

Revised Draft

San Ramon 2040 General Plan Transportation Impact Assessment

Prepared for:
City of San Ramon

June 2023

WC21-3817

FEHR  PEERS

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1. Introduction

This report describes the existing setting with regard to transportation and circulation conditions, including transit services and pedestrian and bicycle facilities in the City of San Ramon; discusses the regulations and policies pertinent to transportation and circulation; assesses the potential transportation impacts that could result from implementation of the 2040 General Plan; and provides, where appropriate, mitigation measures to address those impacts.

1.1 Transportation Existing Setting

The existing transportation-related context is described below, beginning with a description of the street network that serves San Ramon. This section also describes existing transit, bicycle network, and pedestrian facilities; current conditions for roadways; planned transportation changes; and applicable planning policies.

1.1.1 Roadway Network

The roadway network serving San Ramon area is shown in **Figure 1**. Key roadways are described below.

1.1.1.1 Arterials, Collectors, and Local Roadways

Arterials are major streets carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties. Collectors are streets for traffic moving between arterial and local streets, generally providing direct access to properties. Local streets provide direct access to properties and are often designed to discourage through traffic. Public roadways in San Ramon not included below are designated as local roads. Key arterials and collectors in the City's sphere of influence are described below.

1.1.1.1.1 Arterials

- **Alcosta Boulevard** is a four-lane arterial that connects Crow Canyon Road in the northern part of the City to I-680 at the southern end of the City. The roadway provides access to San Ramon Regional Medical Center, City Center, Central Park, and the San Ramon Golf Club, as well as connecting to other major arterials like Crow Canyon Road, Bollinger Canyon Road, and San Ramon Valley Boulevard. Full access to I-680 is provided at the Alcosta Boulevard interchange.
- **Bollinger Canyon Road** is a four-lane arterial connecting Crow Canyon Road in western San Ramon to the eastern area of the City. The roadway connects the western and eastern residential areas with the City Center, Central Park, and Bishop Ranch. The arterial roadway varies between two and eight lanes. From Norris Canyon Road to Interstate 680, the roadway provides four lanes; between I-680 and Alcosta Boulevard, the roadway provides eight lanes; between Alcosta Boulevard and Dougherty Road, the roadway provides six lanes; and east of Dougherty Road the roadway provides four lanes. Northwest of Norris Canyon Road, Bollinger Canyon Road has 2 lanes, and is designated a collector north of Crow Canyon Road.



- **Camino Tassajara** is a two-lane arterial that is located east of city limits in the City's sphere of influence. It connects Diablo Road to the north in Danville to Tassajara Road/Fallon Road in the south in Dublin.
- **Crow Canyon Road** is an arterial that varies from six to eight lanes from Bollinger Canyon Road to Alcosta Boulevard. West of Bollinger Canyon Road, Crow Canyon Road has two lanes. East of Alcosta Boulevard, Crow Canyon Road has four lanes; construction is underway to widen Crow Canyon Road to six lanes between Alcosta Boulevard and St. George Way. Crow Canyon Road connects the eastern and western residential areas of the city to downtown retail and dining uses, and provides full access to I-680.
- **Dougherty Road** is a six-lane arterial that extends from Crow Canyon Road to the southern city limits, continuing through the City of Dublin and terminating at I-580. . Dougherty Road serves the eastern residential area of the City, and provides access to Rancho San Ramon Community Park.
- **East Branch Parkway** is a four-lane arterial between Bollinger Canyon Road and Windemere Parkway that provides access to Windemere Ranch Middle School and San Ramon Sports Park.
- **Norris Canyon Road** is a four-lane arterial that connects San Ramon Valley Boulevard to Alcosta Boulevard. West of San Ramon Valley Boulevard, Norris Canyon Road is a two-lane collector that provides access to Norris Canyon Estates.
- **Old Ranch Road** is a four-lane arterial that connects Alcosta Boulevard to Dougherty Road. Old Ranch Road provides access to Old Ranch Park.
- **San Ramon Valley Boulevard** is a four-lane arterial that runs parallel to Interstate 680 from the north city limit to the south city Limit.
- **Village Parkway** is a four-lane arterial that connects Alcosta Boulevard to Dublin Boulevard in the City of Dublin. The roadway provides access to Dublin High School.
- **Windemere Parkway** is a four-lane arterial that connects Bollinger Canyon Road to Camino Tassajara. Windemere Parkway provides access to Hidden Hills Elementary School and Six Pillars Park.



1.1.1.1.2 Collectors

The roadway network includes the following collector roadways. Roadways outside city limits but within the City's sphere of influence are noted with an asterisk.

- Albion Road
- Ashbourne Drive/Circle*
- Bishop Drive
- Bollinger Canyon Road north of Crow Canyon Road
- Broadmoor Drive
- Camino Ramon
- Davona Drive
- Deerwood Drive
- Deerwood Road/Fostoria Way
- Faria Preserve Parkway
- Harcourt Way
- Hooper Drive
- Ivy Hill Way
- Ivy Leaf Springs Road
- Japonica Way
- Kimball Avenue
- N Gale Ridge Road/S Gale Ridge Road
- N Monarch Road/S Monarch Road
- Main Branch Road
- Montevideo Drive
- Morgan Drive
- Norris Canyon Road west of San Ramon Valley Boulevard
- Omega Road
- Pine Valley Road
- S Wedgewood Road
- Sherwood Way
- Stagecoach Road
- Stoneleaf Road
- Twin Creeks Drive
- Westside Drive



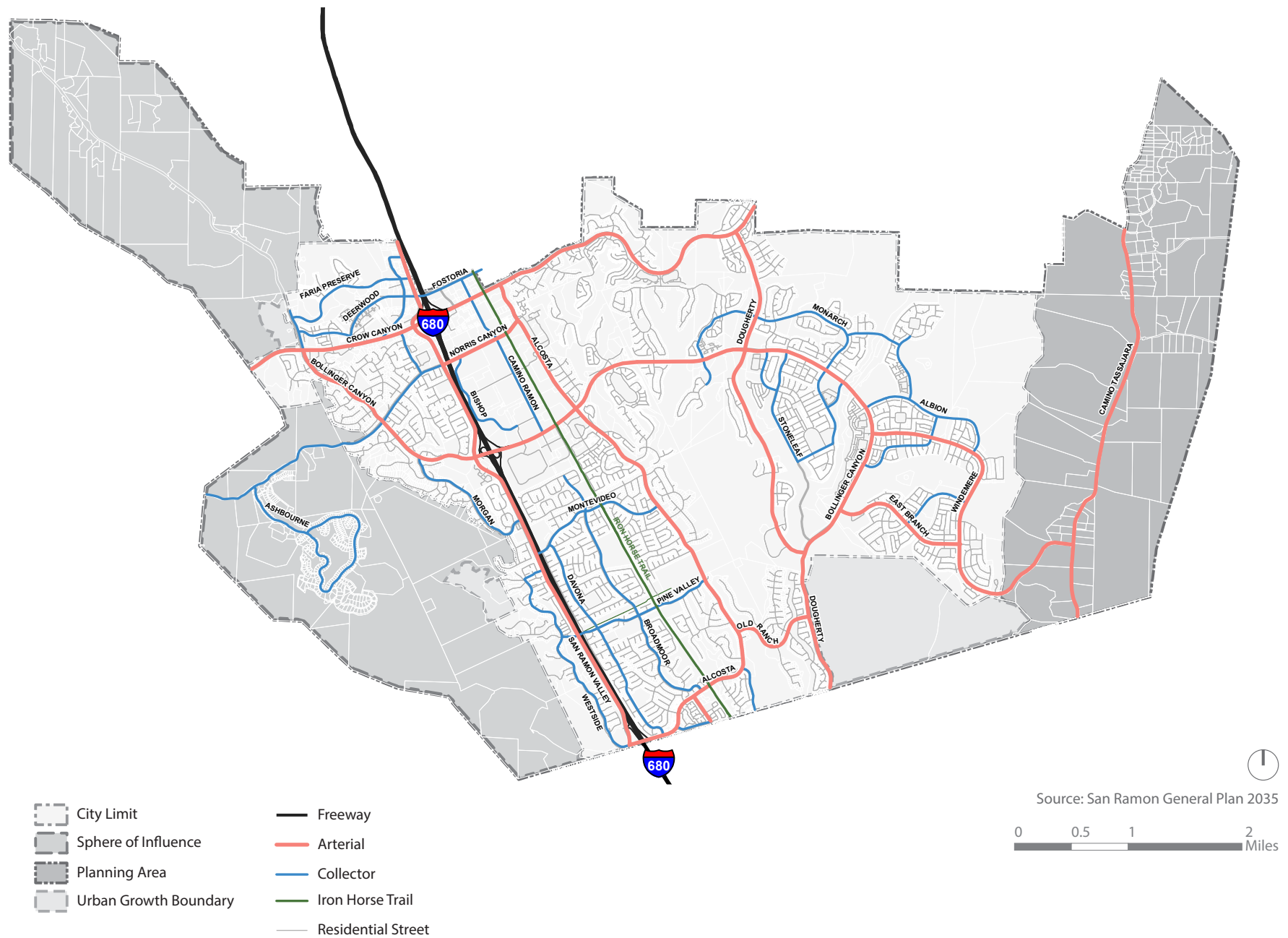


Figure 1

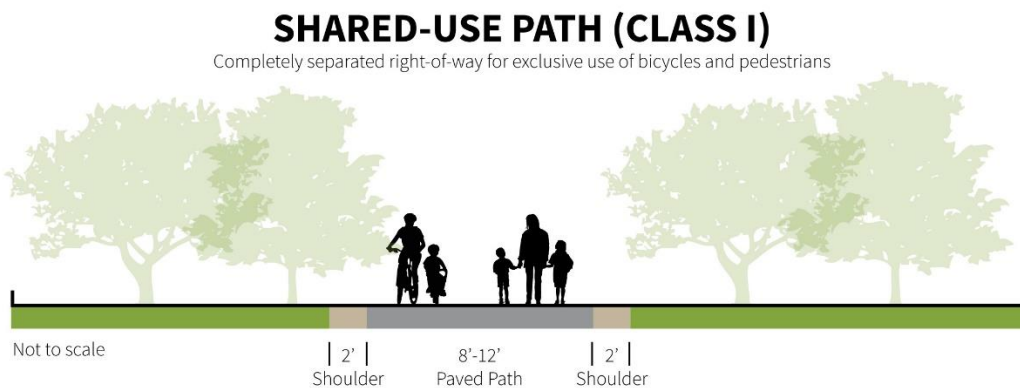
Roadway Network

1.1.2 Bicycle and Pedestrian Facilities

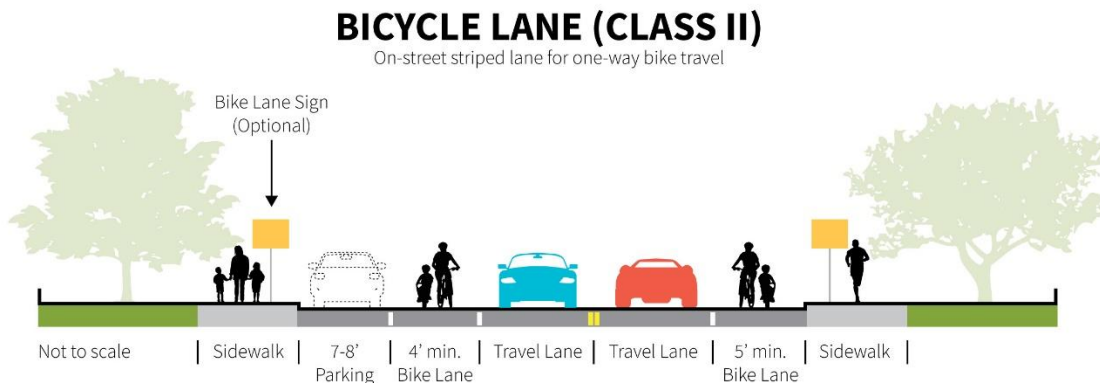
1.1.2.1 Bicycle Facilities

Bicycle planning and design typically relies on guidelines and design standards, including four distinct types of bikeway facilities, established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). The *San Ramon Bicycle Master Plan* (April 2018) provides definitions for bikeway classes, as described below.

