

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



June 17, 2024

SCH #: 2023050549
GTS #: 04-SM-2023-00569
GTS ID: 29886
Co/Rt/Pm: SM/VAR/VAR

Sage Schaan, Planning Director
Town of Woodside
2955 Woodside Road
Woodside, CA 94062

Re: Town of Woodside Housing Element Update – Draft Environmental Impact Report (DEIR)

Dear Sage Schaan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Town of Woodside Housing Element Update. 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 May 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project involves updates to the Town of Woodside General Plan Housing Element. In compliance with State law, the Housing Element is being updated to account for changing demographics, market conditions, and projected housing need over an 8-year planning period that runs from 2023 through 2031.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant and unavoidable VMT impacts. Caltrans commends the lead agency for implementing trip reduction measures from the California Air Pollution Control Officers Association (CAPCOA) Handbook to reduce VMT.

The proposed mitigation measure MM-TRANS-1 should be documented with annual monitoring reports to demonstrate effectiveness.

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

To improve the multimodal transportation system and better accommodate future land use developments, please consider the following suggestions:

- Caltrans District 4 Bicycle Plan recommends shoulder improvements on State Route (SR)-84 Woodside Road beginning from the west side of Lindenbrook Road to the intersection of SR-84 La Honda Road and SR-35 Skyline Boulevard.
- Caltrans District 4 Bicycle Plan recommends improvements on the uncontrolled intersections of SR-84 La Honda Road and SR-35 Skyline Boulevard, and SR-84 Woodside Road to Canada Road.
- Please include high-visibility pedestrian crosswalks in all future restriping projects and increase the number of "YIELD TO PEDS" signs at uncontrolled intersections throughout the Town.
- Please provide both short-term bike parking and long-term secure bike parking for residents in the new proposed developments.

Integrated Transportation and Land Use Planning

Transportation and housing are integrally connected. The Housing Element Update process provides a mechanism to reflect current transportation and land use policy and adopt efficient land-use strategies such as transit-oriented, infill and mixed-use developments that can potentially reduce vehicle miles traveled and address climate change.

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and GHG emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the Town to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

Equity and Public Engagement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the Town to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the Town to foster meaningful, equitable and ongoing public engagement in the Housing Element Update development process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, 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
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse