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MOBILITY



A. SETTING

Danville is served by a multimodal transportation system that connects residents to local and regional destinations via freeways, roadways, trails, and public transportation. The Town strives to balance the needs of all modes of travel on its road network by providing for pedestrian and bicycle connectivity, transit accessibility, and smooth vehicular flow. Danville’s roads are complemented by attractive and well-maintained streetscapes, miles of bicycle lanes and trails, crosswalks, sidewalks, and traffic calming features.

The emerging vision for transportation reflects the mandate of California’s Complete Streets Act of 2008, which requires communities to balance the needs of different modes of travel. In areas such as Downtown Danville, streets have been redesigned to make them safer and more comfortable for pedestrians. When combined with land use and design strategies, this can create more memorable places and a more livable community. Elsewhere in the Town, continued efforts are being made to improve connections between neighborhoods and make it easier and safer to travel without a car.

Mobility: A New Way To Think About Transportation

Mobility refers to the movement of people and goods from one place to another. Previous Danville General Plans treated this topic as part of the “Public Facilities” Chapter and focused on roads and highways. The goal in prior General Plans was to keep traffic moving as smoothly as possible, usually through the construction of new roads or the improvement of intersections.

Travel in Danville commonly occurs via private automobile, but it also may occur via bicycle, bus, on foot, or using other modes of transport. The shift in focus also recognizes that Danville residents have different mobility needs and physical capabilities. The Town’s residents include students, disabled persons, and senior citizens who may not be able to drive. Danville also includes commuters seeking alternatives to freeway traffic, a local workforce using public transportation, and many residents who would prefer to walk or bicycle when making short trips, rather than using their cars.

The broader view of transportation taken by the Mobility Chapter is compelled by state and regional programs to reduce greenhouse gas emissions and encourage more sustainable

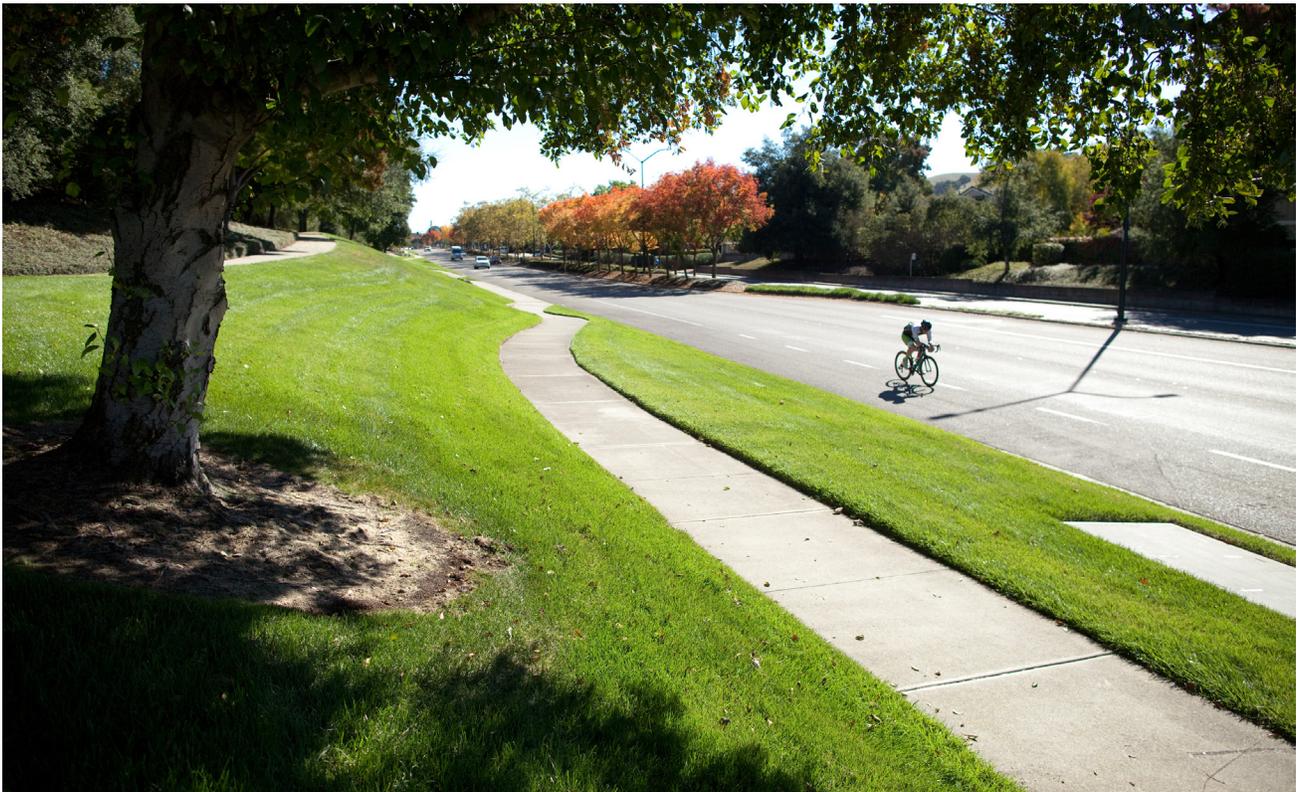
growth. In 2008, the California legislature adopted SB 375, mandating the coordination of land use, transportation, and housing decisions. At a practical level, this means making more efficient use of existing transportation facilities, concentrating development in the centers of cities and towns rather than locating it on the edges, and making it easier to travel without a car.

As noted above, transportation planning is also being reshaped by a concept known as “complete streets.” This concept recognizes that streets are more than just conduits for motorized vehicles, and should be designed to meet the needs of multiple modes of travel, including bicycles, pedestrians and transit users. The concept also reflects the importance of streets in defining the character and aesthetic quality of a community. Streets are among the most important public spaces in a city or town, and serve a function that goes beyond circulation and access. A complete street also contributes to public health, by making walking and bicycling safer and more attractive.

Mobility Patterns in Danville

Danville’s land use pattern and relatively low densities, coupled with declining public transit service levels over the past decade, make driving the prevalent form of transportation in the town. As of the 2000 Census, about 80 percent of the town’s households owned two or more cars and less than three percent did not own a car. The American Community Survey for 2006-2010 indicates that the percentage of Danville households owning two or more cars has increased since 2000 and is now close to 90 percent.

Commute patterns in the town also indicate heavy dependence on automobiles. The 2000 Census reported that 79.5 percent of Danville’s employed residents drove alone to work. Another 7.1 percent carpooled and 5.0 percent used public transportation. In 2000, only 0.8 percent of Danville’s residents biked or walked to work and 6.6 percent worked from home. The 2010 American Community Survey shows that these percentages have not changed significantly since 2000, although a larger percentage of residents (i.e., 10 percent) now work from home.



Camino Tassajara. Photo courtesy of Paige Green.

In 2012, Danville had more employed residents than jobs. This means there are more trips leaving than entering Danville in the morning peak hour, and vice versa during the evening peak hour. As of the 2000 Census, only 19 percent of the Town’s employed residents worked within Danville’s borders. Another 33 percent worked elsewhere in Contra Costa County. The remaining 48 percent commuted to another county, principally Alameda, San Francisco, and Santa Clara Counties. Data from the American Community Survey for 2006-2010 indicates the percentage of Danville residents working in Contra Costa County has edged up slightly in the last decade, in part due to a larger number of telecommuters and home-based businesses.

The Census also provides data on commute times. In 2000, the median commute time for Danville residents was 31 minutes each way. About 17 percent of the Town’s employed residents had commutes of one hour or more. The 2006-2010 American Community Survey indicates these figures were virtually the same in 2010 as they were a decade ago.

Street and Highway System

Streets and highways form the backbone of Danville’s circulation system. Streets are classified using several categories based on their functions and traffic volumes. These classifications in turn provide the basis for engineering design standards.

The General Plan designates streets using the following categories: Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Neighborhood Access Streets. The remaining streets are local streets that have the sole function of providing access to adjoining land uses. The text box at right shows the typical daily vehicle capacities associated with each street category. **Figure 11** (and the accompanying text box on page 4-4) indicates how this classification system applies to Danville’s streets and **Figure 12** shows these roads on a map, along with current (Year 2010) traffic volumes. The capacities shown here are intended to be general guidelines for

TYPICAL VEHICLE CAPACITIES ON DANVILLE STREETS, BY TYPE⁽¹⁾

	<u>VEHICLES PER DAY</u>
Major Arterial	More than 15,000
Minor Arterial	10,000-15,000
Major Collector	5,000-15,000
Minor Collector	3,500-10,000
Neighborhood Access	1,500-3,500
Local	<1,500

Source: Town of Danville, 2012

(1) Ranges listed here are intended as guidelines for planning purposes and are not absolute limits.

planning purposes and are not absolute limits. As the data and map indicate, several road segments are operating close to – or above – the ranges indicated in the text box. This should be taken into consideration when making future land use decisions, and when planning for improvements to the transportation network.

The predominant roadway corridor in Danville is Interstate 680, which bisects the town in a north to south direction. Within the town, Danville is accessed by freeway interchanges at Sycamore Valley Road, Diablo Road, El Cerro Boulevard, and El Pintado Road. The Crow Canyon interchange in San Ramon also provides a major point of access to Danville neighborhoods.

Traffic conditions on the freeway and at the interchanges have a major influence on Danville and the levels of congestion found on surface streets within the Town. When an accident or unusual condition causes a breakdown in freeway traffic flow, the Town is immediately affected by traffic using Town streets to bypass the incident. San Ramon Valley Boulevard, Hartz Avenue, Danville Boulevard, and Camino Ramon are particularly

CLASSIFICATION OF DANVILLE ROADS BY TYPE

MAJOR ARTERIAL

San Ramon Valley Boulevard (Railroad Avenue to Town limits)
 Sycamore Valley Road (San Ramon Valley Boulevard to Camino Tassajara)
 Camino Tassajara (Sycamore Valley Road to Town limits)
 Crow Canyon Road (Camino Tassajara to Town limits)
 Diablo Road (Hartz Avenue to Camino Tassajara)

MINOR ARTERIAL

Danville Boulevard (Railroad Avenue to Town limits)
 Hartz Avenue (San Ramon Valley Boulevard to Railroad Avenue)
 Railroad Avenue (San Ramon Valley Boulevard to Hartz Avenue)
 Camino Ramon (Greenbrook Drive to Sycamore Valley Road)
 Green Valley Road (Diablo Road to Stone Valley Road)
 Diablo Road (Camino Tassajara to Town limits)
 El Cerro Boulevard (Danville Boulevard to Diablo Road)
 Stone Valley Road (portion of ROW within Town limits only)
 Blackhawk Road (Silver Maple Drive to Diablo Road, portion within Town limits)

MAJOR COLLECTOR

Front Street (Diablo Road to Hartz Way)
 Camino Ramon (Greenbrook Drive to Town limits)
 Greenbrook Drive (Camino Ramon to Sycamore Valley Road)
 El Capitan Drive (Crow Canyon Road to St. Regis Drive)
 Camino Tassajara (Diablo Road to Sycamore Valley Road)
 La Gonda Way (El Cerro Boulevard to Danville Boulevard)