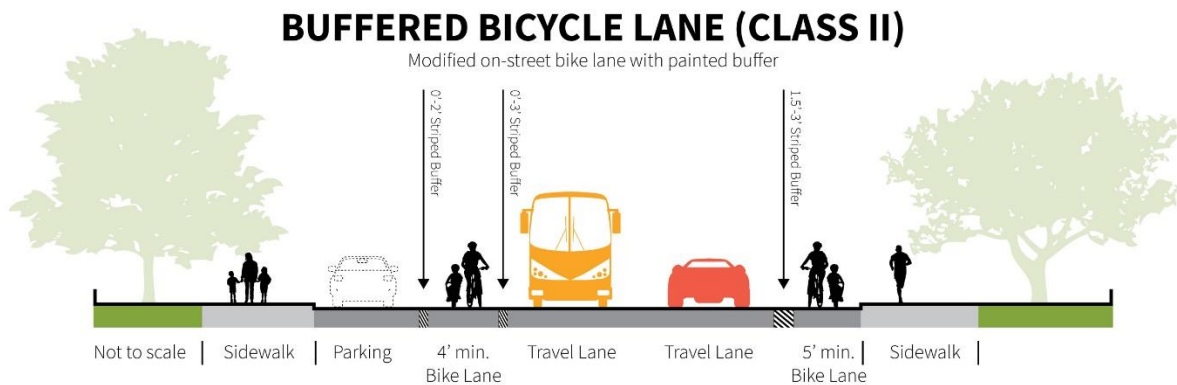
- **Class I Bikeways (Shared-Use Paths)** are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Multi-use paths are often located in an independent alignment, such as a greenway. Multiuse paths provide low-stress facilities for cyclists.



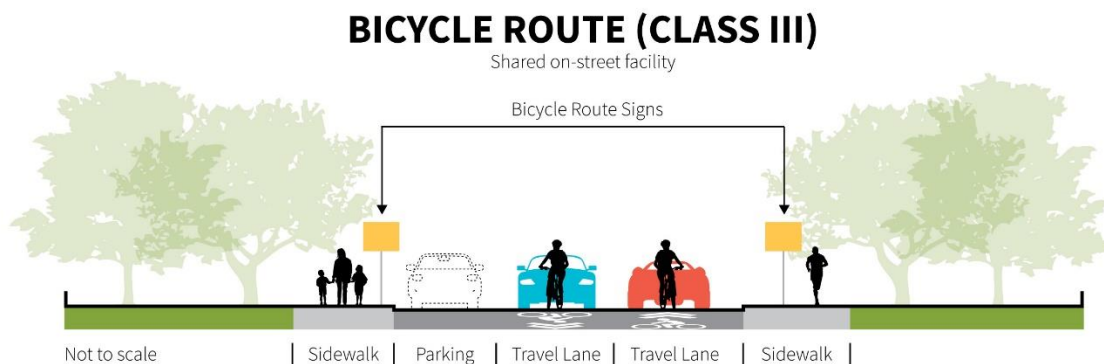
- **Class II Bikeways (Bicycle Lanes)** provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bicycle lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street.



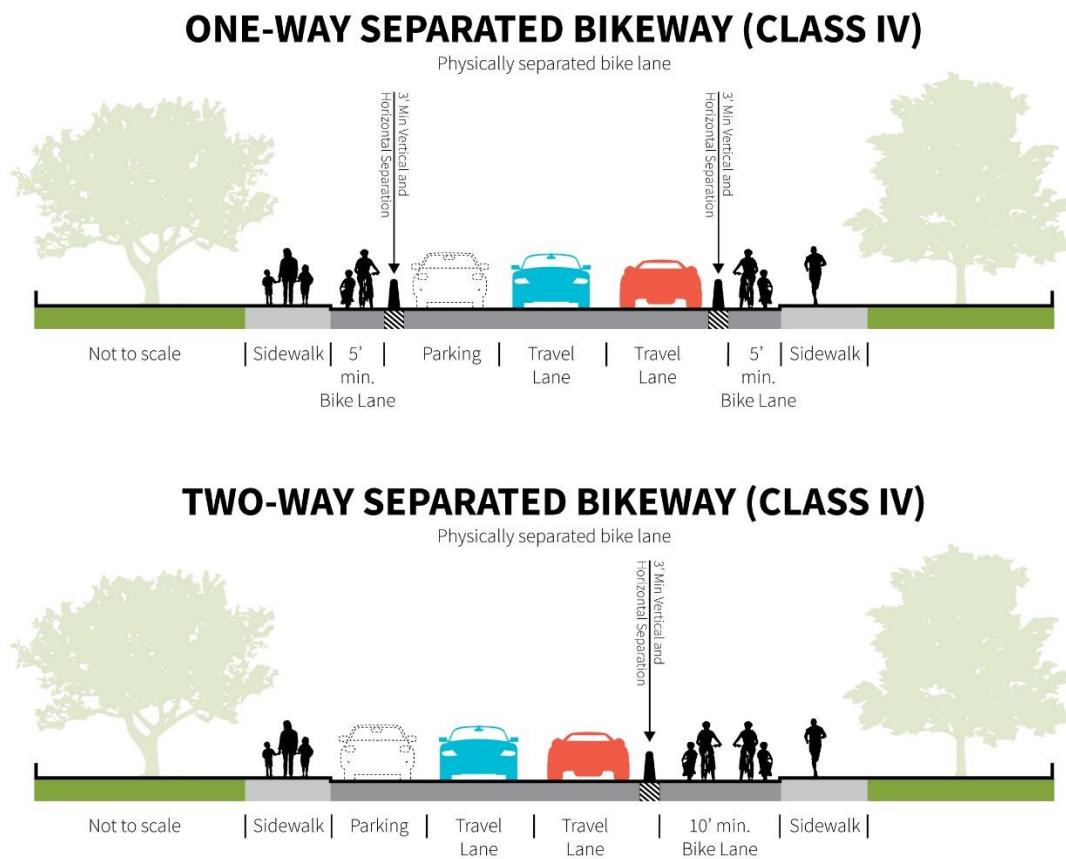
- **Class II Buffered Bikeways** are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane. While buffers are typically used between bicycle lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes.



- **Class III Bikeways (Bicycle Routes)** have signage indicating the roadways are shared with bicyclists or motor vehicle traffic. In general, these should be located on roads with low traffic speeds and volumes as a part of a signed route or bicycle boulevard. Class III Bicycle Boulevards are applied on quiet streets, often in residential neighborhoods. These treatments are designed to prioritize bicycle through-travel, while reducing through traffic volumes and maintaining relatively low motor vehicle speeds. Treatments vary depending on context and often include elements of traffic calming.



- **Class IV Bikeways (Protected Bicycle Lanes)** are an exclusive bikeway facility type that are physically separated from motor vehicle traffic by barriers. Barriers could include raised islands, planters, flexible posts, or on-street parking. A separated bike lane is separate and distinct from the sidewalk and combines the user experience of a multi-use path with the on-street infrastructure of a conventional bike lane.



Existing bicycle facilities are shown on **Figure 2.A**.

The San Ramon Bicycle Master Plan proposes future upgrades and new facilities to create a safe and connected bike network throughout the city. The proposed plan aims to provide a viable, stress-free biking experience for everyone interested in bicycling. **Figure 2.B** shows the planned future network.

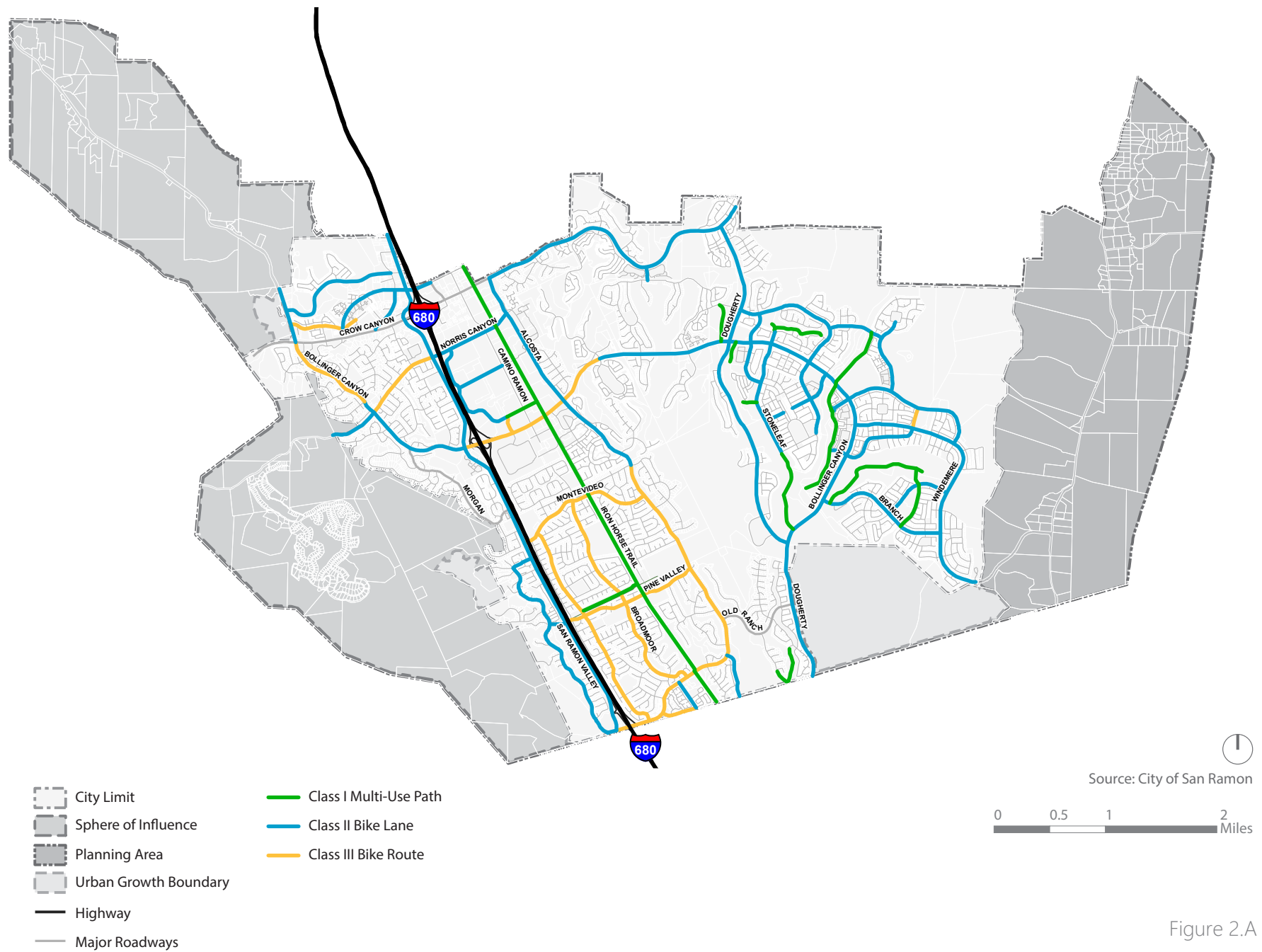
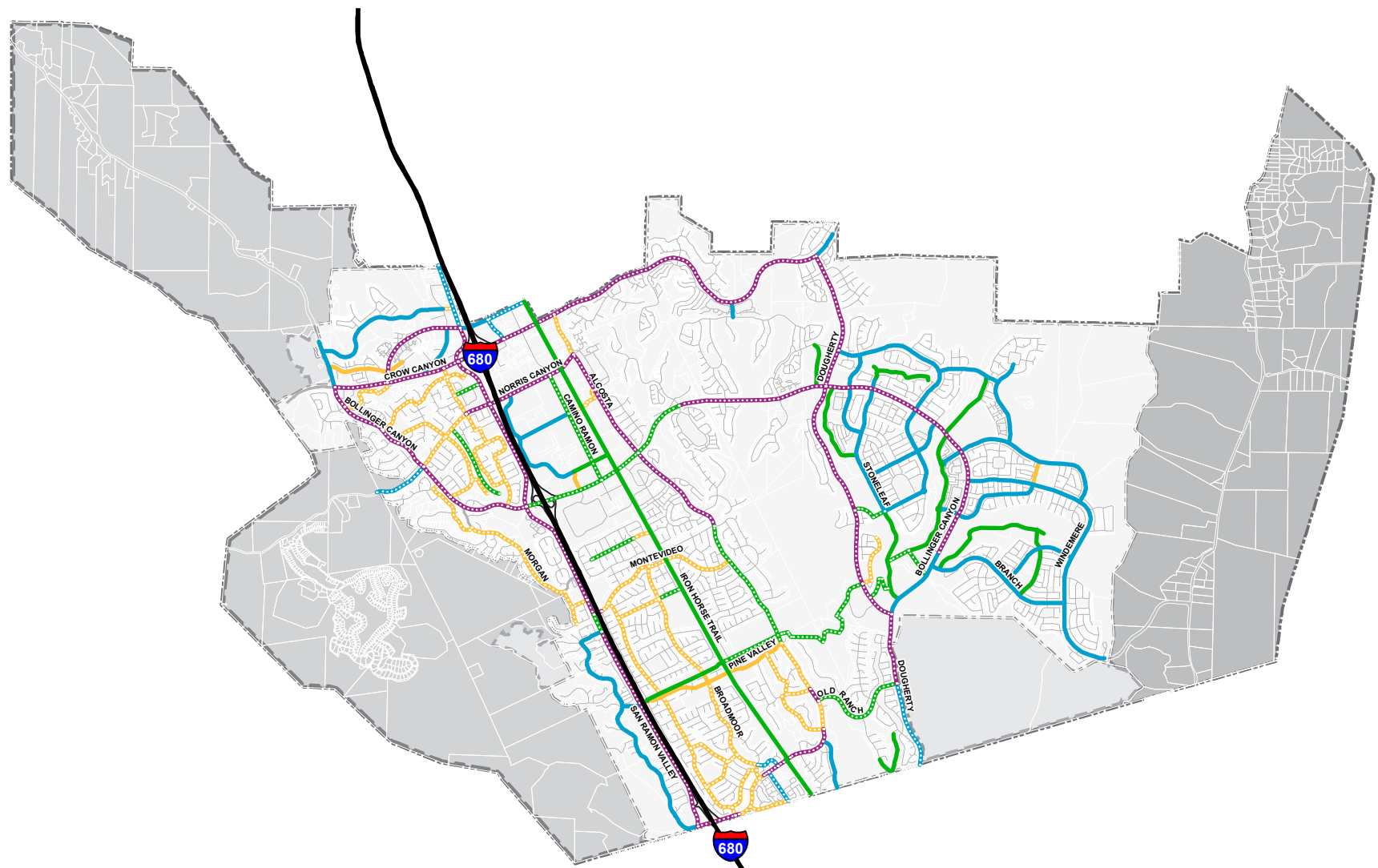


Figure 2.A

Existing Bicycle Facilities





- City Limit
- Sphere of Influence
- Planning Area
- Urban Growth Boundary
- Highway
- Major Roadways
- Class I Multi-Use Path
- Class II Bike Lane
- Class III Bike Route
- Proposed Class I Multi-Use Path
- Proposed Class II Bike Lane
- Proposed Class III Bike Route
- Proposed Class IV Separated Bike Lane

Source: City of San Ramon Bicycle Master Plan (April 2018)
Updated to reflect facilities built since Bicycle Master Plan publication

0 0.5 1 2 Miles

Figure 2.B

Existing and Proposed Bicycle Facilities

1.1.2.2 Pedestrian Facilities

The *San Ramon Walking District Plan (2022)* proposes a walking district in San Ramon. The plan defines the walking district between Crow Canyon Road, Alcosta Boulevard, Interstate 680, and Chevron Campus south of Bollinger Canyon Road. The district includes Iron Horse Trail, Bishop Ranch lakes, City Hall, Central Park, City Center, Crow Canyon Commons, Transit Center, schools, farmers market, and San Ramon Library.

A majority of streets in San Ramon's Walking District have a standard five to six foot sidewalk running adjacent to the street. Some sidewalks along Bollinger Canyon Road lack the opportunity for shade and offer little buffer between pedestrians and vehicular traffic, which may deter people from walking. There are some wider walkways that exist within Central Park, around the City Center, and around Lake Cecilia and Lake Annabel. The Iron Horse Trail is a regional paved shared-use path that accommodates walkers, runners, and bicyclists traveling through the Walking District and connects to east-west walkways in the city core.

The *San Ramon Walking District Plan* proposes improving the Walking District's pedestrian facilities by creating walking paths and walking corridors, widening sidewalks, and adding landscape buffers between vehicular traffic on major streets including Bishop Drive, Camino Ramon, Executive Parkway, and Norris Canyon Road. Other proposed amenities to encourage walking include walking loops that link major destinations, new parks and parkways, Iron Horse Trail Overcrossings, added seating, drinking fountains, public art, and wayfinding signage.

1.1.3 Public Transportation

Transit agencies serving San Ramon and the surrounding region include Bay Area Rapid Transit (BART), which has stations in Walnut Creek and Dublin, and Contra Costa Transit Agency (County Connection), which provides bus service in the area. The San Ramon Transit Center on Camino Ramon and Executive Parkway provides a bus stop for multiple bus routes and parking for intermodal travelers to increase the accessibility of transit. County Connection provides local routes, express routes, and weekend routes, as described below.

1.1.3.1 Local Routes

- **Route 21 – BART Walnut Creek/San Ramon** Route 21 operates between Walnut Creek BART station and San Ramon Transit Center via Danville Boulevard, Camino Ramon, and San Ramon Valley Boulevard. Weekday service runs between 5:30 AM and 9:30 PM, with typical headways of 30 minutes during peak periods (5:30-10:30 AM and 1:30-8:30 PM) and 60 minutes in off-peak periods.
- **Route 35 – Dublin BART/San Ramon** Route 35 operates between Dublin/Pleasanton BART station and San Ramon Transit Center via Dougherty Road, Bollinger Canyon Road, Windemere Parkway, Crow Canyon Road, and Bishop Drive. Weekday service runs between 6:00 AM and 8:00 PM, with typical headways of 30 minutes during peak periods (6:00-11:00 AM and 2:00-8:00 PM) and 60 minutes in off-peak periods.



1.1.3.2 Express Routes

- **Route 92X – Pleasanton ACE/Mitchell Drive** Route 92X operates between Pleasanton Ace Train Station and Mitchell Drive Park and Ride Lot in Walnut Creek via Bernal Avenue, Interstate 680, Camino Ramon, and Ygnacio Valley Road. Weekday service runs once from 5:30-7:30 AM and three times from 3:30-7:45 PM.
- **Route 95X – San Ramon/BART Walnut Creek** Route 95X operates between San Ramon Transit Center and Walnut Creek BART station via Executive Parkway, Norris Canyon Road, and Interstate 680. Weekday service runs from 6:30-8:45 AM and 3:15-7:15 PM every 30 minutes.
- **Route 96X – BART Walnut Creek/Bishop Ranch** Route 96 X operates between Walnut Creek BART station and Bishop Ranch in San Ramon via Interstate 680 and Camino Ramon. Weekday service runs from 6:15-9:30 AM and 3:00-7:15 PM every 30 minutes.
- **Route 97X – BART Dublin/Bishop Ranch** Route 97X operates between Dublin/Pleasanton BART station and Bishop Ranch in San Ramon via Interstate 580, Interstate 680, and Camino Ramon. Weekday service runs from 6:30-9:00 AM and 4:00-6:15 PM every 60 minutes.

1.1.3.3 Weekend Routes

- **Route 321 – BART Walnut Creek/San Ramon** Route 321 operates between Walnut Creek BART station and San Ramon Transit Center via Danville Boulevard, Camino Ramon, and San Ramon Valley Boulevard. Weekend service runs between 7:15 AM and 9:30 PM every 60 minutes.
- **Route 335 – BART Dublin/San Ramon** Route 335 operates between Dublin/Pleasanton BART station and San Ramon Transit Center via Dougherty Road, Bollinger Canyon Road, and Bishop Drive. Weekend service runs between 7:30 AM and 7:00 PM every 60 minutes.

Figure 3 depicts County Connection bus routes in San Ramon.

County Connection also offers a rideshare support program named Go San Ramon. Starting in May 2022, County Connection pays half the fare (up to \$5) on rideshare trips on Uber and Lyft within a certain service area. This program was introduced in response to the elimination of bus route 36 which previously served the service area.



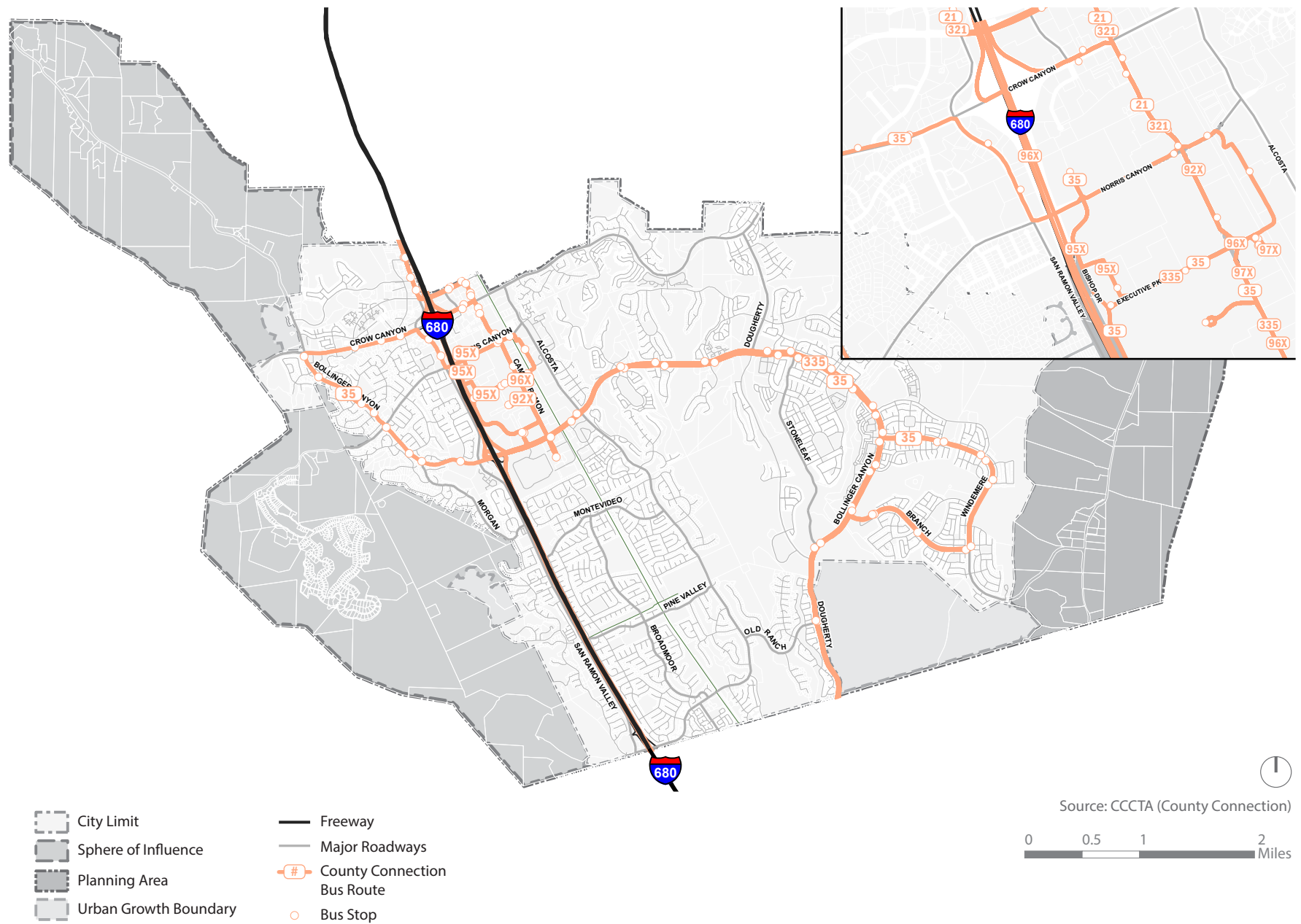


Figure 3

Transit Routes

1.2 Transportation Regulatory Setting

1.2.1 Federal

No federal plans, policies, regulations, or laws related to transportation and circulation are applicable to the project.

1.2.2 State

1.2.2.1 Assembly Bill 1358

Assembly Bill 1358, also known as the California Complete Streets Act of 2008, requires cities and counties to include “Complete Streets” policies in their general plans. These policies address the safe accommodation of all users, including bicyclists, pedestrians, motorists, public transit vehicles and riders, children, the elderly, and people with disabilities. These policies can apply to new streets as well as the redesign of corridors.

The City of San Ramon has established Complete Streets Guidelines that inform the implementation of policies.

1.2.2.2 Senate Bill 743

Passed in 2013, California Senate Bill (SB) 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change is being made by replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT). This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the state’s goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through development of multimodal transportation networks. Level of service or other delay metrics may still be used to evaluate the impact of projects on drivers as part of land use entitlement review and impact fee programs.

In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines’ changes were approved by the Office of Administrative Law and as of July 1, 2020 are now in effect statewide.

To help aid lead agencies with SB 743 implementation, the Governor’s Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project’s transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a “per rate” basis.



- OPR recommends that a per capita or per employee VMT that is 15% below that of existing development may be a reasonable threshold. In other words, an office project that generates VMT per employee that is more than 85% of the regional VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the state's emissions goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

1.2.2.3 Senate Bill 375

Senate Bill (SB) 375 provides guidance regarding curbing emissions from cars and light trucks. There are four major components to SB 375. First, SB 375 requires regional greenhouse gas emission targets. These targets must be updated every eight years in conjunction with the revision schedule of the housing and transportation elements of local general plans. Second, Metropolitan Planning Organizations are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. Third, SB 375 requires housing elements and transportation plans to be synchronized on eight-year schedules. Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques that are consistent with the guidelines prepared by the California Transportation Commission.

1.2.2.4 Caltrans Construction and Safety Requirements

Caltrans issued the VMT-Focused Transportation Impact Study Guide (TISG) in May 2020, outlining the process by which Caltrans will review and assess VMT impacts of land development projects. The TISG generally aligns with the guidance in the OPR *Technical Advisory*.

1.2.3 Regional

1.2.3.1 Plan Bay Area

Plan Bay Area 2050 is a long-range integrated transportation and land-use/housing strategy through the year 2050 for the San Francisco Bay Area. On October 21, 2021, the Association of Bay Area Governments (ABAG) Executive Board and the Metropolitan Transportation Commission (MTC) jointly approved the plan. Plan Bay Area 2050 connects the elements of housing, the economy, transportation, and the environment through 35 strategies that will make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the plan's Implementation Plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies. Plan Bay Area is the nine-county region's long-range plan designed to meet the requirements of Senate Bill 375, described above. However, during the time of this analysis, the CCTA Model reflects data included in Plan Bay Area 2040, and this model is currently the best available tool for VMT analysis.



1.2.3.2 Contra Costa County Congestion Management Program

The Contra Costa Transportation Authority (CCTA) is Contra Costa County's designated Congestion Management Agency (CMA). It is responsible for implementing programs to ensure traffic levels remain manageable. San Ramon serves on the Southwest Area Transportation Committee (SWAT) that includes Contra Costa County, the Town of Danville, and the cities of Orinda, Lafayette, and San Ramon.

As the CMA, CCTA coordinates land use, air quality, and transportation planning among local jurisdictions. A Congestion Management Program (CMP) was created to spend the funds allocated to these projects, known as Measure J. This measure is a one-half cent countywide sales tax used for transportation improvements within the County. The revenue must be spent on projects and programs included in the CCTA Transportation Expenditure Plan (Expenditure Plan) which designates 18% of the annual sales tax revenue as "return-to-source" funds. The City's eligibility for these funds is contingent on compliance with the City's Growth Management Program (GMP), reflected in the Growth Management section of the General Plan.

1.2.3.3 Contra Costa Countywide Transportation Plan

As a member of CCTA, the City of San Ramon is active in the development of the Countywide Transportation Plan (CTP), intended to carry out the following countywide transportation goals:

- Enhance the movement of people and goods on highways and arterial roads
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment
- Provide and expand safe, convenient, and affordable alternatives to the single-occupant vehicle
- Maintain the transportation system

The CTP incorporates five sub-regional Action Plans for Routes of Regional Significance (Action Plans). This is one of the primary vehicles for implementing achieving the Measure J Growth Management Program's goal of reducing the cumulative impacts of growth. The Action Plans also fulfill a key requirement of CCTA's Congestion Management Program. This is a state-mandated program for evaluating the impact of land use decisions on the regional transportation system and establishing performance measures. Each Action Plan contains these components:

- Long range assumptions about future land uses based on local general plans and travel demand based on household and job growth.
- Multimodal transportation objectives that can be measured and timed.
- Specific actions to be implemented by each jurisdiction.
- A process for consultation on environmental documents.
- A procedure for reviewing the impacts of local General Plan amendments that could affect the transportation objectives.
- A schedule for reviewing and updating the Action Plans.



The City of San Ramon is included in the Tri-Valley Action Plan. The Action Plan includes both regional actions and actions for specific routes. As defined by the plan, Routes of Regional Significance are freeways and major arterials that connect two or more subareas, cross county boundaries, carry a significant amount of through traffic, or provide access to a regional highway or transit facility. They are broken up into two categories: Interregional and Intraregional. Interregional routes provide linkages between the Tri-Valley and other sub-areas. Intraregional routes connect communities within the Tri-Valley.

The routes of regional significance are listed below. Note that routes both within and outside of San Ramon are listed, as the network has a regional service area.

1.2.3.3.1 Interregional Routes of Regional Significance

- I-580
- I-680
- State Route 84
- Vasco Road
- Crow Canyon Road

1.2.3.3.2 Intraregional Routes of Regional Significance

- Alcosta Boulevard
- Bernal Avenue
- Bollinger Canyon Road
- Camino Tassajara
- Danville Boulevard
- Dougherty Road
- Dublin Boulevard
- Fallon Road
- First Street/Railroad Avenue
- Hopyard Road
- Iron Horse Trail
- Jack London Boulevard
- San Ramon Road
- San Ramon Valley Boulevard
- Santa Rita Road
- Stanley Boulevard
- Stoneridge Drive
- Sunol Boulevard
- Sycamore Valley Road



- Tassajara Road
- Vasco Road

CCTA and its consultants began updating the subregional Action Plans and the Countywide Transportation Plan in 2021. These updates will bring the plans into compliance with recent State transportation legislation such as SB 743 and will outline countywide efforts to increase public and active transportation mode share. In accordance with emerging transportation best management practices, these plans will expand beyond typical transportation evaluation topics and will consider safety, equity, climate change, and technology throughout. These plans will include Regional Transportation Objectives (RTOs) that set quantifiable metrics by which CCTA and its jurisdictions can measure the success of actions. Specific actions, including both projects and programs, will be adopted to support the achievement of each RTO, and will be intended to result in a reduction of countywide VMT and GHG emissions.

1.2.3.4 CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The CCTA's *Growth Management Program Implementation Guide* (Revised February 17, 2021), Appendix F (CCTA Recommended Methodology) describes the recommendations. A flow chart describing the recommended methodology is included in the Technical Appendix. At the time of publishing, the City of San Ramon has chosen to follow the CCTA guidance. More detail on the VMT analysis methodology, metrics, and thresholds of significance are provided in Section 4.14.3, Methodology and Assumptions.

1.2.4 Local

1.2.4.1 San Ramon General Plan

The *City of San Ramon General Plan 2035*, adopted on April 28, 2015, is a comprehensive long-range general plan for the physical development of the City of San Ramon. The various elements within the General Plan include policies for the physical development of the City. The City is in the process of updating the General Plan, which is the subject of this EIR. The Draft 2040 General Plan includes the guiding policies listed below; each guiding policy is supplemented by implementing policies.

- Guiding Policy 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.
- Guiding Policy 5.2-G-1: Actively participate in local and regional transportation planning.
- Guiding Policy 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.
- Guiding Policy 5.4-G-1: Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.



- Guiding Policy 5.5-G-1: Design collector and local roadways to improve circulation and to connect residential and commercial areas of the city while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.
- Guiding Policy 5.6-G-1: Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips and VMT on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.
- Guiding Policy 5.6-G-2: Encourage trip reduction measures in an effort to reduce VMT, improve air quality, and reduce greenhouse gas emissions.
- Guiding Policy 5.7-G-1: Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

1.3 Transportation Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential impacts of the 2040 General Plan on the transportation system. Transportation impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

1.3.1 Transportation Impact Assessment under CEQA

State law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological and cultural resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, however, the Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of Senate Bill 743 (2013), PRC section 21099, subdivision (b)(1), directed the Governor's Office of Policy and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

CEQA Guidelines section 21099(b)(2) further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely



by level of service or similar measures of vehicular capacity or traffic congestion, *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any.” (Italics added.)

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that “[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) [regarding roadway capacity], a project’s effect on automobile delay shall not constitute a significant environmental impact.”

1.3.2 Significance Thresholds

The significance criteria used to evaluate the 2040 General Plan impacts related to transportation under CEQA are based on Appendix G of the State CEQA Guidelines, as well as VMT thresholds of significance recommended by the CCTA.

The following describes the significance criteria used to identify impacts related to transportation for the proposed plan. A significant impact would occur if implementation of the plan would:

1. Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves of dangerous intersections) or incompatible uses (e.g. farm equipment); or
4. Result in inadequate emergency vehicle access.

Significance criteria 1 above pertains to consistency with circulation programs, plans, ordinances, and policies. To determine significance under this criteria, the following thresholds are applied:

There would be a significant impact related to the transit system if the 2040 General Plan:

1. Disrupts existing transit services or facilities; or
2. Conflicts with an existing or planned transit facility; or
3. Conflicts with transit policies adopted by the City of San Ramon or the Contra Costa Transportation Authority.

There would be a significant impact related to the roadway if the 2040 General Plan:

1. Disrupts existing roadways;
2. Interferes with planned roadway facilities; or
3. Conflicts with applicable roadway plans, guidelines, policies, or standards.

There would create a significant impact related to the bicycle system if the 2040 General Plan would:



1. Disrupt existing bicycle facilities;
2. Interfere with planned bicycle facilities; or,
3. Conflict with applicable bicycle system plans, guidelines, policies, or standards.

