 30, 2022)

Ramp	TOTAL No. of Crashes	ACTUAL Rates (per million vehicle miles)			AVERAGE Rates (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾	Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾
2-1 Eastbound Off-ramp To Sand Creek RD PM R34.019	4	0.00	0.14	0.27	0.009	0.48	1.31
2-2 Eastbound On-ramp From Sand Creek RD PM R34.179	0	0.0	0.00	0.00	0.014	0.28	0.80
2-3 Westbound On-ramp From Sand Creek RD PM R34.085	2	0.00	0.07	0.14	0.005	0.22	0.63
2-4 Westbound Off-ramp To Sand Creek RD PM M34.449	1	0.00	0.34	0.34	0.009	0.48	1.31

Table 2
TASAS Table B Collision Rates (Oct 1, 2019- Oct 30, 2022)

(2) All reported collisions (includes Property Damage Only (PDO) Collisions)

Table 2 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022)) summarizes and compares the actual collision rates for the EB On/Off-ramp & WB On/Off-ramp to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.

Table 2-1 CC 4 EB OFF-RAMP TO SAND CREEK RD PM R34.019

Analysis of the TASAS Table B records shows a total of 4 collisions at the EB off-ramp to Sand Creek RD PM R34.019 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 2 (50%) Improper Turn
- 1 (25%) Speeding
- 1 (25%) Other Violations

The types of collision included:

- 3 (75%) Hit Object
- 1 (25%) Rear End

Table 2-2 CC 4 EB ON-RAMP TO SAND CREEK RD PM R34.179

Analysis of the TASAS Table B records shows a total of 0 (Zero) collisions at the EB on-ramp to Sand Creek RD PM R34.179 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Table 2-3 CC 4 WB ON-RAMP FROM SAND CREEK RD PM R34.085

Analysis of the TASAS Table B records shows a total of 2 collisions at the WB on-ramp from Sand Creek RD PM R34.085 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

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

The types of collision included:

- 1 (50%) Sideswipe
- 1 (50%) Hit Object

Table 2-4 CC 4 WB OFF-RAMP TO SAND CREEK RD PM M34.449

Analysis of the TASAS Table B records shows a total of 4 collisions at the WB off-ramp to Sand Creek RD PM R34.449 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 1 (100%) Influence of Alcohol

The types of collision included:

- 1 (100%) Head-On

Analysis Conducted By:

Farokh Javidi-Parsijani

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Transportation Engineer
Office of Corridor Management N/E

06/21/2023

Date

Approved for Release

Tuan Le

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06/23/2023

Date