MINOR COLLECTOR

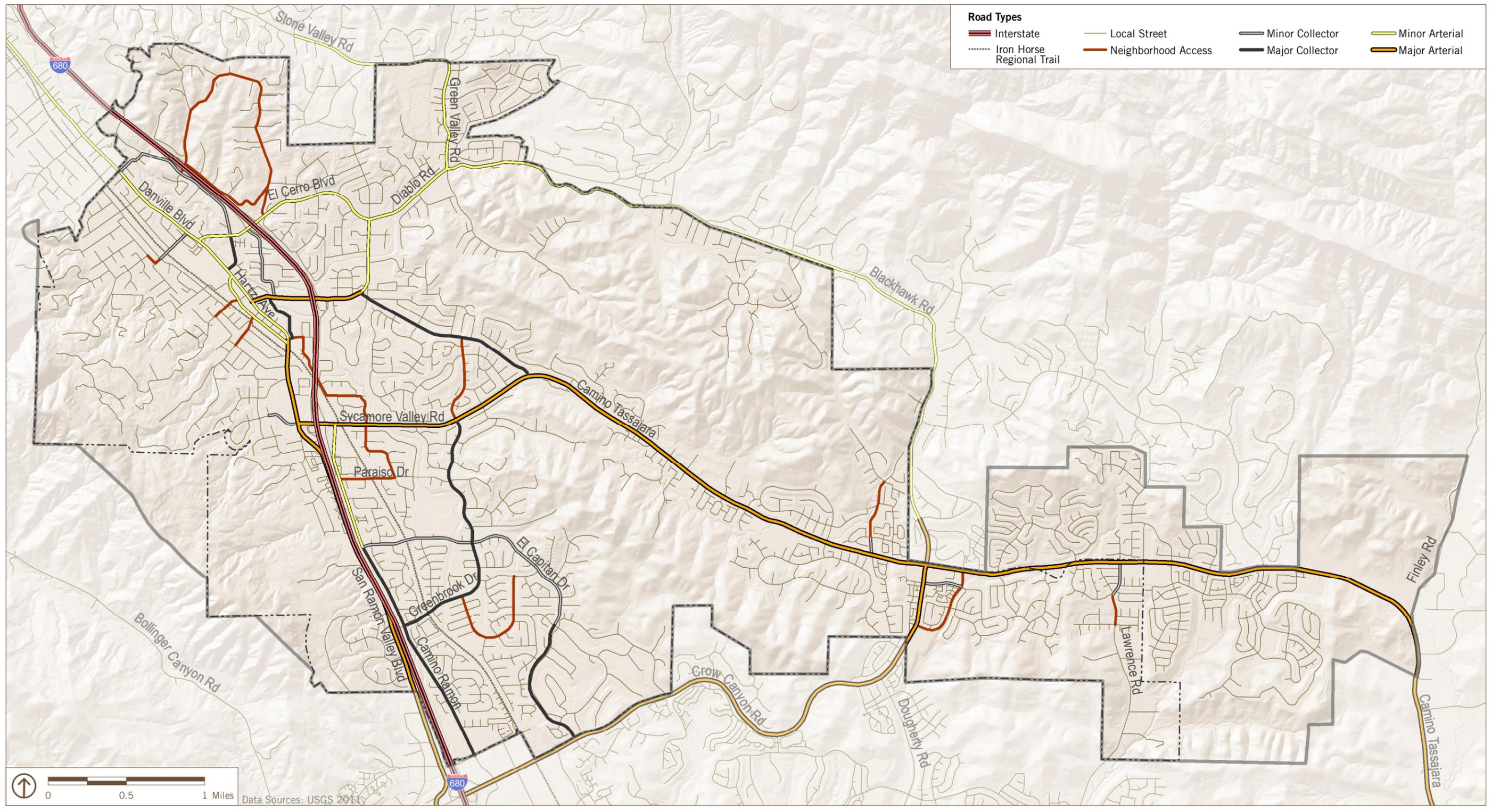
La Gonda Way (El Cerro Boulevard to El Portal)
 El Portal (Danville Boulevard to La Gonda Way)
 Del Amigo Road (Danville Boulevard to Verona Avenue)
 West El Pintado Road (El Cerro Boulevard to Diablo Road)
 Hartz Way (Hartz Avenue to Front Street)
 Sycamore Valley Road West (San Ramon Valley Boulevard to Calvary Court)
 El Capitan Drive (St. Regis Drive to Camino Ramon)
 Old Blackhawk Road (Camino Tassajara to Maison Drive)
 Center Way (Crow Canyon Road to Tassajara Ranch Drive)
 Lawrence Road (Camino Tassajara to Jasmine Way)

NEIGHBORHOOD ACCESS

El Pintado Road (La Gonda Way to El Cerro Boulevard)

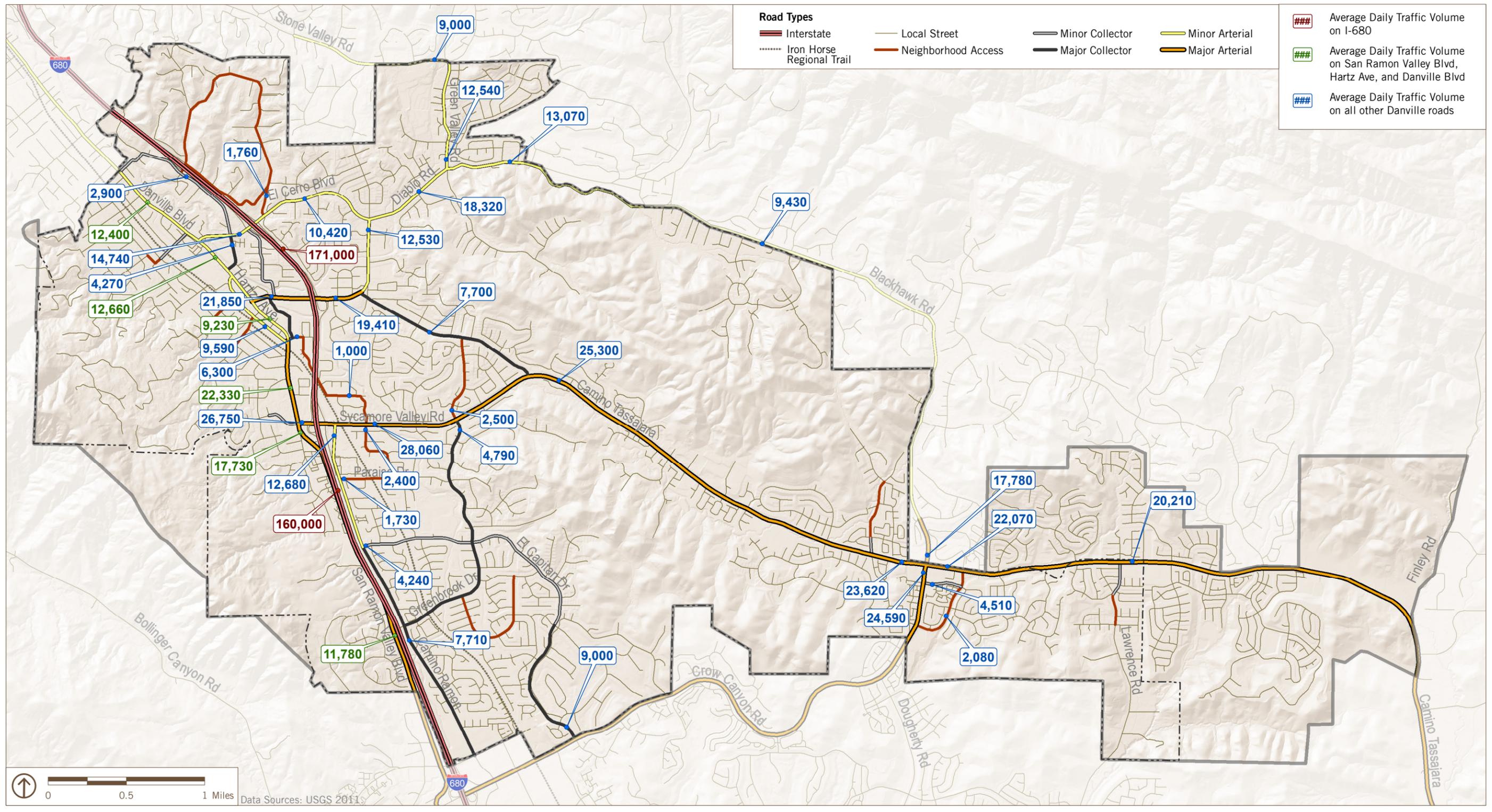
*All roads not listed above are classified as “Local Streets”

Source: Town of Danville, 2012



Town Limit
 Planning Area Boundary

FIGURE 11
CLASSIFICATION OF DANVILLE ROADS BY TYPE



Town Limit Planning Area Boundary

FIGURE 12
TRAFFIC VOLUMES 2010

susceptible to traffic conditions on Interstate 680. The Town discourages such diversions by maintaining and enforcing speed limits on Town roadways and designing roads in this corridor to limit fast-moving through-traffic.

Danville has a well-defined arterial roadway system that connects residential and commercial areas to the freeway. The El Cerro Boulevard/Diablo Road/Blackhawk Road corridor and the Sycamore Valley Road/Camino Tassajara corridor both provide east-west circulation through the Town. While most segments of these roads have been improved to arterial standards, limited segments have been retained at two lanes in order to retain their rural or residential character. Crow Canyon Road provides a third east-west corridor along the Town's southern border. The configuration of most of the Town's arterials represents their maximum capacity and serves to control the speed and volume of pass-through traffic.

Danville Boulevard, Hartz Avenue, Railroad Avenue, and San Ramon Valley Boulevard form a north-south corridor on the west side of Interstate 680. This corridor includes segments which have high levels of pedestrian and bicycle traffic as well as segments that are mostly auto oriented. On the east side of the freeway, Camino Ramon runs north-south between Crow Canyon and Sycamore Valley Roads. There are no other major north-south arterials on the east side of I-680.

Daily traffic volumes help to identify the appropriate classification for a street. **Figure 12** shows the daily traffic volumes that were counted by the Town of Danville in various locations during 2010. The most recent available traffic counts from the California Department of Transportation (2010) are shown for I-680. In 2010, traffic volumes on Interstate 680 in Danville ranged from 167,000 to 172,000 annual average vehicles per day, an increase in the range of about 16 to 18 percent since 1997.

Other than I-680, the highest average daily trip (ADT) volumes are on Sycamore Valley Road east of I-680 (28,100 ADT), Camino Tassajara east of Sycamore Valley Road (25,300 ADT), Crow

Canyon Road south of Camino Tassajara (24,600 ADT), Diablo Road west of I-680 (21,900 ADT), Camino Tassajara east of Crow Canyon Road (22,100), and San Ramon Valley Boulevard south of Railroad Avenue (22,300 ADT). All of these higher volume streets are designated as Major Arterials. The average daily traffic volumes are all within 10 percent of the volumes recorded in 1998, with a few segments going up slightly and others going down slightly.

The most critical time of the day for traffic operations in Danville, particularly at key intersections, is the AM peak period, typically lasting from 7 to 9 AM. However, roadways paralleling I-680 experience their highest levels of congestion during the PM commute peak periods, largely due to shopping, service, and school-related traffic in and around Downtown Danville.

Historically, and consistent with standard practice in most cities, the performance of streets and intersections in Danville has been expressed through a measurement called "Level of Service" (LOS). In traffic engineering practice, streets and intersections are classified into six "levels of service" reflecting the degree of traffic congestion. Like a lettered report card, streets are graded on a scale from "A" to "F." The grades are based on the volume of vehicles passing through an intersection or along a street segment relative to the design capacity of that street or intersection (this is also called the volume to capacity ratio, or V/C ratio). LOS "A" indicates free flowing traffic with no delays. LOS "F" indicates jammed conditions, with long delays.

In the past, Danville has used LOS "D" as the benchmark for defining the adequacy of a road's performance during the peak hour. Roads in the Town generally meet this standard today.

¹ Danville's Routes of Regional Significance include seven intersections that are regularly monitored to determine their congestion levels.

In addition, the Contra Costa Transportation Authority (CCTA) has established LOS standards for “Routes of Regional Significance.” Routes of Regional Significance include two corridors within Danville and one corridor on the edge of Danville. These are:

- Danville Boulevard/ San Ramon Valley Boulevard south of Sycamore Valley (a single corridor with a missing segment through Downtown Danville in the center).
- Sycamore Valley Road and Camino Tassajara (a single corridor comprised of two roads).
- Crow Canyon Road (south of Camino Tassajara).

Intersections on the first two of these corridors are subject to an LOS “D” standard, but with a slightly higher V/C threshold (0.90). The Crow Canyon corridor is subject to a V/C threshold of 0.91.¹

Existing (2010) Level of Service at seven major intersections along Danville’s Routes of Regional Significance is shown in **Figure 13**. Traffic data for these intersections is tracked through a Transportation Services Objectives (TSO) Monitoring Report.

All of the intersections listed in **Figure 13** operated at LOS D or better during the AM and PM peak hours in 2010. This indicates that the intersections currently have adequate turning and queuing lanes to provide good traffic operations despite high traffic volumes. Between 1999 and 2009, the number of signalized intersections in the Town grew by eight, to a total count of 51 signals that are either fully or partially operated by the Town.²

Bicycle Facilities In Danville

Bicycling is a healthy, environmentally sustainable mode of travel. While cycling has traditionally been regarded as a form of recreation in Danville, it can also be a viable means of traveling to school,

² Excludes underground ramp metering signal equipment partially installed by Caltrans at the time of General Plan adoption.

³ Includes 7.6 miles of Class I paths, 30.0 miles of Class II lanes, and 11.8 miles of Class III routes.

shopping, work, and other destinations. Facilities such as the Iron Horse Trail are particularly important, as they connect Danville to two BART stations, major employment centers, and the surrounding region. The Iron Horse Trail also connects residential neighborhoods to one another, to Downtown, to local schools and parks, and to cities along the I-680 corridor from Dublin to Concord.

Expanding Danville’s bicycle network has been a priority for more than two decades, resulting in a highly functional, well-connected system today. Nearly 50 miles of officially designated bicycle trails, paths, and routes have been developed.³

REDEFINING “LEVEL OF SERVICE” FOR NON-REGIONAL ROUTES

Danville is developing new metrics for evaluating the performance of its transportation system. This will enable the Town to consider the context of each roadway and the character of adjacent uses, rather than simply the volume to capacity ratio.

Other factors, such as bicycle and pedestrian safety and the availability of transit also are being taken into consideration. For example, the priority in Downtown Danville is not simply to move cars as quickly as possible along local streets; it is also to ensure the safety of pedestrians, retain the area’s historic ambiance, and create an attractive and comfortable environment for shopping and dining.



Downtown Danville. Photo courtesy of Paige Green.

FIGURE 13
EXISTING INTERSECTION OPERATIONS ON ROUTES OF
REGIONAL SIGNIFICANCE 2010

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C (1)	LOS (2)	V/C (1)	LOS (2)
Danville Blvd. / Railroad Ave. / Hartz Ave.	0.34	A	0.44	A
San Ramon Valley Blvd. / Railroad Ave. / Hartz Way	0.34	A	0.50	A
San Ramon Valley Blvd. / Sycamore Valley Rd.	0.39	A	0.70	C
I-680 Southbound Ramps / Sycamore Valley Rd.	0.53	A	0.59	A
I-680 Northbound Ramps / Sycamore Valley Rd.	0.62	B	0.54	A
Sycamore Valley Rd. / Camino Tassajara	0.61	B	0.49	A
Crow Canyon Rd.-Blackhawk Rd. / Camino Tassajara	0.63	B	0.59	A

Footnotes: (1) V/C = Volume-to-capacity ratio

(2) Level of service (LOS) is based on the volume-to-capacity ratio according to the Contra Costa Transportation Authority's Technical Procedures.

Sources: Fehr and Peers, 2011

The Town adopted a Trails Master Plan in 1989. Provisions for trails were updated in the Parks, Recreation, and Arts Strategic Plan in 2006. The 2006 Plan also incorporated recommendations from a Countywide Bicycle and Pedestrian Plan prepared in 2003, including specific proposals for closing gaps in the Town’s trail system. In 2009, the County adopted an updated version of the Bicycle and Pedestrian Plan. The update reflects new funding sources for bicycle improvements, new data on bicycle use and safety, and revised goals and priorities.

The Countywide Plan has the following goals:

- Expand, improve, and maintain facilities for walking and bicycling.
- Improve safety for pedestrians and bicycles.
- Encourage more people to walk and bicycle.
- Support local efforts to improve conditions for walking and bicycling.
- Consider and plan for the needs of pedestrians and bicycles.

All of these goals are relevant to Danville.

Figure 14 indicates Class I, II, and III bicycle routes within the Town of Danville (see text box for an explanation of Class I, II, and III routes). The location of these facilities is consistent with the Countywide Bicycle and Pedestrian Plan. Bicycle traffic is considered in the design of all new traffic signals installed by the Town, and local transit buses are equipped with bicycle racks.

Pedestrian Facilities in Danville

Pedestrian facilities include sidewalks, crosswalks, and off-road paths and trails. Over the past decade, the Town has made substantial investment in these facilities, along with associated improvements such as curb cuts, street lights, kiosks, signage, and other infrastructure. These facilities make walking safer and more pleasant. They are an important part of the public realm in Danville and help define the identity of the town’s neighborhoods and business districts. For example, Old Town Danville is highly

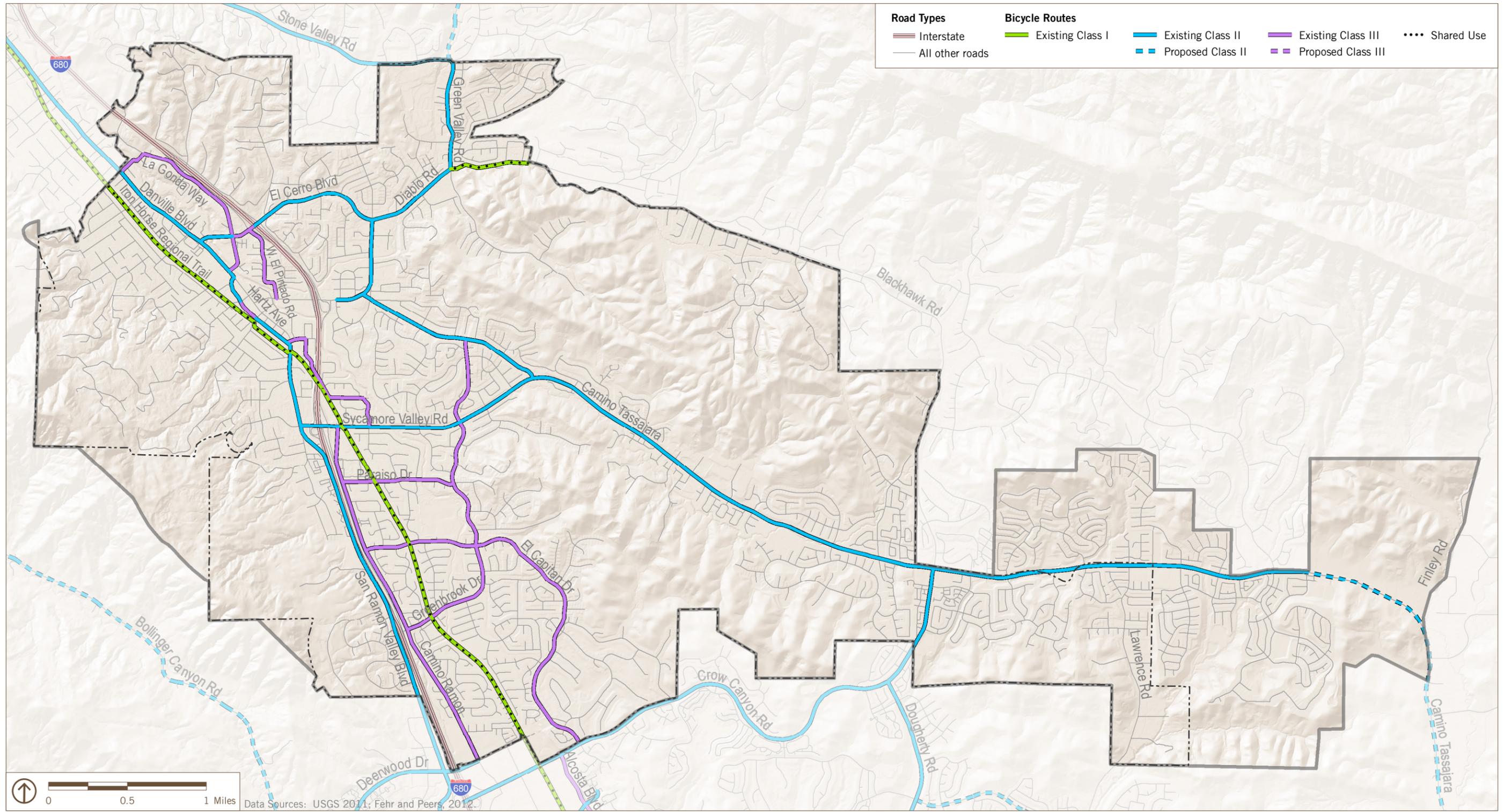
regarded for its walkable streets and high volume of pedestrian traffic. In addition, roadways built by the Town – such as Camino Tassajara – feature multiple pedestrian pathways in a linear park setting, connecting neighborhoods to local parks and shopping destinations.

Elsewhere in Danville, the Town has actively pursued pedestrian safety improvements by closing gaps in the sidewalk system, constructing pedestrian bridges and trail linkages between neighborhoods, and making walking a more viable mode of travel in all parts of Town. The goal is to complete the continuous pedestrian network envisioned in the Town’s first General Plan, making walking a practical alternative to driving for short distance trips.

Creating a more walkable community provides a number of benefits. Walking is one of the most popular leisure activities in the United States and is an important form of recreation in Danville. Walking contributes to public health and wellness. It provides an opportunity to interact with neighbors, thereby fostering a sense of community. It connects people to nature. As an alternative to driving, walking can also help reduce traffic congestion and air pollution.



Textured crosswalk at Hartz/East Prospect Avenues. Photo courtesy of Paige Green.



 Town Limit
 Planning Area Boundary

FIGURE 14
BIKE AND PEDESTRIAN ROUTES IN DANVILLE

DANVILLE'S BIKE ROUTES

Danville recognizes three different classes of bicycle routes:

Class I routes operate within a completely separate right-of-way and are exclusively used by bicycles and pedestrians. The Iron Horse Trail is probably the best known Class I route in Danville.



Iron Horse Regional Trail. Photo courtesy of Paige Green.

Class II routes, commonly called bike lanes, operate in a striped, restricted lane within the right-of-way of a street. Motor vehicles are prohibited from using this lane, although cross-flows in and out of parking spaces and onto cross-streets are permitted. An example is the bike lane along Camino Tassajara.



Camino Tassajara Bike Lane. Photo courtesy of Alex Lopez.

Class III routes, or bike routes, operate within moving traffic lanes and are distinguished only by signs or pavement markings. Bicycles share the right-of-way with vehicles. An example is El Capitan Drive.



Greenbrook Bike Route. Photo courtesy of Alex Lopez.

Iron Horse Trail/Former Southern Pacific Railroad Right-Of-Way

The Iron Horse Trail, formerly the Southern Pacific Railroad, runs from Concord south through Pleasant Hill, Walnut Creek, Alamo, Danville, San Ramon, Dublin, and Pleasanton. The majority of the corridor is owned by Contra Costa County. The Contra Costa portion of the Trail is 18.5 miles long and varies in width from 30 to 100 feet. The right-of-way is occupied by various underground utilities and a 10-foot wide, paved multi-use trail that is managed by the East Bay Regional Park District. There are plans to extend the Trail north to Suisun Bay and east to Livermore, bringing the Trail's total length to 40 miles.

The Iron Horse Trail is particularly important as an access route to Downtown Danville and makes cycling a viable alternative to driving Downtown for many residents. The Trail also attracts recreational bicyclists from across the region, helping to support Downtown businesses. A signalized mid-block crossing was installed in Downtown Danville in conjunction with development of the Iron Horse Plaza Shopping Center, providing safe at-grade access across San Ramon Valley Boulevard. At several other street crossings in Danville, the trail is equipped with lighted in-ground crosswalk sensors or flashing beacons. The trail continues to cross several major Danville thoroughfares at-grade, including Sycamore Valley Road just east of I-680.

Contra Costa County's policy regarding use and ownership of Iron Horse Trail has been expressed in several documents, including the County General Plan, various County Board of Supervisors actions, and County ordinances. In general, County policies indicate the right-of-way is to remain in public ownership along its entire route and be used as a non-motorized transportation route (trail) and underground utility corridor. County policies also indicate the right-of-way serves as an easement for a potential transit facility. A number of studies have been completed reviewing the feasibility of transit in the corridor. The County's practice to date has been

to allow activities on the right-of-way which are in the public interest and which do not conflict with existing and committed uses.

The Town is opposed to the use of the Iron Horse Trail within Danville as a motorized mass transit facility. In 1984, the Danville Town Council adopted a resolution (Resolution No. 10 84) which included the following policy statements related to the former Southern Pacific right-of-way:

- Danville should retain land use controls on the right-of-way.
- The Interstate 680 corridor should be considered as the appropriate location for major transit facilities.
- Protection of residential property values and enjoyment of residential property should be given prime consideration when selecting a use for the right-of-way.

This position has been consistently adhered to by Danville since its adoption. The introduction of mass transit would change the character of the Town and present numerous public safety hazards for motorists, pedestrians, equestrians, and bicyclists using adjacent streets and paths. In addition, the number of at-grade crossings implies either slow transit speeds or significant traffic congestion at street crossings along the route. Over the past 30 years, traffic studies in Danville and nearby communities have pointed to Interstate 680 as the most appropriate location for mass transit.

In 2009, the Town of Danville partnered with the City of San Ramon, Contra Costa County, Contra Costa Transportation Authority and East Bay Regional Park District to develop the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan supports the continued use of the Trail as a multi-use recreational corridor. It evaluated the potential of constructing grade-separated trail crossings at Sycamore Valley Road, Crow Canyon Road, and Bollinger Canyon Road to improve the Trail's safety and utility. The Plan outlines recommended alignments and provides cost estimates for future community consideration.

Public Transit Service In Danville

Local bus service is provided to Danville by Central Contra Costa Transit Authority (CCCTA), or “County Connection.” The County Connection operates three types of bus service in Danville, as summarized below.

- The primary service is a weekday route (Route 21) that connects the Walnut Creek BART station with the San Ramon Intermodal Transit Center in Bishop Ranch Business Park in half hour intervals from 7:20 AM to 11:20 PM. The bus travels along Danville Boulevard, Hartz Avenue, and San Ramon Valley Boulevard, with a stop at the Danville Park and Ride Lot on Sycamore Valley Road.
- Second, County Connection provides two express bus routes. The first (Route 95X) provides service between the Walnut Creek BART station and the San Ramon Intermodal Transit Facility. This service runs only on weekdays, from approximately 6:30 AM to 9:00 AM and from 4:00 PM to 7:00 PM. The second (Route 92X) provides service from Walnut Creek to the Altamont Commuter Express (A.C.E.) train station in Pleasanton. Both bus routes stop at the Danville Park and Ride Lot several times a day.
- The third type of service is a “school tripper” (Route 623) that runs on a limited service basis, providing service primarily to school children. It begins at Alamo Plaza on Danville Boulevard and winds its way eastward and southward to the City of San Ramon.

Public transportation in Danville is supplemented by TRAFFIX, a program funded by Measure J that seeks to reduce congestion near school campuses. The program offers reduced cost transportation for children in the most congested areas of the San Ramon Valley (see the Implementation section of this Chapter for more information).