There would be a significant impact related to the pedestrian system if the 2040 General Plan would:

1. Disrupt existing pedestrian facilities; or
2. Interfere with planned pedestrian facilities; or
3. Conflict with applicable pedestrian system plans, guidelines, policies, or standards.

Significance criteria 2 pertains to VMT. To determine significance under this criteria, the following thresholds are applied:

1. Result in Citywide home-based VMT per resident that is higher than 85% of the baseline Citywide average home-based VMT per resident;
2. Result in Citywide home-work VMT per employee that is higher than 85% of the Citywide average home-work VMT per employee; or
3. Result in 2040 Countywide boundary VMT per service population increases with the Planning Area. (Refer to the next section for more information on the source of these thresholds).

Significance criteria 3 pertains to the creation of transportation hazards. To determine significance under Criterion 3, the following specific thresholds of significance are applied.

The impact would be significant if the Plan resulted in transportation facilities that do not conform to applicable City and industry design standards for roadways, bicycle facilities, and pedestrian facilities.

Significance criteria 4 pertains to the adequacy of emergency access. To determine significance under Criterion 4, the following specific thresholds of significance are applied.

This impact would be significant if roadway geometric design features were not designed to City standards and standard engineering practices were not followed, and design resulted in obstacles to emergency responders.

1.3.3 Methodology and Assumptions for VMT Analysis

The VMT analysis methodology utilizes the procedures described in the CCTA's *Growth Management Program Implementation Guide* (Revised February 17, 2021), Appendix F. The procedures are summarized below.

1.3.3.1 Project Screening

There are five screening criteria that can be applied to screen projects out of conducting project-level VMT analysis.

1. **CEQA Exemption.** Any project that is exempt from CEQA is not required to conduct a VMT analysis.



2. **Small Projects.** Small projects are presumed to cause a less than significant VMT impact. Small projects are defined as having 10,000 square feet or less of non-residential space, 20 residential units or fewer, or otherwise generate less than 836 VMT per day.
3. **Local-Serving Uses.** Projects that consist of local-serving uses can generally be presumed to have a less than significant impact absent substantial evidence to the contrary, since these types of projects will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations. (Note that the agency and analysts should provide substantial evidence to support the finding that a use is local serving, such as a market study, studies of similar uses elsewhere, survey of other similar uses within the project's market area, etc.)
4. **Projects Located in Transit Priority Areas (TPAs).** Projects located within a TPA can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. This exemption would not apply if the project:
 - Has a Floor Area Ratio (FAR) of less than 0.75;
 - Includes more parking for use by residents, customers, or employees than required by the lead agency (if the agency allows but does not require the project to supply a certain amount of parking);
 - Is inconsistent with the applicable Sustainable Communities Strategy (SCS) (as determined by the lead agency, with input from the Metropolitan Transportation Commission (MTC)); or
 - Results in a net reduction in multi-family housing units.
5. **Projects Located in Low VMT Areas.** Residential and employment-generating projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary.
A low VMT area is defined as follows:
 - For housing projects: Cities and unincorporated portions within CCTA's five subregions that have existing home-based VMT per capita that is 85% or less of the existing countywide average.
 - For employment-generating projects: Cities and unincorporated portions of CCTA's five subregions that have existing home-work VMT per worker that is 85% or less of the existing regional average.

There is no definition of a low VMT area for regional-serving and other project types, since these projects will always require a VMT analysis. Mixed-use projects may qualify for the use of this screening criterion if they include only housing, employment-generating uses and local-serving uses, and can reasonably be expected to generate VMT per resident and/or per worker that is similar to the existing land uses in the low VMT area.

As will be discussed below under section 1.3.3.2, the Project does not meet these five potential screening approaches and thus requires a full VMT assessment.



1.3.3.2 Projects Requiring VMT Analysis

A project not excluded from VMT analysis through the screening process described above is subject to a VMT analysis to determine if it has a significant VMT impact. The analysis scenarios and significance assessment are described below.

Analysis Scenarios and Significance Test

The following scenarios are addressed in the VMT analysis. Note that, while the CCTA guidance recommends that project-level impacts be evaluated against baseline conditions (i.e. a 2022 With Project scenario), for this analysis the home-based VMT per resident and home-work VMT per employee of the Project are evaluated under future (2040) conditions (i.e. a 2040 With Project scenario), because the Project describes expected development through 2040. In addition to the comparison of the Project's 2040 home-based VMT per resident and home-work VMT per employee to the baseline VMT threshold, a cumulative assessment of the Project's effect on total countywide VMT rates (boundary VMT) is presented.

- *Baseline (2022) Conditions:* The most current version of the baseline (2022) CCTA model is used to determine the baseline home-based VMT per resident and home-work VMT per employee for all the traffic analysis zones (TAZs) in the city of San Ramon, as well as to determine the citywide average VMT per resident and VMT per employee, and the 85 percent values of these metrics. Countywide metrics are also reported for reference.
- *2040 No Project Conditions:* The most current version of the Year 2040 CCTA model is used to determine the home-based VMT per resident and the home-work VMT per employee for all TAZs in the city of San Ramon. Countywide metrics are also reported for reference.
- *2040 Plus Project Conditions:* The 2040 No Project CCTA model land uses within San Ramon are adjusted to reflect the housing units proposed in the 2040 General Plan, and the same metrics as described for the 2040 No Project case are calculated.
- *2040 Plus Project Significance Assessment:* The 2040 Plus Project home-based VMT per resident and home-work VMT per employee for the city of San Ramon is compared to the baseline 2022 citywide home-based VMT per resident and home-work VMT per employee. If the 2040 Plus Project citywide values are higher than 85% of the baseline 2022 citywide average values, the impact is significant.
- *Cumulative Analysis and Significance Assessment (Project's Effect on Total Countywide VMT):* The total countywide VMT per service population (defined as VMT generated by all trip types divided by all residents and employees) is compared for the 2040 Plus Project condition against the 2040 No Project condition. If the Project causes total countywide VMT per service population to increase, this would constitute a significant impact.¹

¹ Note that the cumulative analysis is only required by the CCTA Guidance if the project-level impact is found to be significant.



1.3.4 Transportation Impacts and Mitigation Measures

Threshold 1: Would implementation of the Project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact 1: Implementation of the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the transit system. (Less than Significant Impact)

This impact would be significant if the Project would disrupt existing transit services or facilities, conflict with an existing or planned transit facility, or conflicts with transit policies adopted by the City of San Ramon or the Contra Costa Transportation Authority.

Development under the 2040 General Plan would not obstruct existing transit services or facilities, nor would it conflict with existing or planned facilities. All new development would be subject to City discretionary review, allowing the City to ensure that project designs would not interfere with transit operations. Buildout of the proposed 2040 General Plan would increase the number of potential transit users on the various transit systems serving the city. Increased users would result in a correlated increase in demand for transit. Additionally, roadway traffic congestion caused from population and employment growth in the city facilitated by the 2040 General Plan could affect transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

The Traffic and Circulation Element of the 2040 General Plan contains the following guiding policies and implementing policies that would support reducing traffic congestion and improving transit connectivity:

Guiding Policy – Circulation and Land Use, 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.

- 5.1-I-7** Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, and TRAFFIX Program.

Guiding Policy – Regional Transportation Planning, 5.2-G-1: Actively participate in local and regional transportation planning.

- 5.2-I-1** Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 5.2-I-2** Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 5.2-I-3** Participate in programs to mitigate regional traffic congestion.
- 5.2-I-4** Ensure local jurisdiction consistency with the goals and policies of the Contra Costa Congestion Management Plan (CMP).



- 5.2-I-5** Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing transportation facilities and the construction of new transportation facilities.
- 5.2-I-6** Identify and consider the impacts of land use decisions on regional as well as local transportation facilities.

Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users’ safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.
- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-4** Encourage Complete Streets concepts as a VMT and greenhouse gas reduction strategy.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

Guiding Policy – Arterial Roadways, 5.4-G-1: Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

- 5.4-I-1** Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-I-7** Minimize congestion on arterials by implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.

Guiding Policy – Collector and Local Roadways, 5.5-G-1: Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

- 5.5-I-4** Construct improvements to collector roadways.



- 5.5-I-5** Mitigate traffic that impacts collector streets as a result of new residential and commercial development.

Guiding Policy – Transportation Demand Management, 5.6-G-1: Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips and VMT on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

- 5.6-I-1** Engage with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon as part of a multimodal and Complete Streets strategy.
- 5.6-I-2** Encourage and assist major employers and property managers of commercial sites with 50 or more employees to reduce the number of single-occupant vehicles by participating in the City’s TDM programs, including the commuter benefit program, and programs provided by the Bay Area Air Quality Management District.
- 5.6-I-3** Encourage additional local bus or other public transportation service providers to and from regional transit lines. The City shall strive to improve the transit service to and from all neighborhoods and commercial districts in San Ramon.
- 5.6-I-4** Preserve options for future public transit and alternative transportation uses when designing improvements for roadways such as Bollinger Canyon Road Corridor within Dougherty Valley.
- 5.6-I-5** Encourage future transit uses within the I-680 corridor right-of-way and within the City of San Ramon.
- 5.6-I-6** Engage with other jurisdictions and agencies to coordinate the City’s TDM programs with regional plans and action plans that are aimed at reducing traffic congestion and VMT, and improving air quality.
- 5.6-I-8** Encourage alternative public transportation programs and obtain funding for new TDM projects or programs.
- 5.6-I-9** Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.
- 5.6-I-10** Work with transit providers to situate amenity rich transit stops and shelters at convenient and safe locations.
- 5.6-I-11** Promote increased transit ridership through the use of Transportation Management Associations and other employer-based transit programs, equip buses with bike racks, and make transit information readily accessible in a smart phone-friendly format.



- 5.6-I-12** Coordinate with Caltrans and transit providers to identify and implement park and ride lots with updated amenities with convenient access to public transit facilities, often called mobility hubs.
- 5.6-I-13** Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs, the TRAFFIX school bus program and promoting carpooling, bicycling, and walking.
- 5.6-I-15** Work with local transit providers to increase and expand weekend transit service and late night service from regional rail and transit hubs.
- 5.6-I-16** Explore opportunities for the location or relocation of a transit center and/or multiple Mobility Hubs within Bishop Ranch Business Park to better geographically balance the public transit needs for the City.

Guiding Policy – Public Transit, 5.6-G-2: Encourage trip reduction measures in an effort to reduce VMT, improve air quality, and reduce greenhouse gas emissions.

- 5.6-I-19** Encourage infill, Transit-Oriented Development (TOD) and first and last mile transit access connections as vehicle-miles-traveled reduction strategies for existing and proposed development.

The 2040 General Plan goals and policies listed above encourage an increase in transit ridership, decreased dependence on motor vehicles, and reduce transit delays. While the proposed Project could add peak hour transit riders, implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities.

The Contra Costa Transportation Authority Countywide Transportation Plan (2017) contains goals and policies to manage the county's transportation system, including several policies relating to the preservation and enhancement of transit service, in partnership with local jurisdictions, as the county grows. These goals and policies are consistent with the 2040 General Plan goals and policies and will result in coordinated planning for the expansion of transit service to meet demand as the City of San Ramon grows under the 2040 General Plan.

Goal 1: Support the efficient, safe, and reliable movement of people and goods using all available travel modes.

Policy 1.1: Efficiency. Increase the efficiency of highways and arterial roads through capital investments, operational enhancements, and use of technology

Policy 1.2: Partnerships. Engage in partnerships with jurisdictions, stakeholders, and other agencies to identify and implement strategies for managing congestion and increasing multimodal mobility.



Policy 1.4: Street and Roadway Improvements. Improve the highway and arterial system to influence the location and nature of anticipated growth in accordance with the General Plans of local jurisdictions and consistent with the Authority's adopted Countywide Transportation Plan.

