

City of Walnut Creek

Citywide TDM Requirements

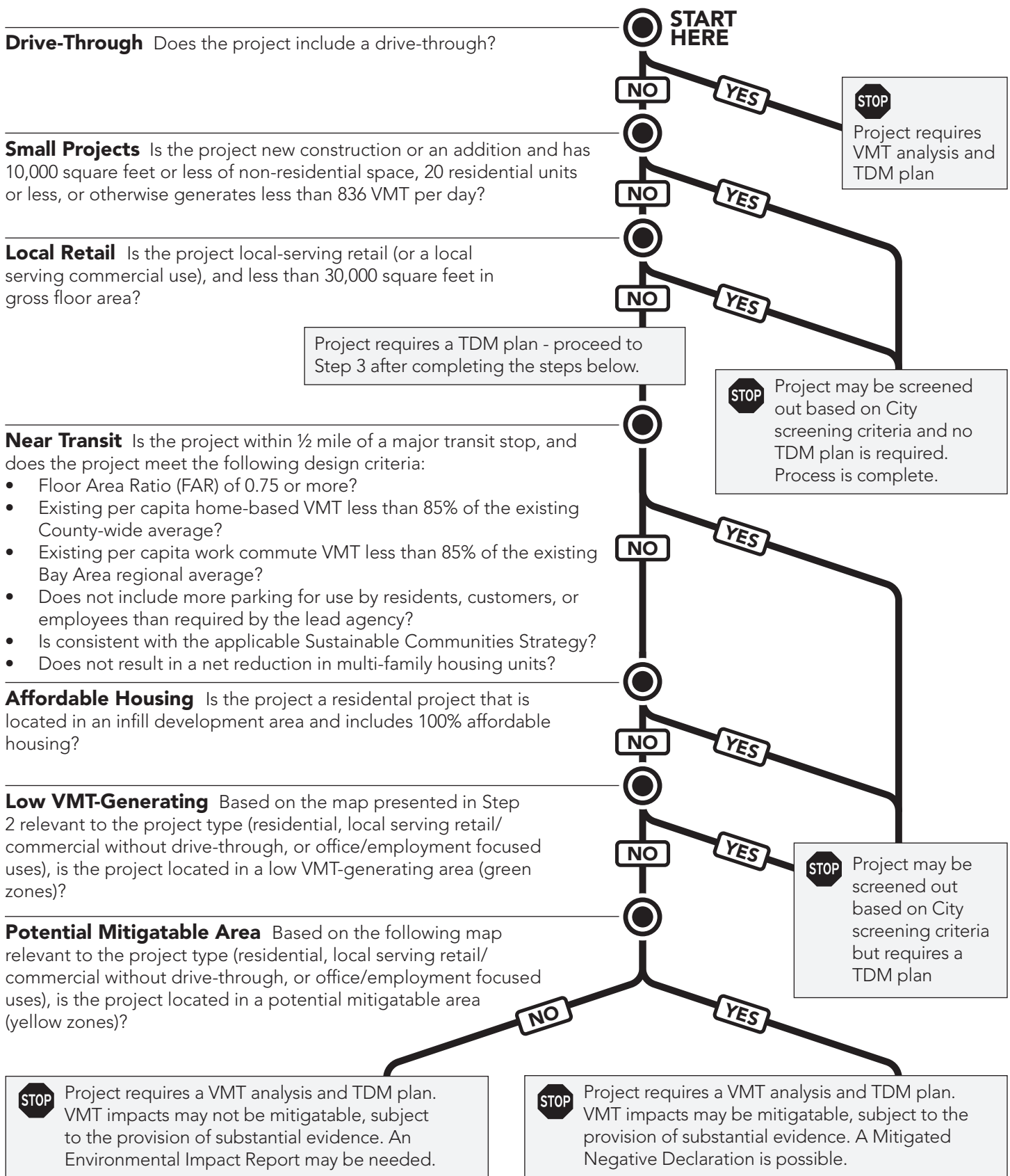
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prepared by

FEHR & PEERS

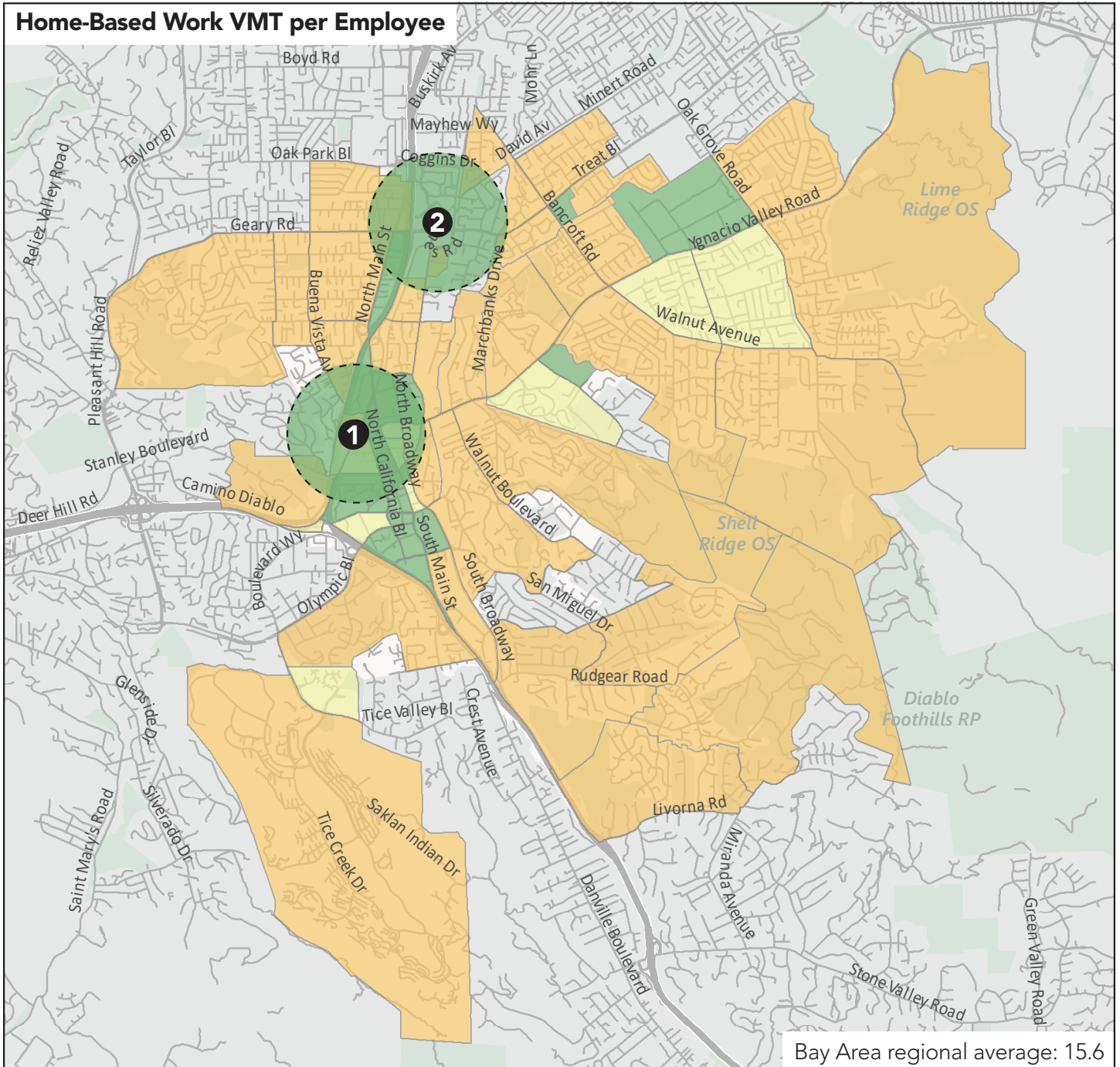


Step 1: Transportation CEQA Process



* See City of Walnut Creek's *Transportation Analysis Guidelines* for more information on these steps