Privately sponsored corporate vans and shuttles also operate from areas in and around Danville, providing guaranteed seating and direct service on a monthly fee basis. Patrons are picked up at the Danville Park and Ride Lot (discussed below) or at

other points near the Interstate 680 ramps and are taken to major work locations throughout the Bay Area. There may be opportunities to supplement these types of services in the future as the mobility needs of Danville residents and workers change and travel patterns evolve.

Park And Ride Facilities

A 246-space Park and Ride Lot was completed in mid-1998 at the northeast quadrant of Interstate 680 and Sycamore Valley Road. The Park and Ride Lot, and similar facilities in Alamo and San Ramon, were first identified as mitigation measures for the widening of Interstate 680 and later funded by the half-cent sales tax and other sources. During the past decade, the Sycamore Valley Road Park and Ride Lot has become one of Danville’s most important multi-modal transportation facilities. It not only serves carpoolers, but also accommodates express buses, vanpools, and private employer shuttles, and is a staging area for bicyclists and pedestrians using the Iron Horse Trail.

Special Needs Transportation

All CCCTA (County Connection) buses providing service to the area are 100 percent lift-equipped for handicapped accessibility and have reduced fares for seniors and disabled riders. CCCTA also operates LINK, which is provided in compliance with the Americans with Disabilities Act to provide special service to persons whose disabilities prevent them from using lift-equipped public transit. The special service, called “paratransit,” operates at similar times and in similar areas as existing non-commute (off-peak), fixed route transit.

Transportation Systems Management (TSM)

The Town of Danville has taken steps to make more efficient use of its transportation system and to manage travel demand rather than simply increasing road capacity in response to growth. These steps are collectively referred to as Transportation Systems Management (TSM) measures. They include programs to encourage telecommuting,

flexible work schedules, ridesharing, vanpools, bicycling to work, the TRAFFIX program, and other strategies which reduce the number of one-passenger vehicles on the road during commute times. Many of these strategies depend upon the participation of private sector employers and are being implemented in partnership with other jurisdictions and transportation planning agencies.

TSM measures also address the operation of the transportation system. For example, efforts to reduce idling time on local streets by synchronizing traffic signals have been underway since the 1990s. The Town has also implemented a Neighborhood Traffic Management Program (NTMP) to reduce speeding on roadways and discourage cut-through traffic on local streets. At the same time, digital freeway signs showing travel time and internet applications showing road congestion help motorists make more informed travel choices and select alternate modes or less congested routes to reach their destinations. The Town continually evaluates ways to improve transportation efficiency and maximize the performance of existing facilities.

As required by the County Growth Management Act, Danville has had a TSM Ordinance since the 1990s. The current Ordinance (Section 8-23 of the Municipal Code), adopted in 1997, relies on voluntary measures to reduce peak hour traffic rather than mandatory requirements. TSM is also an important part of the Southwest Area Transportation Committee's Action Plan and other transportation plans for the Tri-Valley area. Funds for TSM programs are budgeted annually in accordance with local and regional transportation plans.

(See the Implementation section of this Chapter for additional information on TSM.)

Parking

Parking is much more than a transportation issue—it has far-reaching effects on site planning, building design, and aesthetics. Parking is a particularly important issue in Downtown Danville. Many Downtown buildings pre-date

modern parking requirements. The resulting character is an important part of the area's appeal but requires effective and creative parking management solutions.

Diligent efforts have been made to provide a sufficient supply of public parking in Downtown Danville without making parking the area's dominant visual feature. An important part of these efforts has been to make more efficient use of existing parking resources, including on-street parking and off-street lots.

The Town has worked closely with property owners and businesses to develop parking programs which make Downtown a desirable, convenient destination for shopping, dining, and entertainment. Motorists can typically park within a block or two of their destinations. Parking resources have been leveraged to support local businesses without diminishing the area's walkable, historic character. These efforts will continue in the future.

The Town adopted a Downtown Parking Management Plan in 2010, following an assessment of parking supply, demand, and issues in the heart of Downtown Danville⁴. The Plan found that there were 2,929 parking spaces in the Downtown area, of which 1,358 spaces are located in public lots and on-street within the public right-of-way. This supply was seen to be adequate at the time of the survey, but there are localized "hot spots" where demand is especially high. A combination of parking time limits and all-day permit parking for employees has been implemented to address parking demand in these locations. One of the strategies is to encourage employees to park on the perimeter of Downtown, freeing up spaces for business patrons closer to their planned destinations. The Town will conduct regular parking studies as a means to determine changes in parking supply and demand and possible parking improvements.

⁴ The focus of the Parking Management Plan is a 60-acre area in and around Old Town Danville.

Elsewhere in Danville, the Town has worked to develop effective parking solutions around schools, parks, religious institutions, shopping centers, and on neighborhood streets. Various provisions of the Municipal Code address parking, covering topics as oversized vehicles, trailers, and time limits on residential streets. Parking requirements for new developments are in the zoning code. These requirements address the number of spaces required for different uses, as well as the design and layout of parking areas.

Regional And Sub-Regional Transportation Planning

Danville participates in a number of regional and sub-regional transportation planning efforts. The Town is an active member of the Contra Costa Transportation Authority (and its committees, including the Southwest Area Transportation Committee) and the Tri-Valley Transportation Council.

Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) is responsible for countywide implementation of Contra Costa County Measure J, a one-half cent countywide sales tax that is collected for transportation improvements within the county. The projected \$2 billion (in 2004 dollars) in sales tax revenues must be spent on a list of projects and programs itemized in the CCTA Transportation Expenditure Plan (“Expenditure Plan”).

The Expenditure Plan designates 18 percent of the annual sales tax revenues as “return-to-source” funds. These dollars are returned to local jurisdictions for street maintenance and improvements. Eligibility for these funds is contingent on having a Growth Management Program (GMP) with seven mandatory components. The Town of Danville’s compliance with the GMP is reflected in the Growth Management section of Chapter 3 (Planning & Development).

Danville serves on a number of the CCTA’s sub-committees, including the Southwest Area Transportation Committee (SWAT). Other

members of SWAT are Contra Costa County and the cities of Lafayette, Moraga, Orinda, and San Ramon, with each agency represented on the board. At the time of adoption of the 2030 General Plan, Danville was represented on the policy board and technical advisory board of CCTA. In Contra Costa, the CCTA also serves as the County’s Congestion Management Agency.

Countywide Transportation Plan

As a member of the CCTA, Danville participates in the development of the Countywide Transportation Plan (CTP), which is 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.
- Multi-modal transportation objectives that can be measured and timed.
- Specific actions to be implemented by each jurisdiction.



Trail access along Camino Tassajara. Photo courtesy of Paige Green.

- 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.

Danville is included in the Tri-Valley Action Plan. The Plan's overarching goal is to preserve the quality of the transportation system as growth occurs. The Tri-Valley Action Plan contains both region-wide actions and actions for specific routes.

Tri-Valley Transportation Council

The Tri-Valley Transportation Council (TVTC) serves as a clearinghouse for sub-regional transportation issues. TVTC members include Alameda and Contra Costa Counties and the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon. Its primary activities are to agree on methodologies for modeling traffic,

prepare a sub-regional transportation plan, collect sub-regional transportation development fees for traffic mitigation, and periodically update and implement a strategic expenditure plan. Part of the Tri-Valley Transportation Development Fee is retained for local projects. Most of the fee is used for projects that have inter-jurisdictional benefits, such as construction of auxiliary lanes along I-680 in the San Ramon Valley and improvements to the I-580/I-680 interchange.

All member jurisdictions of the TVTC are represented on the policy board and the associated technical advisory committee. The Town also participates in the joint powers agreement with Contra Costa County and the City of San Ramon that established the Southern Contra Costa (SCC) Fee Areas and adopted the SCC regional and SCC sub-regional fees for road improvements.

B. FORECAST

As noted earlier in the General Plan, the Bay Area will experience continued growth through

2035. This growth is not expected to occur evenly across the region. Areas such as Antioch, Pittsburg, Brentwood, and San Ramon are expected to continue growing rapidly, while communities such as Danville, Walnut Creek, and Lafayette will grow more slowly. Much of the projected increase in traffic volumes on Danville’s arterial streets will be the result of growth outside of the Town boundaries.

Communities throughout the Bay Area are evaluating how the transportation system might accommodate growth while still meeting the greenhouse gas reduction targets established by AB 32. Taking an exclusively “supply side” approach—in other words, widening roads and adding travel lanes—would be costly and unsustainable. Effective solutions require additional investment in public transportation, bicycle facilities, and pedestrian facilities, as well as more efficient use of existing roadways.

The shifting distribution of regional growth is expected to impact travel conditions throughout Contra Costa County and - as a consequence - the quality of travel within Danville. Forecasts conducted as part of the General Plan Update found that traffic volumes on I-680 through Danville are projected to increase by 30 to 40 percent between 2010 and 2035. This is more than triple the projected rate of job and household growth in Danville during this period. A larger share of freeway traffic will be passing through the Town to destinations elsewhere.

Increased freeway congestion may result in more “cut-through” traffic on Danville streets. Camino Tassajara will be impacted by traffic from destinations as far away as Livermore and the Central Valley, while Camino Ramon, Danville Boulevard, and San Ramon Valley Boulevard will be impacted by motorists avoiding I-680 during congested periods. At the same time, traffic patterns in the Town may change as older sites within Danville redevelop with more intensive uses.

Figure 15 shows the daily traffic volumes on major streets projected for the year 2035.⁵ The forecasts have been calculated using a travel demand model, a computerized forecasting

tool which projects traffic volumes based on assumptions about land use and socioeconomic changes. These changes take into consideration the potential for additional jobs and households at various locations in Danville, plus the potential for growth in other communities using forecasts from CCTA and ABAG. Planned improvements to the transportation system are also considered in the model.

The General Plan traffic model is intended to illustrate the “big picture” for future traffic conditions and is based on the cumulative effects of growth throughout Danville and the region. More detailed traffic studies will be required to address localized impacts as individual development projects are proposed.

Comparing **Figures 12** and **15** highlights those roads where the greatest increases in traffic are expected to occur. The increases are partially due to the growth of “pass-through traffic” (i.e., trips with origins and destinations outside of Danville). A larger number of commuters are projected to use Danville’s roads to avoid congestion on I-680. This could require additional signage, speed limit enforcement, and traffic calming measures on roads such as Camino Ramon and La Gonda Way to discourage cut-through trips.

Figure 16 indicates projected Year 2035 Levels of Service (LOS) at the seven intersections covered by the biennial Transportation Service Objectives (TSO) Monitoring Report. The data can be compared with **Figure 13**, which shows conditions as of 2010. Three of the intersections are projected to exceed the adopted Countywide standards by 2035. These intersections are Sycamore Valley Road at San Ramon Valley Boulevard (PM peak), Sycamore Valley Road at I-680 southbound ramps (PM peak), and Sycamore Valley Road at I-680

⁵ Although the General Plan has a horizon year of 2030, the traffic model is based on conditions for 2035. For traffic modeling purposes, the Town of Danville was presumed to reach “buildout” in 2030, but continued growth outside the Town but within the region was presumed for 2030-2035. In addition, the traffic model is based on a forecast which considered a slightly higher rate of household growth and lower rate of job growth within the Town. Thus, as a measurement of projected conditions for 2030, the model is conservative.

northbound ramps (AM peak). General Plan policies strive to reduce congestion by encouraging alternate modes of travel and supporting land use patterns which reduce the number and length of vehicle trips.

Future Level Of Service Objectives

Level of Service (LOS) “D” (and in some cases LOS “E” on Routes of Regional Significance) will remain Danville’s operational standard for reviewing traffic impacts and determining necessary roadway/intersection improvements.

However, the Town may modify this standard on particular road segments and at particular intersections to account for the impacts of traffic generated in other communities (such as San Ramon) on Danville roadways.

Even where LOS D remains the standard, the Town will consider service to bicyclists, pedestrians, and transit users when new development is evaluated and when measures to mitigate impacts on travel are developed. Mitigation of identified problems may vary depending on street classification, land use, density, and/or the types of activities in the area.

Bicycle And Pedestrian Circulation

Improvements to Danville’s bicycle and pedestrian trail system will continue to be an important part of the Town’s Capital Improvement Program. The need for such improvements has been clearly identified in the 2009 Countywide Bicycle and Pedestrian Plan (Countywide Plan) and the Town’s 2006 Parks, Recreation, and Arts Strategic Plan.

The Countywide Plan identifies “pedestrian districts,” including Downtown Danville, where additional investment in sidewalks, crosswalks, curb ramps, streetscape improvements, trails, and bicycle facilities will be prioritized. The Plan also includes a map of the future countywide bike network. While no new routes are shown in Danville, the Plan indicates extensions of existing routes into nearby areas such as Dougherty Valley.