Goal 2: Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities.

Policy 2.1: Cooperative Planning. Continue to require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.

Goal 3: Expand safe, convenient, and affordable alternatives to the single-occupant vehicle.

Policy 3.1: Transit Service Expansion. Help fund the expansion of existing transit services and regional express lanes, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit.

Policy 3.2: Transit Service Coordination. Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes.

Policy 3.3 Complete Streets. Require local jurisdictions to incorporate policies and standards for "complete streets" that support transit, bicycle and pedestrian access in new developments, infill development areas ("Priority Development Areas"), and transit priority areas.

Policy 3.5: Alternate Modes. Promote the formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.

Goal 4: Maintain the transportation system.

Policy 4.1: Stable Funding Sources. Advocate for stable sources of funds for transit operations and other programs that support the transportation system.

Policy 4.2: Maintenance. Require and fund programs for effective preventive maintenance and rehabilitation of the transportation system ("deferred maintenance").

Policy 4.3: Long-Term Needs. Secure funding that will maintain the long-term health of all components of the transportation system.

Based on the discussion above, this impact would be **less than significant**.

Mitigation Measure: None required.



Impact 2: Implementation of the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the roadway system. (*Less than Significant Impact*).

This impact would be significant if the Project would disrupt existing or planned roadway facilities or conflict with an applicable program, plan, ordinance, or policy regarding the roadway system.

The 2040 General Plan includes modifications to existing street facilities to create a more pedestrian- and bicycle-oriented street network. These modifications could cause existing and future local and regional traffic to circulate differently. The expected influence on existing and future traffic would be minimal because roadway modifications would conform to State and local standards and generally be implemented to improve circulation. Overall, the 2040 General Plan's proposed bicycle and pedestrian improvements would not conflict with existing or planned roadway facilities because the proposed street changes are additions of pedestrian and bicycle facilities and do not specifically propose any reduction in vehicle lanes. While the City has the ability to consider lane reductions to facilitate provision of new bicycle facilities, such projects would be subject to the appropriate planning and environmental review processes at the time that they are proposed.

The Traffic and Circulation Element of the 2040 General Plan contains the following guiding policies and implementing policies that guide development and maintenance of the city's roadway network:

Guiding Policy – Regional Transport Planning, 5.2-G-1: Actively participate in local and regional transportation planning.

- 5.2-I-1** Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 5.2-I-2** Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 5.2-I-5** Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing transportation facilities and the construction of new transportation facilities.

Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.



- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

Guiding Policy – Arterial Roadways, 5.4-G-1: Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

- 5.4-I-1** Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-I-2** Implement the City's five-year Capital Improvement Plan.
- 5.4-I-3** Construct capacity and roadway efficiency improvements necessary to serve growth generated by development under the General Plan.
- 5.4-I-4** Maximize the carrying capacity of arterial roadways by controlling the number of intersections, minimizing residential and commercial driveway access, minimizing on-street parking, and requiring off-street parking strategies to meet the needs of each proposed project.
- 5.4-I-6** Make optimal use of federal, state, and other funding sources to complete circulation system improvements.
- 5.4-I-7** Minimize congestion on arterials by implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
- 5.4-I-8** Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.
- 5.4-I-9** Specify hauling routes for transporting hazardous materials that minimize the risk to people and property.

Guiding Policy – Collector and Local Roadways, 5.5-G-1: Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

- 5.5-I-1** Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.



- 5.5-I-2** Continue to implement traffic-control measures and design features that support the City's goals for collector roadways.
- 5.5-I-3** Continue to implement traffic-control measures, residential traffic calming, and design features that support the City's goals for local roadways.
- 5.5-I-4** Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.

Implementation of the above 2040 General Plan policies would ensure consistency with circulation system policies related to roadway facilities.

Growth associated with implementation of the 2040 General Plan could interfere with the operation of existing roadway facilities or conflict with planned roadway facilities; however, implementation of the aforementioned roadway facility policies would minimize such potential conflicts. Therefore, with respect to conflicts with circulation system policies related to roadway facilities, operational impacts of the 2040 General Plan would be **less than significant**.

Mitigation Measure: None Required.

Impact 3: Implementation of the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the bicycle system. (*Less than Significant Impact*)

The project would create a significant impact related to the bicycle system if the 2040 General Plan:

1. Disrupts existing bicycle facilities;
2. Interferes with planned bicycle facilities; or,
3. Conflicts with applicable bicycle system plans, guidelines, policies, or standards.

Growth in residential and non-residential uses under the 2040 General Plan could result in more bicycle use on existing facilities. The 2040 General Plan includes complete streets policies, new bicycle facilities, and transportation and circulation goals and policies to accommodate increased bicycle demands generated by new development. This network would accommodate bicycle demand generated by the land development.

The Traffic and Circulation Element of the 2040 General Plan contains the following guiding policies and implementing policies that guide development and maintenance of the city's bicycle network and encourage bicycle transportation in the city:

Guiding Policy – Circulation and Land Use, 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.

- 5.1-I-7** Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program,



Residential Traffic Calming Program, Safe Routes to School Program, TRAFFIX Program, and the Engineering Services Department's Traffic Engineering component.

- 5.1-I-8** Implement a Safe Routes to School Program to address access and safety issues on streets adjacent to schools in San Ramon.

Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.
- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-4** Encourage Complete Streets concepts as a VMT and greenhouse gas reduction strategy.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

Guiding Policy – Transportation Demand Management, 5.6-G-1: Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips and VMT on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

- 5.6-I-7** Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile VMT.
- 5.6-I-11** Promote increased transit ridership through the use of Transportation Management Associations and other employer-based transit programs, equip buses with bike racks, and make transit information readily accessible in a smart phone-friendly format.
- 5.6-I-13** Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs, the TRAFFIX school bus program and promoting carpooling, bicycling, and walking.



Guiding Policy – Bicycle and Pedestrian Routes, 5.7-G-1: Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

- 5.7-I-1** Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon and between San Ramon and neighboring jurisdictions.
- 5.7-I-2** Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks.
- 5.7-I-3** Continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized modes of transportation including walking, biking, rollerblading, and scooters by improving connectivity and enhancing amenities for these modes.
- 5.7-I-4** Encourage future development along the Iron Horse Trail corridor to provide connection points and adjacent amenities, as appropriate.
- 5.7-I-5** Require bicycle parking, storage, and other support facilities as part of new office, retail, housing, and public facilities developments.
- 5.7-I-6** Continue to promote and implement through the development review process, continuous circulation facilities within commercial districts and residential neighborhoods to enhance connectivity, and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.
- 5.7-I-8** Pursue grant funding for implementation of projects identified in the adopted Bicycle Master Plan and Walking District Master Plan, including funding from State and regional sources.
- 5.7-I-9** Implement roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.
- 5.7-I-10** Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.
- 5.7-I-11** Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.
- 5.7-I-12** Promote educational efforts about traffic laws and safe practices for all modes of transportation.
- 5.7-I-13** Prioritize bicycle network improvements in the core area of San Ramon, including construction of new facilities and actions to remove barriers to cycling as identified in the San Ramon Bicycle Master Plan, in order to support development in the City's Priority Development Areas (PDAs).



The 2040 General Plan would encourage bicycling by improving bicycle connectivity with a comprehensive community-wide network of on-street and off-street bicycle facilities as defined in the *San Ramon Bicycle Master Plan (2018)*. Implementation of the 2040 General Plan would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the 2040 General Plan would create new bicycle facilities consistent with the *San Ramon Bicycle Master Plan*, which would have a beneficial effect on bicycle circulation and access. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.

Impact 4: Implementation of the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the pedestrian system. (*Less than Significant Impact*)

The project would create a significant impact related to the pedestrian system if the 2040 General Plan:

1. Disrupts existing pedestrian facilities; or
2. Interferes with planned pedestrian facilities; or
3. Conflicts with applicable pedestrian system plans, guidelines, policies, or standards.

Growth in residential and non-residential uses under the 2040 General Plan could result in more use and demand on existing pedestrian facilities. The 2040 General Plan includes complete streets policies, new pedestrian facilities, and transportation and circulation goals and policies to accommodate increased pedestrian demands generated by the development envisioned in the 2040 General Plan. The 2040 General Plan would encourage walking by improving pedestrian facilities and connectivity with a safe and continuous pedestrian network to shorten walking distances and improve pedestrian connections to popular local destinations.

The Traffic and Circulation Element of the 2040 General Plan contains the following guiding policies and implementing policies that guide development and maintenance of the city's pedestrian network and encourage walking in the city:

Guiding Policy – Circulation and Land Use, 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.

- 5.1-I-7** Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program, TRAFFIX Program, and the Engineering Services Department's Traffic Engineering component.
- 5.1-I-8** Implement a Safe Routes to School Program to address access and safety issues on streets adjacent to schools in San Ramon.



Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.
- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-4** Encourage Complete Streets concepts as a VMT and greenhouse gas reduction strategy.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors in the implementation of all Complete Streets projects.

Guiding Policy – Transportation Demand Management, 5.6-G-1: Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

- 5.6-I-7** Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile vehicle-miles-traveled.
- 5.6-I-13** Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs, the TRAFFIX school bus program and promoting carpooling, bicycling, and walking.

Guiding Policy – Bicycle and Pedestrian Routes, 5.7-G-1: Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

- 5.7-I-3** Continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized modes of transportation including walking, biking, rollerblading, and scooters by improving connectivity and enhancing amenities for these modes.
- 5.7-I-4** Encourage future development along the Iron Horse Trail corridor to provide connection points and adjacent amenities, as appropriate.



- 5.7-I-6** Continue to promote and implement through the development review process, continuous circulation facilities within commercial districts and residential neighborhoods to enhance connectivity, and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.
- 5.7-I-7** Continue to implement accessibility standards for seniors and physically disabled persons within the public rights-of-way.
- 5.7-I-8** Pursue grant funding for implementation of projects identified in the adopted Bicycle Master Plan and Walking District Master Plan, including funding from State and regional sources.
- 5.7-I-9** Implement roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.
- 5.7-I-10** Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.
- 5.7-I-11** Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.
- 5.7-I-12** Promote educational efforts about traffic laws and safe practices for all modes of transportation.

Implementation of the 2040 General Plan would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the 2040 General Plan would create new pedestrian facilities and have a beneficial effect on pedestrian circulation and access consistent with the *San Ramon Walking District Plan*. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.



Threshold 2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact 5: Implementation of the Project would generate home-based VMT per resident that is greater than 85% of the countywide average home-based VMT per resident, and home-based VMT per employee that is greater than 85 percent of the countywide average home-work VMT per employee. (Significant and Unavoidable Impact, with Mitigation)

Significance threshold 2 pertains to VMT. For the purposes of this evaluation, this impact would be significant if the implementation of the Project would result in citywide home-based VMT per resident that is higher than 85% of the 2022 baseline citywide average home-based VMT per resident; or if the Project would result in citywide home-work VMT per employee that is higher than 85% of the 2022 baseline citywide average home-work VMT per employee. In addition, the impact would be significant if the 2040 countywide boundary VMT per service population increases with the Project.

See Section 1.3.3 for a description of the VMT impact analysis methodology.

1.3.4.1 Screening Analysis

The potential to screen the Project from a full VMT analysis was considered, as described below. The five key screening criteria are addressed. For the reasons given, it was determined that a full VMT analysis should be conducted for the Project.