Step 2: VMT Maps (Employee)



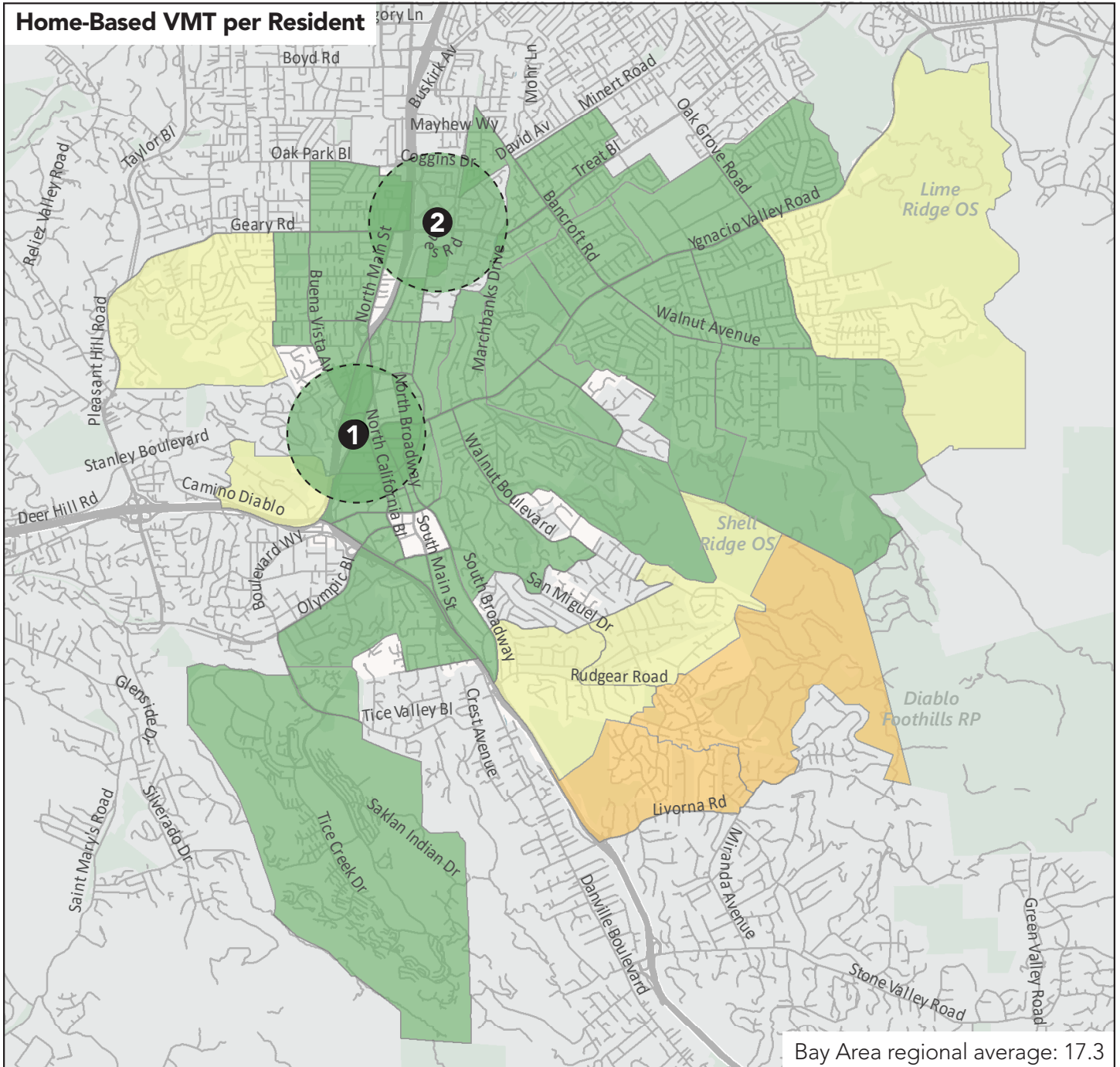
Legend

Data from Contra Costa County Travel Demand Model

- 85% or less than regional/countywide average
- Between 85% and 100% of regional/countywide average
- Above average
- ① Walnut Creek BART
- ② Pleasant Hill BART
- 1/2-mile station buffer

*These values were calculated using the 2020 base year if the August 2020 version of the Contra Costa County Transportation Authority (CCTA) travel demand model. This model incorporates 'Big Data' to account for inter-model trips. **These values should be updated with new baseline CCTA model information as it becomes available.**

Step 2: VMT Map (Resident)



Legend

Data from Contra Costa County Travel Demand Model

- 85% or less than regional/countywide average
- Between 85% and 100% of regional/countywide average
- Above average
- 1/2-mile station buffer
- 1** Walnut Creek BART
- 2** Pleasant Hill BART

*These values were calculated using the 2020 base year if the August 2020 version of the Contra Costa County Transportation Authority (CCTA) travel demand model. This model incorporates 'Big Data' to account for inter-model trips. **These values should be updated with new baseline CCTA model information as it becomes available.**

Step 3: Draft Menu of TDM Measures

Key

Effectiveness of Measure

Measures are sorted by effectiveness (**HIGH** ●●●, **MEDIUM** ●●, or **LOW** ●) (**SUPPORTIVE**) denotes measures that meet planning best practices, but whose effectiveness is unknown for a setting like Walnut Creek; additional study is required to establish their effectiveness.



Measure Applicability Based on Location

All measures may be applicable throughout the City, but marked as most appropriate for areas in green, yellow, or gold in the maps from Step 2.

Project/Site Level Strategies