The Countywide Plan also emphasizes ways bicycling can be better integrated into the

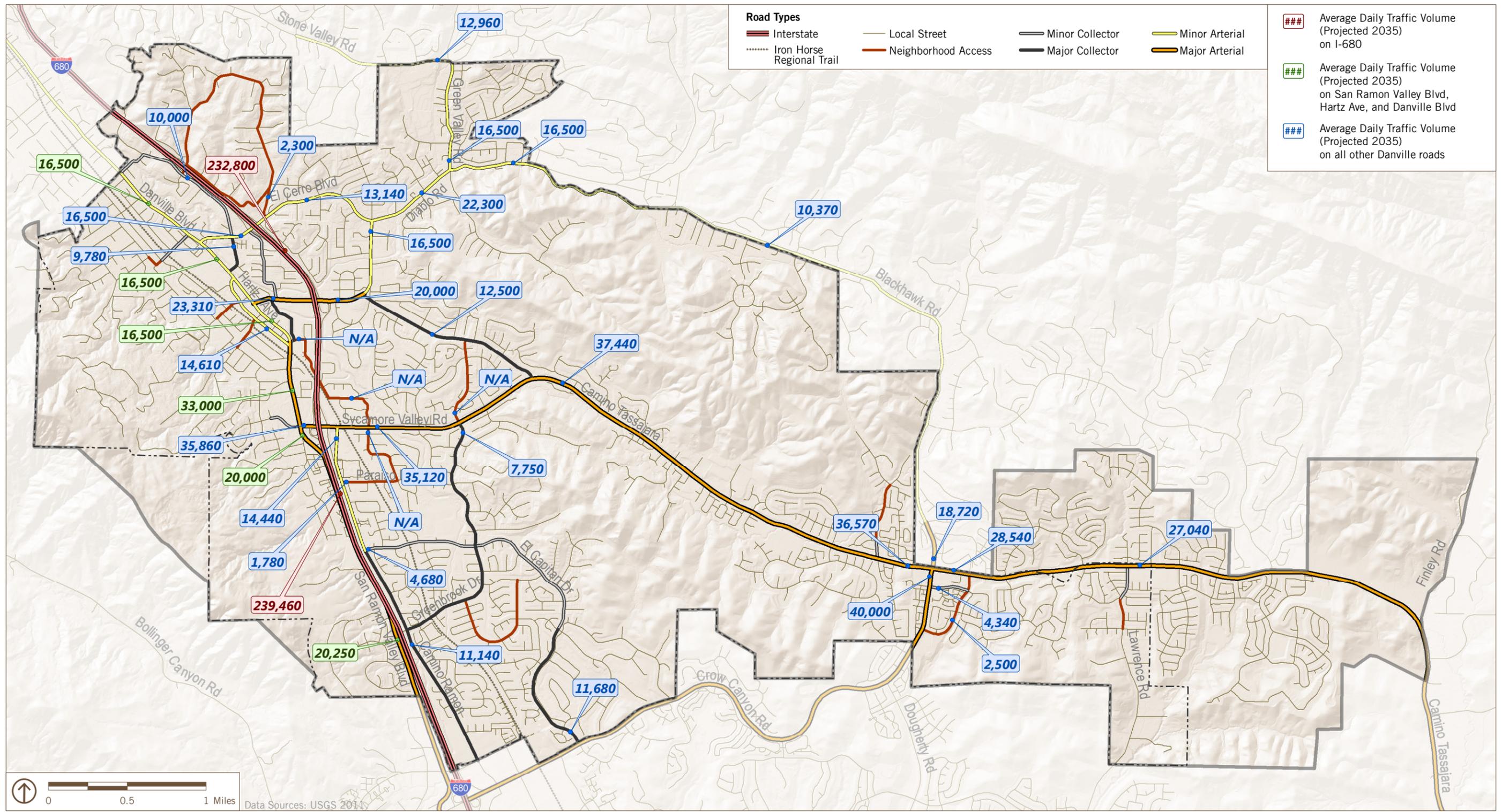
transportation system. This includes improving bicycle access to public transit, increasing the supply of secure bicycle parking, providing more bicycle support facilities (such as changing rooms and showers in workplaces), promoting bicycle travel, and improving bicycle safety. The Countywide Plan also suggests that local governments adopt guidelines and standards (such as zoning regulations) which ensure that new development and renovation projects support walking and bicycling.

The Town is encouraged to support projects consistent with the Countywide Plan. These include:

- A bike/ walkway along Diablo Road from Green Valley Road to Mt. Diablo Scenic Boulevard (requires additional right-of-way dedication and construction by private parties).
- Camino Tassajara improvements from Sycamore Valley Road to the eastern Town limit and Crow Canyon Road improvements from Camino Tassajara to the southern Town limit, including sidewalks and bicycle facilities.
- Extension of the Camino Tassajara bike lane from the eastern Town limit toward Dublin (a County project).

Improving connectivity between the Sycamore Valley Park and Ride Lot and Downtown Danville is another priority, although this is not explicitly stated in the Countywide Plan. Likewise, the Town supports grant funding for a bicycle/pedestrian bridge on the Iron Horse Trail at Sycamore Valley Road. In addition to investing in these major improvements, the Town should continue to provide for improvements such as signalized crossings, bike lockers, and bike racks in its capital improvement programming. The private sector should be strongly encouraged to participate in these efforts through partnerships and new publicly-accessible bicycle parking facilities.

Additional recommendations are included in the Town of Danville’s 2006 Parks, Recreation, and Arts Strategic Plan. The two major priorities identified in that Plan are:



Town Limit
 Planning Area Boundary

FIGURE 15
PROJECTED TRAFFIC VOLUMES (2035)

FIGURE 16

**PROJECTED (YEAR 2035) INTERSECTION OPERATIONS ON
ROUTES OF REGIONAL SIGNIFICANCE ⁽¹⁾**

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C (2)	LOS (3)	V/C (2)	LOS (3)
Danville Blvd. / Railroad Ave. / Hartz Ave.	0.81	D	0.76	C
San Ramon Valley Blvd. / Railroad Ave. / Hartz Way	0.85	D	0.88	D
San Ramon Valley Blvd. / Sycamore Valley Rd.	0.73	C	0.91	E
I-680 Southbound Ramps / Sycamore Valley Rd.	0.66	B	0.90	E
I-680 Northbound Ramps / Sycamore Valley Rd.	0.95	E	0.73	C
Sycamore Valley Rd. / Camino Tassajara	0.85	D	0.73	C
Crow Canyon Rd.-Blackhawk Rd. / Camino Tassajara	0.83	D	0.76	C

- Footnotes: (1) Analysis used 2035 horizon to align with CCTA traffic model, but General Plan is based on an assumed 2030 horizon year. Town assumed to reach buildout in 2030, with continued growth in background traffic due to regional growth between 2030 and 2035.
- (2) V/C = Volume-to-capacity ratio
- (3) Level of service (LOS) is based on the volume-to-capacity ratio according to the Contra Costa Transportation Authority's Technical Procedures.

Sources: Fehr and Peers, 2011

- Closing gaps on the Sycamore Creek Trail, thereby linking housing developments along Sycamore Valley Road and Camino Tassajara to Downtown Danville, while also improving access to schools and parks in this corridor.
- Improving the Green Valley Creek Trail, connecting Mt. Diablo State Park to Monte Vista High School, Los Cerros Middle School, Green Valley and Vista Grande Elementary Schools, Oak Hill Park, and Downtown Danville.

Some of the gaps in the existing trail system may be completed pro-actively through capital improvements. Other gaps may be closed through project mitigation requirements when development occurs on nearby sites. Other bicycle and pedestrian priorities include facilitating Downtown connections, including a “river walk” in the vicinity of the Danville Library. Improved directional signage and a continued emphasis on bicycle and pedestrian safety are also high priorities.

Transit Service in Danville/ Transportation System Management

Danville will continue to pursue transit service improvements, with a focus on three primary user groups:

- Commuters, including residents commuting out of Danville to work and those commuting into Downtown Danville for work.
- Persons without access to a motor vehicle, including students and lower income households.
- Those with special transportation needs such as the elderly and disabled.

Because funding for transit is very limited, it is important that solutions are practical and respond to the land uses and demographics of the community. County Connection service has decreased in recent years while the rate of auto ownership in Danville has increased. Reversing

these trends will require creative approaches that redefine what we conventionally think of as “public transportation”.

New types of service should be explored to supplement the traditional fixed route services along Danville Boulevard/ Railroad Avenue/ San Ramon Valley Boulevard and I-680. These could include demand-responsive dial-a-ride services, car-sharing programs, and potentially a circulator bus that loops from the Sycamore Valley Road Park and Ride Lot through Downtown Danville.

Demographic projections suggest that a majority of Danville residents will continue to commute to jobs in other cities in the future. Thus, increases in express bus service from Danville to the BART stations and nearby employment centers will be needed. As these services increase, the adequacy of the Sycamore Valley Park Road and Ride Lot will need to be evaluated. The lot already is used as an informal pick up spot for corporate vans and shuttles, and could see higher demand and use in the future.

The Park and Ride Lot is also the point of arrival for persons taking express buses from the BART stations into Danville, either to go to work (in Downtown Danville) or to shop and patronize local businesses. Pedestrian connections from the Park and Ride Lot to Downtown should be improved. As noted above, a circulator bus or van could provide a connection from the lot into Old Town and other nearby destinations.

Transit can become a more attractive option if bus waiting areas are well designed and located, and the buses themselves are comfortable and reliable. Bus service can also be improved if the number of transfers to reach destinations is reduced, and if service is coordinated with other modes of travel, such as BART.

The availability of funding continues to be the most challenging issue facing transit operations. The Town of Danville will continue to advocate for the maintenance of existing transit services and stable sources of funding for future services. The Town should also ensure that any funds invested in transit are reinforced by land use decisions which make the most of these investments. The broadest

range of options possible should be considered to provide the routing and service frequency needed to make transit a viable alternative to driving.

Public transit services will continue to be supplemented by ridesharing and vanpooling programs, including those implemented through the County’s Transportation Demand Management Program (511 Contra Costa). These include employer programs for telecommuting and flexible work schedules, reduced transit fare programs, school ride matching programs, and incentives which create alternatives to solo occupancy driving. The TRAFFIX program should also be continued, with school buses used to reduce peak hour congestion around school campuses.

Potential Mass Transit Corridors Affecting Danville

Growth in travel demand in the San Ramon Valley will increase the potential for development of a separate right-of-way that can accommodate some form of high occupancy travel mode, such as a bus way or light rail service. This would serve

many of the through-trips projected to occur between the areas north of the San Ramon Valley (Central and East Contra Costa County) and major employment centers such as Bishop Ranch and Hacienda Business Parks.

The Town’s position is that mass transit should only be considered within the Interstate 680 right-of-way, provided detailed ridership and travel demand studies are completed before the type and route of the transit system are finalized. As stated previously in this Chapter, the Town does not consider the Iron Horse Trail to be appropriate for development as a mass transit route.



Iron Horse Regional Trail. Photo courtesy of Paige Green.

C. GOALS AND POLICIES

The goals and policies in this section are organized under six major headings:

- Multi-Modal Circulation System
- Complete Streets
- Transportation Choice
- Integrating Land Use and Transportation
- Mobility and Neighborhood Quality
- Regional Leadership

GOAL: MULTI-MODAL CIRCULATION SYSTEM

Goal 11: *Provide a safe, efficient multi-modal circulation system.*

POLICIES: MULTI-MODAL CIRCULATION		IMPLEMENTATION MEASURES
11.01	Support balanced transportation improvements which make all modes of travel more efficient, attractive, convenient, and safe.	<ul style="list-style-type: none"> • Capital Improvement Program • Engineering Design Standards
11.02	<p>Maintain a clear hierarchy of streets and trails for planning and design purposes.</p> <p><i>Streets are the foundation of Danville’s circulation system. As indicated in Figure 11, the Town’s streets are designated as major and minor arterials, major and minor collectors, neighborhood access streets, and local streets. Design standards for each street type help to ensure that multiple modes of travel are safely and efficiently accommodated.</i></p>	<ul style="list-style-type: none"> • Circulation System Map • Engineering Design Standards
11.03	Implement physical and operational improvements to improve the transportation system. Such improvements should be: (1) consistent with the need to preserve the character of residential streets and neighborhoods; (2) sensitive to the requirements of bicycles and pedestrians; and (3) consistent with the goal of encouraging alternative modes of travel, whenever feasible.	<ul style="list-style-type: none"> • Capital Improvement Program • Engineering Design Standards • Circulation System Map
11.04	Evaluate planned road improvements based on adjacent land uses, street function, and the desired character of the street in addition to access, safety, and engineering considerations.	<ul style="list-style-type: none"> • Capital Improvement Program