1. **CEQA Exemption.** The project is not otherwise exempt from CEQA, so this criterion does not apply.
2. **Small Projects.** While it is possible that certain housing developments built under the 2040 General Plan would be 20 or fewer units, this screening test would need to be applied as a part of individual project review, and does not apply to the General Plan program as a whole.
3. **Local-Serving Uses.** This screening criteria is intended to apply to commercial uses, and is not relevant to residential project types. Since the 2040 General Plan land use changes focus on residential development, this criteria is not relevant to the impact analysis.
4. **Projects Located in Transit Priority Areas (TPAs).** There are no TPAs within the City of San Ramon. Therefore, this screening criteria does not apply to the evaluation of the Project.
5. **Projects Located in Low VMT Areas.** Screening based on location within a low-VMT area would be based on the VMT maps prepared by CCTA at the traffic analysis zone (TAZ) level, using the Contra Costa Countywide Travel Demand Model results. Certain TAZs may meet the criteria of low-VMT generating characteristics, and development projects within these TAZs could be presumed to have a less than significant impact with respect to VMT. However, since the 2040 General Plan proposes changes to residential development over a substantial portion of the city, such a screening assessment is not appropriate for the Project impact analysis.



1.3.4.2 VMT Analysis

1.3.4.2.1 Modeling Procedure

The Contra Costa Countywide Travel Demand Model (CCTA Model) was used to generate VMT estimates for the project. The CCTA Model allows analysts to forecast regional travel behavior as a function of local land use development decisions, transportation network infrastructure planning, and land use and network policies. The CCTA Model reflects data included in Plan Bay Area 2040, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) that was recently replaced with adoption of Plan Bay Area 2050 by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). CCTA has prepared a memorandum documenting the CCTA Model's consistency with Plan Bay Area 2040, and the model is currently the best available tool for analysis of VMT impacts.

Residential projects are evaluated based on the home-based VMT per resident VMT metric. Home-based VMT is defined as all home-based automobile vehicle trips traced back to the residence of the trip-maker. Non-home-based trips are excluded. This VMT includes the entire length of the trip. This home-based VMT is then divided by the number of residents to calculate home-based VMT per resident.

Non-residential uses are evaluated based on the home-work VMT per employee metric. Home-work VMT is defined as the employee commute trip to and from work, and excludes mid-day trips, vendor and delivery trips, and visitor trips to the work site.

The VMT calculations are done in the CCTA model via the production and attraction trip matrices to be able to attribute automobile vehicle trips to the residence of the trip-maker. The calculations are done to include all trips, including trips that leave the travel model area (the nine-county Bay Area). VMT for trips that leave the travel model area is adjusted to account for the part of the trip that occurs outside of the travel model area.

1.3.4.2.1 Land Use

Table 1 shows the citywide land uses under the Baseline (2022) conditions (from the CCTA model), 2040 No Project conditions (from the CCTA model) and 2040 With Project conditions with the housing growth proposed in the 2040 General Plan. A table showing the housing units at the TAZ level is included in the Appendix. The growth includes projects that are in the planning and entitlement process; changes proposed as part of the Housing Element update; and additional changes due to changes to City of San Ramon specific plans (refer to the EIR project description for more information). Note that the 2040 No Project CCTA model housing units for the city of San Ramon were reviewed and it was confirmed that the growth between 2022 and 2040 was higher than the number of units that are currently approved but not yet built. As such, the model accommodates the 2040 No Project land use growth envelope, on a citywide basis. It is noted that the remainder of the 2040 CCTA Model represents 2040 land use growth consistent with the Association of Bay Area Governments forecasts.



Table 1: City of San Ramon Housing Units

Scenario	Total Housing Units	Single-Family Units	Multi-Family Units
2022 Baseline (CCTA Model)	28,866	22,846	6,020
2040 No Project (CCTA Model)	34,311	26,093	8,218
2040 With Project	39,021	23,322	15,699
Growth: 2040 No Project – 2022 Baseline	5,445	3,247	2,198
Growth: 2040 With Project – 2022 Baseline	10,155	476	9,679

Source: CCTA Travel Demand Model (2022 & 2040 No Project); City of San Ramon and Rincon (2040 With Project).
Fehr & Peers May 2023.

1.3.4.2.2 VMT Results

Project Analysis

Table 2 presents the VMT results for the home-based VMT per resident, and **Table 3** presents the results for the home-work VMT per employee.

Table 2: Citywide Home-Based VMT Summary

Scenario	Home-Based VMT	Residents	Home-Based VMT Per Resident	County Average Home-Based VMT per Resident
2022 Baseline	1,681,358	82,472	20.4	17.2
Threshold ¹	---	---	17.3	---
2040 No Project	1,866,985	98,244	19.0	16.1
2040 With Project	1,949,237	104,864	18.6	16.0
Does Project meet Threshold?	---	---	No	---

1. 85% of 2022 Baseline Countywide Average
Source: CCTA Travel Demand Model; Fehr & Peers, May 2023.

Table 3: Citywide Home-Work VMT Summary

Scenario	Home-Work VMT	Employees	Home-Work VMT per Employee	County Average Home-Work VMT per Employee
2022 Baseline	790,561	52,564	15.0	15.0
Threshold ¹	---	---	12.8	---
2040 No Project	919,176	61,283	15.0	15.2
2040 With Project	910,270	61,283	14.9	15.2
Does Project meet Threshold?	---	---	No	---

1. 85% of 2022 Baseline Countywide Average
Source: CCTA Travel Demand Model; Fehr & Peers, May 2023.



The analysis indicates the following:

- Under 2022 baseline conditions, the City of San Ramon home-based VMT per resident of 20.4 miles-per-resident is higher than the countywide average home-based VMT per resident of 17.2 miles-per-resident.
- In 2040 No Project and 2040 With Project conditions, the City of San Ramon home-based VMT per resident is projected to be higher than 85 percent of the 2022 baseline citywide home-based VMT per resident. Thus the 2040 General Plan would have a **significant** impact on home-based VMT per resident.
- Under 2022 baseline conditions, the City of San Ramon home-work VMT per employee of 15.0 miles-per-resident is equal to the countywide average home-work VMT per employee.
- In 2040 No Project and 2040 With Project conditions, the City of San Ramon home-work VMT per employee is projected to be higher than 85 percent of the 2022 baseline citywide home-work VMT per employee. Thus the 2040 General Plan would have a **significant** impact on home-work VMT per employee.
- Home-based VMT per resident rates in the county as a whole and in the City of San Ramon are projected to decline between 2022 and 2040.
- Home-work VMT per employee rates are projected to increase slightly in the county as a whole, but in the City of San Ramon they would stay constant under 2040 No Project conditions and decrease slightly under 2040 With Project conditions.
- The City of San Ramon 2040 With Project VMT rates are lower than the 2040 No Project VMT rates.

Because the VMT metrics above address conditions in the year 2040, with other countywide development included in the assessments, the impact with respect to home-based VMT per resident and home-work VMT per employee are considered **significant** for both Project and Cumulative conditions. Refer to section 1.3.4.2.3 for the mitigation measure for this impact.

Cumulative Analysis

The year 2040 total countywide VMT per service population (all residents and employees) is shown in **Table 4**. These metrics reflect VMT generated by all trips by all land uses in the county, as well as non-county generated trips travelling on county roadways (i.e., all VMT within the Contra Costa County boundary). As shown in the table, countywide boundary VMT per service population would decrease with the Project, reflecting the travel efficiency that generally results from more dense, mixed-use development provided with the Project. Therefore, the cumulative impact with respect to total countywide VMT per service population would be **less than significant**.



Table 4: Countywide VMT Summary

Metrics	2022 Baseline	2040 No Project	2040 With Project
Total	25,804,244	29,921,234	29,997,147
County Service Population	1,585,472	1,878,346	1,884,966
VMT/Service Population	16.28	15.93	15.91
Does VMT per service population decrease with Project?	---	---	Yes

Source: CCTA Travel Demand Model; Fehr & Peers, May 2023.

1.3.4.2.3 Mitigation Measure: Implement VMT Reduction Measures.

Because the 2040 General Plan land use changes were identified only for residential uses (i.e. no specific employment use changes were identified), this mitigation measure focuses on VMT reduction measures for residential project types.

Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR, with modifications if appropriate based on future changes the City of San Ramon practices and CCTA VMT analysis methodology guidelines. Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT. The CCTA's *Growth Management Program Implementation Guide* (Revised February 17, 2021), Appendix F (CCTA Recommended Methodology) describes options for mitigation of VMT impacts. The first two options below apply to development projects and plans, and the third applies at a Citywide scale.

1. The project applicant shall modify the project's characteristics to reduce VMT generated by the project prior to issuance of an occupancy permit. This might involve changing the density or mixture of land uses on the project site, or changing the project's location to one that is more accessible by transit or other travel modes. The effectiveness of such changes should be modeled using the analysis techniques described in Part 3, above.
2. The project applicant shall implement transportation demand management (TDM) or physical design measures to reduce VMT generated by the project prior to issuance of an occupancy permit. A description of such options is included below, .
3. The City shall participate in a CCTA-approved VMT impact fee program and/or VMT mitigation exchange/banking program, when it is completed and published by CCTA. (Note that CCTA is developing such a program for Contra Costa County.)

The City shall require preparation and implementation of project-level TDM Plans with the following TDM measures for future land use development projects facilitated by the 2040 General Plan that do not meet CCTA screening criteria and thresholds.



Table 5: VMT Reduction Mitigation Measures

CAPCOA Handbook Measure	Types of Projects	Core Elements
T-7: Commute Trip Reduction Marketing	Employment-based	*Thoughtful marketing strategy *Readily available commute information *Designated TDM Coordinator *Guaranteed Ride Home
T-8: Provide Ridesharing Program	Employment-based	*Participation in a TMA with ride-matching program *Preferential parking policies for carpools *Promotions and incentives such as gas cards at carpool formation
T-9: Implement Subsidized or Discounted Transit Program	Residential, School, Employment-based	*Location within 1/2 mile of major transit stop or high quality transit corridor *Participation in Commuter Benefits Program *Easy to sign up for incentives
T-11: Provide Employer Sponsored Vanpool / Point-to-Point Shuttles	Employment-based	*Coordinate logistics of vanpool program *Cover vanpool fares for riders through commute benefits program *Promote and facilitate vanpool creation
T-12: Price Workplace Parking	Employment-based	*Location within 1/2 mile of transit service *Priced at least \$5 per day *On-street parking nearby is not readily available
T-13: Implement Employee Parking Cashout	Employment-based	*Parking is provided as benefit *On-street parking nearby is not readily available *Participants pledge to not drive to work
T-16: Unbundle Residential Parking Costs	Residential	*On-street parking nearby is not readily available *All parking is priced at a rate at least \$30 per month
T-23: Community-Based Travel Planning	Residential, Retail, School	*Proactive outreach to all households in service area or project *Program Coordinator designated as lead in promoting non-auto transportation
T-10: Provide End-of-Trip Bicycle Facilities	All Projects	*Provision of secure bicycle parking in the form of lockers, a locked storage room, or an attended storage facility *(For non-residential): Provision of lockers, showers, and changing rooms
T-21A: Implement Carshare Program / Provide Carshare Parking	All Projects	*Dedicate parking for carshare vehicles *Identify carshare partner
T-15: Reduce Parking Supply	Residential	*On-street parking nearby is not readily available
T-18: Provide Pedestrian Network Improvements:	All Projects	Completion of one or more projects identified in the San Ramon Bicycle Master Plan
T-19-A and T-19-B: Construct or Improve Bicycle Facility/Bicycle Boulevard	All Projects	
T-20: Expand Bikeway Network	All Projects	



CAPCOA Handbook Measure	Types of Projects	Core Elements
T-26: Increase Transit Frequency	All Projects in PDAs	Increase the frequency of transit service by providing funding for more operators and vehicles
T-25: Increase Transit Coverage	All Projects	Expand transit service to areas without access to it, or expand to later/earlier hours.
T-23: Community-Based Travel Planning	Residential, Retail, School	*Proactive outreach to all households in service area or project *Program Coordinator designated as lead in promoting non-auto transportation
T-22: Bikeshare/Scootershare	All Projects in PDAs	Fund and implement a program providing e-bikes or scooters available on demand. Ideally pursue a "dockless" system.
Free E-Bike Program	All Projects	Provide e-bikes free of charge to households pledging to reduce vehicle trips

Source: *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Change Vulnerabilities, and Advancing Health and Equity* (CAPCOA, December 2021).