These strategies can influence travel behavior for residents, employees, and visitors to a project.

HIGH ●●● Increase diversity of land uses	HIGH ●●● Increase density	HIGH ●●● Increase transit accessibility	MEDIUM ●● Encourage tele-commuting
LOW ● Implement car-sharing program	LOW ● Subsidize transit passes	(SUPPORTIVE) Reduce parking supply and unbundle parking	(SUPPORTIVE) On-site TDM Coordinator
(SUPPORTIVE) Support micro-mobility and bike sharing	(SUPPORTIVE) Provide real-time transit information	(SUPPORTIVE) Way-finding Signage	(SUPPORTIVE) Improve existing pathways to meet design standards
(SUPPORTIVE) Collaborate with app-based ridehail services for first/last mile connections	(SUPPORTIVE) Implement employee parking "cash-out"	(SUPPORTIVE) Provide short- and long-term bike parking and supporting services	
(SUPPORTIVE) Implement a commute trip reduction program (commercial uses only)	(SUPPORTIVE) Add affordable housing	(SUPPORTIVE) Provide on-site childcare	(SUPPORTIVE) Provide delivery services

Individual development projects have limited ability to implement these strategies, but may be able to contribute to established strategies through site design or off-site measures via citywide fee programs. These strategies generally have a low effectiveness, which increases when applied to a large population/neighborhood.

Community Level Strategies

MEDIUM ●● Market price public parking (on-street)	LOW ● Increase transit service frequency and speed	LOW ● Micro-mobility share program	LOW ● Incentivize trips by active transportation
LOW ● Traffic calming measures and low-stress bike network improvements	LOW ● Subsidize transit passes	(SUPPORTIVE) Vision Zero education strategies	(SUPPORTIVE) Incentivize non-vehicular tourism

* Additional information on measures with quantifiable VMT reductions is provided in Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines (May 2021).