POLICIES: MULTI-MODAL CIRCULATION		IMPLEMENTATION MEASURES
11.05	<p>Ensure that new development pays its fair share of transportation improvement costs and includes reasonable and effective measures to mitigate its impacts on transportation.</p> <p><i>(See also the Growth Management section of Chapter 3 for additional policies on transportation fees and impacts.)</i></p>	<ul style="list-style-type: none"> • Development Review • CEQA • Transportation Improvement Fees
11.06	<p>Create a connected circulation system in which it becomes easier to walk or bicycle from one point in Danville to another. On cul-de-sacs and dead-end streets, encourage pedestrian and bicycle paths that extend through to nearby streets, making it easier to reach destinations such as schools, parks, shopping, and public transit.</p> <p><i>This policy supports the concept of “connectivity” in Danville’s transportation network. The idea is to reduce travel distances by eliminating barriers and providing less circuitous routes. In general, grid street patterns provide better connectivity than curvilinear streets and cul-de-sacs. However, even in suburban settings, neighborhoods can become better connected through paths and walkways, bicycle and pedestrian bridges, and openings in fences or walls.</i></p> <p><i>(See also Policy 1.13 in Chapter 3 prohibiting gated communities in Danville.)</i></p>	<ul style="list-style-type: none"> • Development Review • Engineering Design Standards • Capital Improvement Program
11.07	<p>Reduce traffic hazards on Danville’s roadways through design, signage, enforcement of traffic laws, and traffic safety education. Accident data (including data for pedestrian and bicycle accidents) should be monitored to identify problem locations and to allow prioritization of safety improvements.</p>	<ul style="list-style-type: none"> • Pavement Management Program • Traffic Safety Program • Street Smarts
11.08	<p>Maintain roadways and traffic control devices in safe and effective operating condition.</p>	<ul style="list-style-type: none"> • Pavement Management Program • Traffic Safety Program • Neighborhood Traffic Management Program
11.09	<p>Implement parking management strategies in Downtown Danville which meet the needs of local businesses, patrons, residents, and employees.</p>	<ul style="list-style-type: none"> • Downtown Parking Management Plan

POLICIES: MULTI-MODAL CIRCULATION		IMPLEMENTATION MEASURES
11.10	<p>Recognize the special needs of persons with mobility limitations, including youth, seniors, and persons with disabilities, in the planning and operation of Danville’s transportation system and services.</p>	<ul style="list-style-type: none"> Local Transit Plan Intergovernmental Coordination Traffic Safety Program
11.11	<p>Support the use of technology to improve mobility within Danville.</p> <p><i>This could include:</i></p> <ul style="list-style-type: none"> <i>Physical improvements to the transportation system which enable more efficient operations, such as synchronized traffic signals, traffic signal interconnects, and real-time information on travel times.</i> <i>Battery back-ups so signals remain functional during power outages</i> <i>Technologically advanced tools for enforcement of traffic regulations.</i> <i>Internet-based programs, such as smart phone applications for ride-sharing, or on-line membership services for bike-sharing.</i> <i>Other tools to make travel safer, more convenient, and more efficient.</i> 	<ul style="list-style-type: none"> Development Review Engineering Design Standards Capital Improvement Program

GOAL: COMPLETE STREETS

Goal 12: *Create walkable neighborhoods and shopping areas, with streets that safely and comfortably accommodate pedestrians, bicyclists, and transit users as well as motor vehicles.*

POLICIES: COMPLETE STREETS		IMPLEMENTATION MEASURES
12.01	<p>Design major roadways to function as “complete streets” which balance the needs of automobiles with the needs of pedestrians, bicyclists, transit users and other forms of travel.</p> <p><i>The above policy responds to the mandate of Assembly Bill 1358, which requires communities to design streets for multiple users and not just for cars and trucks.</i></p>	<ul style="list-style-type: none"> Engineering Design Standards

POLICIES: COMPLETE STREETS		IMPLEMENTATION MEASURES
12.02	Require design measures to accommodate access by pedestrians, bicycles, and transit within new development, and to provide connections to adjacent development.	<ul style="list-style-type: none"> • Development Review • Downtown Plan/Ordinance
12.03	Provide a pleasant and safe environment for pedestrian movement. <i>(See also Policies 17.14, 17.15, 17.17, and 17.21 in Chapter 5 on trails.)</i>	<ul style="list-style-type: none"> • Street Beautification Guidelines • Downtown Plan/ Ordinance • Street Smarts
12.04	Provide additional directional and destination signage for motorists, bicyclists, pedestrians, and transit users.	<ul style="list-style-type: none"> • Wayfinding and Signage Master Plan
12.05	Limit the number of curb cuts and other access points along arterial streets to avoid congestion and improve traffic pedestrian safety.	<ul style="list-style-type: none"> • Development Review • Traffic Safety Program • Engineering Design Standards
12.06	Consider allowing narrower streets and private streets when it can be demonstrated that public safety and emergency access concerns can be adequately addressed.	<ul style="list-style-type: none"> • Development Review • Engineering Design Standards
12.07	Close gaps in the Town's bicycle and pedestrian trail system in order to create a more fully connected, logical, comprehensive system of facilities for non-motorized transportation.	<ul style="list-style-type: none"> • Parks, Recreation, and Arts Strategic Plan (includes Danville Bike Plan) • Countywide Bike and Pedestrian Master Plan • Capital Improvement Program • Complete Streets
12.08	Ensure the provision of adequate bicycle support facilities, such as bicycle parking, at all major bicycle usage locations. <i>Opportunities to partner with private businesses to develop additional bicycle parking facilities should be identified and implemented. Such facilities would benefit businesses while supporting the Town's goal of encouraging non-motorized transportation.</i>	<ul style="list-style-type: none"> • Parks, Recreation, and Arts Strategic Plan • Countywide Bike and Pedestrian Master Plan • Development Review • Bicycle Monitoring Program • Complete Streets

POLICIES: COMPLETE STREETS		IMPLEMENTATION MEASURES
12.09	<p>Seek grant funding for capital improvements which enhance travel choices, improve connectivity, and make it easier to walk or bicycle within Downtown Danville.</p> <p><i>These improvements could include such projects as textured and lighted crosswalks, curb extensions which reduce pedestrian crossing widths, sidewalks, streetscape improvements, landscaping, signage, and similar capital projects.</i></p>	<ul style="list-style-type: none"> • Grant Funding • Complete Streets • Capital Improvement Program
12.10	<p>Ensure that parking areas are designed to facilitate safe pedestrian access between parking spaces, sidewalks, and building entrances. In pedestrian-oriented areas such as Downtown Danville, parking for new commercial uses should generally be located behind the building rather than between the building and the front lot line.</p> <p><i>(See also Goals 3 and 4 and associated policies in Chapter 3 relating to parking.)</i></p>	<ul style="list-style-type: none"> • Development Review • Design Guidelines • Capital Improvement Program
12.11	<p>Recognize the benefits of walking and bicycling to public health and the overall livability of Danville.</p>	<ul style="list-style-type: none"> • Parks, Recreation, and Arts Strategic Plan • Street Smarts • Safe Routes to School
12.12	<p>To the extent permitted by law, ensure that the Town’s transportation improvement fees may be used to support pedestrian, bicycle, and transit improvements as well as road improvements.</p>	<ul style="list-style-type: none"> • Transportation Improvement Fees

GOAL: TRANSPORTATION CHOICE

Goal 13: *Create viable transportation alternatives to the single occupant automobile.*

POLICIES: TRANSPORTATION CHOICE		IMPLEMENTATION MEASURES
13.01	<p>Support an expanded bus transit system in Danville which is integrated with surrounding communities and coordinated through CCCTA (County Connection) and other transportation agencies in the Tri-Valley area.</p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Local Transit Plan • TRAFFIX
13.02	<p>Encourage private and quasi-public transit services which complement the County Connection public transit system, such as shuttle buses, circulators, deviated fixed route services, and corporate vanpools.</p> <p><i>Such services can effectively expand the reach and frequency of the transit system, making it more practical to travel without using a single passenger automobile. Some of these services operate on an on-demand basis and others may operate on a regular schedule.</i></p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Local Transit Plan
13.03	<p>Support the development of passenger amenities which facilitate transit use, such as information on scheduled arrival times and appropriately located bus stops.</p>	<ul style="list-style-type: none"> • Local Transit Plan • Street Beautification Guidelines • Downtown Plan/ Ordinance
13.04	<p>Encourage ridesharing, car and vanpooling, infrastructure improvements (such as the Sycamore Valley Road Park and Ride Lot) and services which jointly reduce the need to travel by single-occupant automobile.</p>	<ul style="list-style-type: none"> • Transportation Systems Management Measures • Intergovernmental Coordination • TRAFFIX
13.05	<p>Create and maintain a safe, effective system of bikeways, including an integrated network of off-road bicycle trails, dedicated on-road bicycle lanes and signed bicycle routes along Danville streets.</p> <p><i>This should include opportunities for pedestrian and bicycle crossings across San Ramon Creek, enhancing access to Downtown Danville.</i></p>	<ul style="list-style-type: none"> • Parks, Recreation, and Arts • Strategic Plan • Countywide Bike and Pedestrian Master Plan • Capital Improvement Program

POLICIES: TRANSPORTATION CHOICE		IMPLEMENTATION MEASURES
13.06	Review all planned road improvement projects to ensure that the needs of pedestrians, bicyclists, and persons with special needs are considered.	<ul style="list-style-type: none"> • Capital Improvement Program • Parks, Recreation, and Arts Strategic Plan
13.07	Support educational programs which promote bicycle and pedestrian safety, and the health benefits of bicycling and walking.	<ul style="list-style-type: none"> • Street Smarts • Safe Routes to School
13.08	Support the concepts of car-sharing and bike-sharing as an alternative mode of travel.	<ul style="list-style-type: none"> • Development Review • Downtown Plan/ Ordinance
13.09	<p>Improve access to Downtown Danville for transit-dependent workers, seniors, and persons traveling without an automobile.</p> <p><i>This could include better connections between the Sycamore Valley Road Park-and-Ride Lot and Downtown, and improved paratransit for seniors and others with mobility limitations who rely on downtown services and businesses.</i></p>	<ul style="list-style-type: none"> • Grant Funding • Local Transit Plan

GOAL: INTEGRATING LAND USE AND TRANSPORTATION

Goal 14: *Integrate land use and transportation planning to increase the viability of alternative transportation modes, minimize vehicle trips, reduce trip lengths, and make more efficient use of the transportation system.*

POLICIES: INTEGRATING LAND USE AND TRANSPORTATION		IMPLEMENTATION MEASURES
14.01	Coordinate development planning with the capacity of the transportation system and coordinate the planning of the transportation system with existing and planned land uses.	<ul style="list-style-type: none"> • Circulation System Map • Capital Improvement Program • Transportation Improvement Fees • Measure J Compliance

	POLICIES: INTEGRATING LAND USE AND TRANSPORTATION	IMPLEMENTATION MEASURES
14.02	<p>Require site-specific traffic studies for development that is likely to generate significant volumes of traffic. If such studies indicate that the development could cause the Town's transportation standards to be exceeded, require modifications to the project and/or impose transportation improvement requirements which ensure that these standards are maintained.</p>	<ul style="list-style-type: none"> • Development Review • CEQA
14.03	<p>Maintain level of service (LOS) standards for Danville streets which balance vehicle speed and travel time objectives with other considerations, such as the safety and comfort of pedestrians, bicyclists, and transit users. Standards may vary according to roadway function and the character of surrounding uses.</p> <p><i>LOS standards for designated Routes of Regional Significance will be consistent with those established by the Contra Costa Transportation Authority. On local roads, LOS "D" will remain the threshold, except in locations (to be specifically identified through the CEQA process) where the Town determines that LOS D cannot be maintained due to traffic originating outside of Danville.</i></p>	<ul style="list-style-type: none"> • Development Review • Intergovernmental Coordination • CEQA
14.04	<p>Promote pedestrian-oriented mixed use development in appropriate locations, including residential, commercial, and employment activities that are easily accessible by foot, bicycle, or transit.</p>	<ul style="list-style-type: none"> • Development Review • Downtown Plan/Ordinance • Zoning Ordinance
14.05	<p>As a means of reducing peak hour trips, encourage owner/resident operated home occupations and telecommuting from home where the business is not perceptible from the exterior of the home.</p> <p><i>(See also the Sustainability section of Chapter 6 for additional policies on reducing vehicle miles traveled, and Policy 1.14 in Chapter 3 for additional policies on home occupations.)</i></p>	<ul style="list-style-type: none"> • Zoning Ordinance
14.06	<p>Support the development of incubator office space with shared technology, administrative, and support services for the benefit of Danville residents with workplace flexibility. This can provide an effective way to reduce commute distances and freeway congestion, while also supporting local businesses and reducing commercial vacancy rates.</p>	<ul style="list-style-type: none"> • Zoning Ordinance • Economic Development Strategy • iHUB Initiative

POLICIES: INTEGRATING LAND USE AND TRANSPORTATION		IMPLEMENTATION MEASURES
14.07	<p>Support the use of parking lots which can be shared by multiple users, particularly for activities with different peak demand times.</p> <p><i>This could include shared parking lots for public uses, such as local schools and Town parks, as well as private uses such as Downtown offices (who use the spaces during the day) and restaurants (who use the spaces in the evening). It could also include the designation of additional commuter parking spaces or satellite parking spaces within parking lots that are underutilized during commute hours.</i></p>	<ul style="list-style-type: none"> • Downtown Parking • Management Plan • Development Review
14.08	<p>Allow reduced parking requirements for projects which are likely to have lower rates of vehicle use (such as senior housing) or which include shared parking facilities or other provisions which reduce off-street parking needs.</p>	<ul style="list-style-type: none"> • Zoning Regulations • Development Review

GOAL: MOBILITY AND NEIGHBORHOOD QUALITY

Goal 15: *Reduce the adverse effects of vehicle traffic on Danville’s neighborhoods and natural environment.*