Because the effectiveness of the above measures in reducing the VMT impacts of new development under the 2040 General Plan to a less than significant level cannot be determined in this analysis, this impact remains **significant and unavoidable with mitigation**.

Threshold 3: Would the Project substantially increase hazards due to a geometric design feature (e.g. sharp curves of dangerous intersections) or incompatible uses (e.g. farm equipment)?

Impact 6: The proposed 2040 General Plan is a program-level plan that does not directly address project-level design features. Roadway improvements and site access measures would be designed and reviewed in accordance with City standards. (Less than Significant impact.)

The 2040 General Plan is a program-level document that does not directly address project-level design features or building specifications. San Ramon maintains improvement standards that guide the construction of new transportation facilities to minimize design hazards for all users of the system. Through the environmental review process, land use proposals that would add traffic to streets not designed to current standards are evaluated. If needed, mitigation measures are identified therein, and the project is conditioned to construct or provide funding for an improvement that would minimize or eliminate the hazard. Typical improvements include shoulder widening, adding turn pockets, adding sidewalks or crosswalks, realigning sharp curves, prohibiting certain turning movements, signaling intersections, and increasing sight distance, among other measures. New and upgraded roadways needed to accommodate new development would be designed according to applicable Federal, State, and local design standards. Development and infrastructure projects in San Ramon would be required to comply with the 2040 General Plan, San Ramon Municipal Code, and applicable State and local regulations. As a result, and in consideration of the proposed 2040 General Plan's policies regarding infrastructure safety,



listed below, this impact would be less than significant. The 2040 General Plan establishes the following goals and policies that are intended to result in roadway designs that safely accommodate all users:

Guiding Policy – Circulation and Land Use, 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.

- 5.1-I-1** Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.
- 5.1-I-2** Accept LOS E during a.m. and p.m. peak periods with the possibility of signalized intersections at or closely approaching the limits of LOS E (average control delay ≤ 80 seconds/vehicle), only on arterial routes bordered by non-residential development where improvements to meet the City's LOS standard would be prohibitively costly or disruptive.
- 5.1-I-3** Require new development provide traffic impact studies if the project would generate 50 or more net new peak hour vehicle trips and a VMT assessment based on adopted local, regional, and/or State technical criteria. Preparation of traffic impact studies and/or VMT assessments may also be determined or waived by the City Traffic Engineer.
- 5.1-I-4** Identify and implement mitigations based on traffic studies and VMT assessments.
- 5.1-I-5** Implement uniform design standards for City arterials, collectors, local streets, and private roadways.
- 5.1-I-6** Monitor key intersection LOS on a regular basis and document the results.
- 5.1-I-7** Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, and TRAFFIX Program.
- 5.1-I-8** Implement a Safe Routes to School Program to address access and safety issues on streets adjacent to elementary schools in San Ramon.

Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.



- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

Guiding Policy – Arterial Roadways, 5.4-G-1: Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

- 5.4-I-1** Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-I-2** Implement the City's five-year Capital Improvement Plan.
- 5.4-I-3** Construct capacity and roadway efficiency improvements necessary to serve growth generated by development under the General Plan.
- 5.4-I-4** Maximize the carrying capacity of arterial roadways by controlling the number of intersections, minimizing residential and commercial driveway access, minimizing on-street parking, and requiring off-street parking strategies to meet the needs of each proposed project.
- 5.4-I-7** Minimize congestion on arterials by implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
- 5.4-I-8** Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.

Guiding Policy – Collector and Local Roadways, 5.5-G-1: Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

- 5.5-I-1** Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.
- 5.5-I-2** Continue to implement traffic-control measures and design features that support the City's goals for collector roadways.
- 5.5-I-3** Continue to implement traffic-control measures, residential traffic calming, and design features that support the City's goals for local roadways.



- 5.5-I-4** Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.

Guiding Policy – Transportation Demand Management, 5.6-G-1: Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips and VMT on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

- 5.6-I-4** Preserve options for future public transit and alternative transportation uses when designing improvements for roadways such as Bollinger Canyon Road Corridor within Dougherty Valley.
- 5.6-I-10** Work with transit providers to situate amenity-rich transit stops and shelters at convenient and safe locations.

Guiding Policy – Bicycle and Pedestrian Routes, 5.7-G-1: Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

- 5.7-I-1** Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon and between San Ramon and neighboring jurisdictions.
- 5.7-I-6** Continue to promote and implement through the development review process, continuous circulation facilities within commercial districts and residential neighborhoods to enhance connectivity, and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.
- 5.7-I-7** Continue to implement accessibility standards for seniors and physically disabled persons within the public rights-of-way.
- 5.7-I-9** Implement roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.
- 5.7-I-10** Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.
- 5.7-I-11** Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.
- 5.7-I-12** Prioritize bicycle network improvements in the core area of San Ramon, including construction of new facilities and actions to remove barriers to cycling as identified in the San Ramon Bicycle Master Plan, in order to support development in the City’s Priority Development Areas (PDAs).



The above goals and policies are intended to result in roadway designs that safely accommodate all users including pedestrians, bikes, and vehicles. The 2040 General Plan does not directly propose any project features or incompatible uses that could increase hazards within the city. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.

Threshold 4: Would the Project result in inadequate emergency access?

Impact 7: The proposed 2040 General Plan identifies circulation goals and policies that would support emergency access throughout San Ramon. (*Less than Significant impact.*)

The proposed 2040 General Plan does not propose specific development or infrastructure projects, therefore does not propose any developments or projects that could result in inadequate emergency access. The purpose of the 2040 General Plan in terms of transportation is to improve the overall performance of the transportation network for all modes of transportation. The 2040 General Plan would have a significant impact on emergency access if roadway geometric design features were not designed to City standards and standard engineering practices were not followed, thereby resulting in obstacles to emergency responders. The 2040 General Plan includes the following goals and policies to ensure adequate emergency access to sites throughout San Ramon:

Guiding Policy – Circulation and Land Use, 5.1-G-1: Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.

- 5.1-I-1** Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.
- 5.1-I-2** Accept LOS E during a.m. and p.m. peak periods with the possibility of signalized intersections at or closely approaching the limits of LOS E (average control delay ≤ 80 seconds/vehicle), only on arterial routes bordered by non-residential development where improvements to meet the City's LOS standard would be prohibitively costly or disruptive.
- 5.1-I-5** Implement uniform design standards for City arterials, collectors, local streets, and private roadways.
- 5.1-I-6** Monitor key intersection LOS on a regular basis and document the results.

Guiding Policy – Regional Transportation Planning, 5.2-G-1: Actively participate in local and regional transportation planning.

- 5.2-I-3** Participate in programs to mitigate regional traffic congestion.



Guiding Policy – Complete Streets, 5.3-G-1: Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

- 5.3-I-1** Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.
- 5.3-I-2** Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.
- 5.3-I-3** Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.
- 5.3-I-5** Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

Guiding Policy – Arterial Roadways, 5.4-G-1: Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

- 5.4-I-1** Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-I-2** Implement the City's five-year Capital Improvement Plan.
- 5.4-I-3** Construct capacity and roadway efficiency improvements necessary to serve growth generated by development under the General Plan.
- 5.4-I-4** Maximize the carrying capacity of arterial roadways by controlling the number of intersections, minimizing residential and commercial driveway access, minimizing on-street parking, and requiring off-street parking strategies to meet the needs of each proposed project.
- 5.4-I-7** Minimize congestion on arterials by implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
- 5.4-I-8** Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.



Guiding Policy – Collector and Local Roadways, 5.5-G-1: Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

- 5.5-I-1** Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.
- 5.5-I-2** Continue to implement traffic-control measures and design features that support the City's goals for collector roadways.
- 5.5-I-3** Continue to implement traffic-control measures, residential traffic calming, and design features that support the City's goals for local roadways.
- 5.5-I-4** Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.
- 5.5-I-5** Mitigate traffic impacts on collector streets as a result of new residential and commercial development.

Guiding Policy – Bicycle and Pedestrian Routes, 5.7-G-1: Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

- 5.7-I-7** Continue to implement accessibility standards for seniors and physically disabled persons within the public rights-of-way.
- 5.7-I-9** Implement roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.
- 5.7-I-10** Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.
- 5.7-I-11** Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.
- 5.7-I-12** Promote educational efforts about traffic laws and safe practices for all modes of transportation.

The above goals are intended to result in roadway designs that safely accommodate all users, including emergency vehicles. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.



1.4 References

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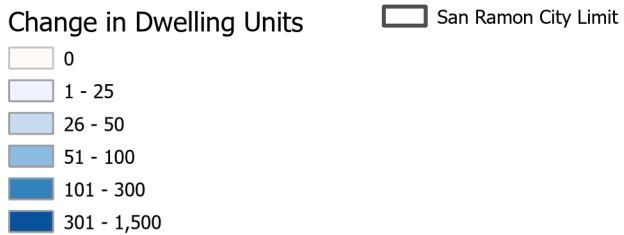
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Appendix A: Housing Units by TAZ

Appendix A: Housing Unit Growth by Traffic Analysis Zone

TAZ	Housing Element	Pipeline Projects and ADUs	Specific Plan Additions	Total
40140	568	-	700	1,268
40095	87	-	540	627
40098	574	-	240	814
40055	-	-	-	-
40091	226	63	-	289
40092	263	57	-	320
40093	208	-	-	208
40094	49	169	-	218
40096	216	-	-	216
40097	657	-	-	657
40099	131	-	-	131
40100	-	-	-	-
40101	-	2	-	2
40102	-	2	-	2
40103	-	2	-	2
40104	-	-	-	-
40105	-	-	-	-
40106	1,017	404	-	1,421
40107	-	300	-	300
40108	-	-	-	-
40109	-	629	-	629
40110	28	4	-	32
40111	-	2	-	2
40112	-	-	-	-
40113	-	4	-	4
40114	-	2	-	2
40115	-	2	-	2
40116	-	4	-	4
40117	-	4	-	4
40118	-	-	-	-
40119	21	-	-	21
40120	-	-	-	-
40121	-	4	-	4
40122	-	4	-	4
40123	-	-	-	-
40124	-	2	-	2
40125	91	123	-	214
40126	64	-	-	64
40127	-	-	-	-
40128	-	4	-	4
40129	-	2	-	2
40130	-	2	-	2
40131	-	-	-	-
40132	-	-	-	-
40133	-	-	-	-
40134	-	-	-	-
40135	264	-	-	264
40136	-	543	-	543
40137	-	-	-	-
40138	139	2	-	141
40139	-	-	-	-
40141	-	-	-	-
40142	-	-	-	-
40143	-	-	-	-
40144	-	-	-	-
40145	-	-	-	-
40146	-	-	-	-
40147	-	-	-	-
40148	-	-	-	-
40149	-	-	-	-
40171	-	166	-	166
40172	-	61	-	61
40173	-	-	-	-
40177	-	-	-	-
40178	-	-	-	-
40179	-	-	-	-
40180	-	-	-	-
40181	-	-	-	-
40182	-	-	-	-
40183	-	-	-	-
40184	-	2	-	2
40185	-	4	-	4
40186	-	-	-	-
40187	-	-	-	-
40188	-	-	-	-
40189	-	2	-	2
40190	-	-	-	-
40191	240	185	-	425
40192	-	-	-	-
40193	-	4	-	4
40196	-	4	-	4
40197	-	2	-	2
40603	1,066	-	-	1,066
	5,909	2,766	1,480	10,155



Change in Dwelling Unit data incorporates the San Ramon Housing Element, Pipeline Projects and ADUs, and Specific Plan adjustments.