POLICIES: MOBILITY AND NEIGHBORHOOD QUALITY		IMPLEMENTATION MEASURES
15.01	<p>Ensure that transportation projects are designed and constructed in a manner that conserves and protects the environment and the quality of Danville neighborhoods.</p>	<ul style="list-style-type: none"> • Development Review • CEQA • Engineering Standards
15.02	<p>Implement neighborhood traffic management measures, including physical changes and traffic control devices which increase neighborhood livability and street ambiance, discourage through traffic on residential streets, discourage speeding, and/or ensure vehicle, pedestrian, and bicycle safety.</p>	<ul style="list-style-type: none"> • Development Review • Neighborhood Traffic Management Program • Capital Improvement Program • Engineering Standards
15.03	<p>Require the design of streets in new development areas to incorporate traffic calming features.</p>	<ul style="list-style-type: none"> • Engineering Standards • Development Review • Neighborhood Traffic Management Program

POLICIES: MOBILITY AND NEIGHBORHOOD QUALITY		IMPLEMENTATION MEASURES
15.04	Improve major collectors and arterials in a way that minimizes cut-through traffic on residential streets.	<ul style="list-style-type: none"> • Private Street Policy • Circulation System Map • Capital Improvement Program • Transportation Improvement Fees
15.05	Minimize impacts of large public transit vehicles in neighborhoods while maintaining or improving levels of transit service.	<ul style="list-style-type: none"> • Circulation System Map • Local Transit Plan
15.06	Maintain and enforce regulations on construction traffic which ensure vehicle safety, limit the potential for nuisance conditions, and reduce conflicts with adjacent uses and traffic patterns.	<ul style="list-style-type: none"> • Development Review • CEQA
15.07	Improve awareness of the location of parking lots in and around Downtown Danville to reduce searching for parking and to encourage motorists to “park once” when arriving Downtown by car.	<ul style="list-style-type: none"> • Downtown Parking Management Strategy • Wayfinding and Signage Master Plan
15.08	Provide for the safe, efficient movement of goods and services on Danville’s roads while maintaining the town’s high quality of life and residential character. Through truck-traffic should be strongly discouraged on Danville thoroughfares.	<ul style="list-style-type: none"> • Municipal Code Sec. 8-5 (Commercial Vehicles)
15.09	Identify and implement additional measures which reduce traffic congestion around Danville’s school campuses while ensuring safe, efficient transportation for students, parents, and faculty.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Grant Funding • TRAFFIX • Street Smarts

GOAL: REGIONAL LEADERSHIP

Goal 16: *Provide leadership and advocacy for improved transportation planning at the local, sub-regional, and regional levels.*

POLICIES: REGIONAL LEADERSHIP		IMPLEMENTATION MEASURES
16.01	<p>Work with other agencies, including neighboring cities, Contra Costa County, TVTC, CCTA, SWAT, County Connection, Caltrans, and MTC on multi jurisdictional transportation issues affecting Danville.</p> <p><i>(See also the Growth Management section of Chapter 3 for additional policies on traffic forecasting and regional transportation planning.)</i></p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Measure J Compliance
16.02	<p>Participate in regional transportation systems management (TSM) programs and maintain a consistent local program.</p> <p><i>TSM programs aim to reduce peak hour congestion by promoting alternatives such as bicycling, public transportation, carpools, vanpools, and telecommuting.</i></p> <p><i>(See also the Growth Management section of Chapter 3 for additional information.)</i></p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Transportation Systems Management Measures
16.03	<p>Work closely with the County and other involved agencies to ensure that the Interstate 680 right-of-way shall be the route for any future light rail or equivalent mass transit system. Any investment in fixed-route transit shall avoid adversely affecting the residential character of Danville’s neighborhoods and Danville’s street system.</p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Local Transit Plan
16.04	<p>Encourage regional and sub-regional transportation agencies to consider local land use policies and growth management strategies when examining proposals for new transportation facilities.</p>	<ul style="list-style-type: none"> • Intergovernmental Coordination • Dougherty Valley Settlement Agreement • Measure J Compliance

POLICIES: REGIONAL LEADERSHIP		IMPLEMENTATION MEASURES
16.05	Continue working with the Contra Costa Transportation Authority and Tri-Valley Transportation Council to develop and monitor Multi-modal Transportation Service Objectives (MTSOs) which consider the performance of the transportation system for different modes of travel.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Measure J Compliance
16.06	Coordinate transportation planning with emergency service providers to ensure the safety of residents and the ability for continued rapid emergency response.	<ul style="list-style-type: none"> • Intergovernmental Coordination
16.07	Link the local bicycle and pedestrian trail system to the regional system to provide improved access to regional destinations, public transit, and open space.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Capital Improvement Program
16.08	Work with regional agencies, advocacy groups, and nearby communities to promote special events and programs that encourage walking and bicycling (such as “walk to school” days and “bike to work” days).	<ul style="list-style-type: none"> • Intergovernmental Coordination • Parks, Recreation, and Arts Strategic Plan • Countywide Bicycle & Pedestrian Plan • Safe Routes to School • Street Smarts
16.09	Support continued bus access from Danville to BART stations, Amtrak, Altamont Commuter Express, and other rail systems.	<ul style="list-style-type: none"> • Intergovernmental Coordination

IMPLEMENTATION STRATEGY

The goals and policies in the Mobility Element will be implemented with a variety of techniques.

The key implementation measures are listed below. Some of these measures are unique to this Chapter and others also apply to other Chapters but have a transportation component that is covered here. Recommended actions are described at the end of each section where appropriate.

For ease of reference, the measures are listed in alphabetical order.

BICYCLE MONITORING (PROPOSED ACTION)

The Town supports continued monitoring of bicycling activity in Danville to promote bicycle use, undertake appropriate improvements, and ensure bicycle safety. An October 2011 study recorded 2,000 bicycle trips on a typical summer Saturday in Downtown Danville alone. The study found that additional bicycle parking is needed Downtown. This type of data can substantiate grant requests and help the Town qualify for funding for bicycle infrastructure.

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five year period in Danville. It includes cost estimates, the phasing of specific improvements and associated costs, and financing methods. Road, bicycle, pedestrian and streetscape improvements are among the most important parts of the CIP and help implement General Plan policies.

Proposed Revisions or Actions:

The Town will continue to update its CIP annually. It is likely that improvements to existing streets will be added in future cycles. Projects which improve pedestrian and bicycle circulation are particularly important. These could include smaller-scale improvements such as crosswalks and curb extensions, as well larger-scale improvements such as new trails and pedestrian/bicycle bridges.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that transportation impacts be considered and mitigated as appropriate when new development is proposed. The Town will continue to follow all mandated environmental review procedures as established by CEQA and its implementing regulations. In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

Proposed Revisions or Actions:

The Town should review its CEQA Guidelines and update them as needed to reflect the policies set forth in this General Plan. The Town's CEQA Guidelines should also reflect the emphasis on complete streets, including provisions for pedestrians, bicyclists, and transit.

(See also Chapters 3 and 6 Implementation sections for additional CEQA-related actions)

CIRCULATION SYSTEM MAPS

The Circulation System Maps show the locations of major streets and highways, bike and pedestrian facilities, and the location/alignment of transportation systems management facilities such as the park and ride lot. The Maps are the official guides for future transportation-related capital improvements and right-of-way dedication requirements. They have been prepared in tandem with the Town's Land Use Map, to ensure that future transportation improvements support the proposed development pattern.

COMPLETE STREETS (PROPOSED ACTION)

All cities and towns in the Bay area must adopt such a resolution to be eligible for state and federal funds administered by the Metropolitan Transportation Commission (MTC).

The Town's Complete Streets Resolution is supported by General Plan policies which ensure that future investments in Danville's circulation

system will balance the needs of motorists with the needs of pedestrians, bicyclists, and transit users. The Town is committed to considering the mobility needs of all users in the design, construction, and operation of streets. The General Plan's emphasis on connectivity, safety, and neighborhood traffic

management are important parts of the Town's Complete Streets policy.

The text box below provides an overview of MTC's requirements for a Complete Streets Resolution.

COMPLETE STREETS IN DANVILLE

In May 2012, the MTC and ABAG boards adopted Resolution 4035 requiring local governments to formally adopt a "Complete Streets Policy" by January 31, 2013. Having such a policy will become a prerequisite for receiving certain state and federal transportation funds. This requirement is an implementation of the Complete Streets Act of 2008 (AB 1358), which requires the General Plan Mobility Element to contain provisions for a balanced multi-modal network of streets, roads, and highways for safe and convenient travel in a manner that is suitable and based on local conditions.

The "Complete Streets" design concepts are not new to the Town of Danville, as the Town has been designing and constructing its transportation network with all users in mind. Consistent with MTC requirements, the Mobility Element incorporates Complete Streets principles:

1. **Serve all Users:** All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, wherever possible while promoting safe and accessible operations for all users.
2. **Context Sensitivity:** Transportation projects will be sensitive to their surrounding context, contribute to Danville's sense of place, and be designed with opportunities for community input.
3. **Multi-Departmental Approach:** All Town departments whose missions affect the Town's roadway system will incorporate a complete streets approach in their projects and activities.
4. **Comprehensive Application:** The complete streets philosophy applies not only to the construction of new roads but also the reconstruction, repaving, and retrofitting of existing roads, and the construction of privately built roads intended for public use.



Camino Tassajara. Photo courtesy of Paige Green.

COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN

Contra Costa County adopted a revised Bicycle and Pedestrian Plan in 2009. The Plan includes a map of the countywide bicycle network, with a number of routes passing through Danville. It includes goals and policies to make walking and bicycling a safer and more practical way to travel. The 2009 Plan replaced a Plan initially adopted by the County in 2003. The new Plan refined the earlier Plan’s vision, goals and policies; outlined a new approach for spending Measure J pedestrian, bicycle and trail funds; incorporated new regional, state, and federal policies; presented updated data on existing conditions; and refined the list of projects, programs and actions. The Plan includes chapters on pedestrian facilities, bicycle facilities, support programs, and other tools for local agencies.

Proposed Revisions or Actions:

The Town of Danville will amend its 2006 Parks, Recreation, and Arts Strategic Plan so it is consistent with the 2009 Countywide Plan.

(See also the text under “Parks, Recreation, and Arts Strategic Plan” in this section for additional information.)

DESIGN GUIDELINES

Design guidelines address many aspects of the transportation network, including the location and layout of parking areas, the design of streetscapes and pedestrian areas, ingress and egress to properties, and the relationship between buildings and streets. Since its incorporation, Danville has adopted streetscape and entry guidelines, Downtown Street Beautification Guidelines, and other guidelines which shape the character of the roadway network.

DEVELOPMENT REVIEW

The design of local and collector streets and their orientation to arterial streets is a major element of the development review process. The Town requires private developments to include street and bikeway designs that meet Town engineering standards and do not cause significant off site traffic problems. Needed off site improvements are financed through Transportation Improvement Program fees and through special assessments.

DOUGHERTY VALLEY SETTLEMENT AGREEMENT

The Dougherty Valley Settlement Agreement was approved by Danville, Contra Costa County, San Ramon, and the developer parties of interest on May 11, 1994. The Agreement contains a number of transportation-related measures, including specific level of service standards; requirements for developers to construct or fund certain traffic improvements; a list of mandatory transportation related efforts; preparation and adoption of remediation plans; and dispute resolution measures. Most terms of the Settlement Agreement will expire when the Dougherty Valley reaches buildout.

DOWNTOWN PLAN AND ORDINANCE

The Downtown Redevelopment Plan and Downtown Master Plan identified a significant number of parking and circulation related improvements within Downtown Danville. Some of these improvements have been completed and others remain to be done. The Downtown Business District Development Ordinance provides additional guidance relating to parking, street landscaping, and pedestrian amenities.

Proposed Revisions or Actions:

The General Plan encourages the expansion of Old Town Danville along North Hartz Avenue, potentially creating greater parking demand in this area. Revisions to the Downtown Master Plan and Street Beautification Guidelines should be

completed to address this impact.

In addition, the Downtown Plan and Ordinance should be revised to reflect the emerging vision that Railroad Avenue should be a more pedestrian-oriented street that complements Hartz Avenue and is a more integral part of Old Town Danville. Land use regulations, streetscape design, and traffic planning for the street should be adjusted accordingly. Future Capital Improvement Plans should recognize the need for safe, high-visibility pedestrian crosswalks in Downtown Danville, including additional mid-block crossings on Railroad Avenue. The Downtown Plan should also address ways to improve pedestrian, bicycle, and transit access between the Sycamore Valley Park and Ride and Downtown Danville.

DOWNTOWN PARKING MANAGEMENT PLAN

In 2010, the Town approved a Plan to improve parking for Downtown business patrons by redirecting employee parking to the perimeter of the Downtown area. The Plan is part of a broader Economic Development Strategy to promote Downtown Danville's businesses. The Plan adjusts hourly limits on parking and modifies the Employee Permit Parking Program to apply higher fees for parking in high-demand areas. The Plan also addresses licensing of valet parking, parking enforcement, and other parking-related topics.

Proposed Revisions or Actions:

The Downtown Parking Management Strategy will be periodically updated to respond to future development approvals, transportation improvements, economic conditions, Downtown business needs, changes to the Downtown Business District Ordinance, and/or future parking supply and demand studies. Additional information on the Downtown Parking Management Plan may be found in the Implementation section of Chapter 3.

ECONOMIC DEVELOPMENT STRATEGY (INCLUDING IHUB)

(See Chapter 3 (Economic Development) for discussion)

ENGINEERING DESIGN STANDARDS

The Town of Danville has adopted engineering standards for the design of streets, sidewalks, bicycle lanes, and other elements of its transportation system. The standards specify road and lane widths, turning radii and other geometrics, access requirements, maximum grades, pavement thickness and design, and other features that ensure the safe, efficient operation of the system. The standards are revised from time to time based on changing technologies, design objectives, and priorities.

Proposed Revisions or Actions:

The Town's design standards will be reviewed to ensure that they support the Complete Streets principles identified in the General Plan. If necessary, the standards should be revised to better support bicycle and pedestrian travel, and to facilitate transit use.

GRANT FUNDING

State and federal grants provide an important source of funding for transportation improvements, often supplementing local sources.

Proposed Revisions or Actions:

The Town will continue to compete for a variety of transportation-related grants, including those supporting bicycle and pedestrian improvements.

INTERGOVERNMENTAL COORDINATION

Intergovernmental coordination is an especially important part of the Town's transportation policies and programs. Danville regularly coordinates with the Contra Costa Transportation Authority (CCTA), the Southwest Area Transportation Committee (SWAT), and the Tri-Valley

Transportation Council (TVTC). The provision of bus transit and access to BART are regional issues which require that Danville is active both in central Contra Costa County and the Tri Valley area.

Proposed Revisions or Actions:

Future transportation planning will involve other cities and the County, as well as agencies such as CCTA. Future plans will emphasize multi-modal circulation, including new bikeways, pedestrian ways, and transit facilities as well as street improvements. The Town will also continue working with San Ramon and Caltrans to provide for the two-phase installation of auxiliary lanes along Interstate 680 through Danville and San Ramon as well as other transportation projects that may be proposed in the future.

LOCAL TRANSIT PLAN (PROPOSED ACTION)

The Town should work with the County Connection and other transportation service providers to identify and develop appropriate policies and programs to address the transit needs of Danville residents and businesses. Two separate functions should be addressed:

- Local access to schools, shopping/ commercial areas, and institutional/public buildings
- Out-of-area commute service and regional connections.

Transit planning should consider alternatives to fixed-route service, as well as the feasibility of a Downtown "Circulator," shuttles, and other services which respond to local needs in a cost-effective way. Local transit planning should place a high priority on improving connections between the Sycamore Valley Park Road and Ride Lot and Downtown Danville. Because of funding constraints, future transit plans may have to place a greater emphasis on niche markets such as seniors, students, and the Downtown Danville workforce. County Connection services may not be sufficient to meet the needs of these markets, and the Town may need to seek consult additional entities to

achieve its transit frequency and service goals.

MEASURE J COMPLIANCE

Measure J includes a number of transportation-related requirements, including the adoption of traffic level of service standards for Routes of Regional Significance and the adoption of a Transportation Systems Management (TSM) Ordinance by each jurisdiction in the County (with some exceptions for smaller cities). The Routes of Regional Significance are subject to additional requirements, including traffic monitoring, Action Plans, and programs to fund development-related improvements. The Action Plans include specific steps to be implemented by participating jurisdictions (including Danville) such as capital improvements, TSM measures, and land use policies.

MUNICIPAL CODE

Section 8-5 of the Danville Municipal Code regulates commercial vehicles, including trucks and trailers. It defines truck routes in Danville and establishes limitations on the use of trucks on all other streets. The Code provides exceptions for Town vehicles, trucks making local deliveries and trucks responding to emergencies.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Town adopted the Neighborhood Traffic Management Program in 1996. The Program promotes the safety and livability of Danville neighborhoods through a citizen-based approach to traffic calming. The Program is designed to educate and empower neighborhoods with tools to evaluate, develop, and implement traffic management solutions.

Proposed Revisions or Actions:

The Town should continue to implement its Neighborhood Traffic Management Program. New techniques of traffic calming should be identified and used as appropriate.

PARKS, RECREATION, AND ARTS STRATEGIC PLAN – TRAILS SECTION

Danville's Parks, Recreation, and Arts Strategic Plan includes provisions for trails and bikeways. The Strategic Plan describes the importance of bicycle travel for recreational and transportation purposes and also shows existing and proposed routes. These routes are consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan, a document incorporated by reference into the Strategic Plan. Danville's Plan recognizes that the Town's trail system is part of a regional network that links Danville to parks, employment centers, transit facilities and other destinations beyond the Town's boundaries.

Proposed Revisions or Actions:

The Countywide Bicycle and Pedestrian Plan was updated in 2009. Danville's 2006 Strategic Plan will be amended to reflect the changes and provide current, internally consistent direction on bicycle facility plans and other bicycle-related programs. The trails component of the Strategic Plan should be expanded to ensure that it captures the full range of projects and priorities expressed by the Countywide Plan. New concepts such as bike sharing, and public-private partnerships to increase the supply of bicycle parking, should be explored. The Strategic Plan should also advance the concept of a "river walk" along San Ramon Creek, with a potential pedestrian and bicycle bridge connecting new multifamily residential development along Diablo Road to the Danville Library area.

PAVEMENT MANAGEMENT PROGRAM

The Town of Danville Pavement Management Program provides maintenance history and pavement condition index (PCI) data for public streets in Danville using software provided by the Metropolitan Transportation Commission. The pavement maintenance schedule depends on funding allocations through the Town's annual Capital Improvement Program and takes into

consideration pavement condition, location and the type of maintenance application.

Proposed Revisions or Actions:

Street cuts by utility companies are regulated by Danville’s Municipal Code. To preserve the quality of Danville’s streets and limit disruption of traffic, the Town adopted a street cut ordinance consistent with the Countywide model. The ordinance should be reviewed and updated on a regular basis. In addition, the Town will explore ways to use its PCI data more strategically. This could include targeting a minimum standard and developing a program to ensure that the standard is achieved and maintained. PCI data should be used to guide the Capital Improvement Program and prioritize future projects for funding.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The RTIP is a comprehensive listing of federally-funded transportation capital projects for the Bay Area. The Metropolitan Transportation Commission (MTC) prepares the RTIP at least once every four years, taking into consideration financial constraints and regional transportation planning documents prepared by MTC with input from local governments. The 2011 RTIP contained 966 projects in the nine-county Bay Area, totaling \$11 billion.

Proposed Revisions and Actions:

The Town will continue to develop proposals for new local multi-modal transportation improvements and will work with MTC and CCTA to place these projects in the RTIP for funding.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are intended to improve safety and accessibility to schools and reduce air pollution and traffic around school campuses. They require sustained efforts by parents, schools, community leaders and government to improve the health and well-being of children by enabling and encouraging them to walk or bicycle to school. SRTS has been funded by

Congress and administered by the Federal Highway Administration since 2005.

STREET BEAUTIFICATION GUIDELINES

Street Beautification Guidelines have been prepared by the Town to provide guidelines for landscaping and beautification. Implementation of the Guidelines occurs through the CIP process, where specific projects receive priority for funding, and in the development review process, where the Guidelines may be imposed upon a proposed development.

Proposed Revisions or Actions:

The Street Beautification Guidelines and the Beautification Guidelines for the Downtown area will be reviewed and be updated as needed to more effectively implement the General Plan and the Downtown Plan.

STREET SMARTS

Street Smarts is a partnership between the Town of Danville, the City of San Ramon, Contra Costa County, the San Ramon Valley Unified School District, the San Ramon Valley Council of PTAs, and other community partners. The purpose of the program is to increase traffic safety education through community events, school activities, neighborhood initiatives, and other public outreach measures.

TRAFFIC MONITORING PROGRAM

A traffic monitoring program has been implemented on key streets to comply with the requirements of Measure J and the level of service standards in the Growth Management Element. The Monitoring Program requires periodic traffic counts and traffic studies to evaluate the impacts of proposed development projects on Routes of Regional Significance. If these road segments or intersections are projected to operate below mid range of level of service “D” (a volume capacity ratio of 0.83 to 0.87) following build out of such development, then the developer must undertake

or finance needed improvements to mitigate the impacts. If such mitigation is infeasible, the scale of the development must be reduced accordingly.

Proposed Revisions or Actions:

The Town's traffic monitoring program will be reviewed to ensure that it implements Level of Service Objectives. Adjustments to acceptable Levels of Service may be needed to reflect anticipated traffic volumes and "gateway" constraints on Camino Tassajara to the east of Danville.

TRAFFIC SAFETY PROGRAM

The Town monitors traffic accident data and other indicators of hazardous conditions to determine safety conditions on Danville streets. This information provides the basis for weight and speed limits, enforcement, and traffic control devices to improve traffic safety.

TRAFFIX

TRAFFIX is a congestion relief program aimed at school-related traffic. The program was initiated in 2009 using a portion of the Measure J half-cent sales tax proceeds. A schedule and network of bus routes have been established serving various elementary, middle, and high schools in Danville, San Ramon and Contra Costa County. Parents pay a fee to register their children in the program. The service eliminates the need for students to be dropped off and picked up in individual vehicles, thereby reducing congestion and vehicle idling on streets in and around school campuses.

TRANSPORTATION IMPROVEMENT FEES

In 1984, the Town adopted the Commercial Transportation Improvement Program (CTIP) requiring new commercial and office development to pay a fee to offset impacts upon local transportation improvements. The CTIP fee helps finance needed improvements to Downtown Danville's road network. In 1986 the Town adopted the Residential Transportation Improvement Program (RTIP) requiring the payment of a RTIP

fee for each new residential unit for the financing of townwide transportation improvements. Both fees are adjusted periodically. In addition, several other transportation mitigation fees are in place. The 1994 Dougherty Valley Settlement Agreement established a two-tier fee for transportation improvements. In 1996, the Town executed a joint powers agreement with Contra Costa County and the City of San Ramon establishing Southern Contra Costa (SCC) Fee Areas and adopting SCC regional and SCC sub-regional fees for road improvements.

In addition, the Town works with the Tri-Valley Transportation Council (TVTC) to evaluate the impact of projected land uses on regional transportation infrastructure and to establish a cost nexus between future development and the need for transportation improvements. TVTC's plans and studies evaluate the relationship between future development in Danville, needed improvements and facilities, and the estimated costs of those improvements and facilities. This information is used to support a Tri-Valley Transportation Development Fee (TVTDF) which is collected from new development and disbursed to fund local transportation improvements. The TVTDF is periodically updated based on changing land use plans, development proposals, and transportation conditions.

Proposed Revisions or Actions:

Periodic adjustment of the TVTDF will continue to be required to reflect the rising costs and levels of improvements needed.

TRANSPORTATION SYSTEMS MANAGEMENT MEASURES

As noted earlier in Chapter 4, the Town has taken steps to manage congestion, reduce vehicle miles traveled, and make the most efficient use of the existing circulation system. These measures are generally described as Transportation System Management (TSM) measures. The Town participates in the Contra Costa County 511 program, which includes such TSM measures as vanpools, carpools, park and ride lots, guaranteed

rides home, and ramp meters along the freeways. Under Contra Costa County Measure J, local governments are required to adopt a local ordinance or resolution implementing TSM practices. Local TSM ordinances are required to be consistent with the CCTA model ordinance.

Danville first adopted a Transportation Demand Management Ordinance in 1991. The ordinance was replaced by a Transportation Systems Management Ordinance in 1997. The Ordinance encourages alternatives to single-occupancy driving. Its activities are directed at employees of both private businesses and the Town government itself.

The Town also participates in the South West Area Transportation Committee of the CCTA and the Tri-Valley Transportation Council, both of which deal with transportation demand management on a sub-regional basis.

Proposed Revisions or Actions:

The Town will support efforts by CCTA, MTC, and other regional transportation partners to expand TSM methods using the internet, smart phones, and emerging technologies. Such methods include mobile applications (“apps”) for casual carpooling, ridesharing, real-time transit arrivals and departures, traffic conditions, and other tools to improve transportation efficiency.

WAYFINDING AND SIGNAGE MASTER PLAN

The Town is preparing a master Wayfinding Signage program intended to guide travelers from Interstate 680 to public facilities, Downtown Danville, and municipal parking areas. The program also will guide pedestrian travel within Downtown. It will establish universal design standards for signage that are reflective of Danville’s identity and it will address safety, maintenance, street-level visibility, and other considerations. The program is part of a broader economic development effort to attract shoppers and promote tourism in Danville.

ZONING ORDINANCE

The zoning ordinance contains numerous provisions affecting transportation, including the Town’s parking and loading standards. Article X of the Zoning Code addresses transportation improvement requirements for new development.

(See also the Implementation sections of Chapters 3 and 6 for additional recommendations related to the Zoning Ordinance.)



TRAFFIX student transportation service. Photo courtesy of Rebecca Elliott.