

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

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April 9, 2018

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Mr. Rob Bartoli
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Cypress Point – January 2018 Cypress Point Traffic Analysis Draft

Dear Mr. Rob Bartoli:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Cypress Point project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the January 2018 Draft Traffic Analysis.

Project Understanding

Currently in the pre-application process, the Cypress Point project proposes the construction of a 71-unit affordable housing community consisting of 16 one-bedroom, 38 two-bedroom, and 18 three-bedroom units contained in two-story structures with dedicated open space and walking trails on a 10.875-acre site (currently zoned PUD-124). The project would minimally require a rezoning and Coastal Development Permit (CDP). All except the manager's unit will be rented to individuals earning less than 80% area median income (AMI).

Access to the project site would be provided by a driveway on Carlos Street, near the intersection with Sierra Street. The project site is close to the intersection of State Route (SR) 1 and Carlos Street. Improvements to SR 1 intersections may be necessary to accommodate increased vehicle, transit, pedestrian, and bicycle trips associated with the project. The geometry, topography, and coastal proximity of the site present challenges.

State Route 1 Challenges

This project is located on Carlos Street approximately 500 feet from the Carlos Street/SR 1 intersection. There are multiple constraints affecting SR 1 in this area that must be addressed to accommodate project traffic. These include:

- SR 1 functions both as a high-speed arterial and serves as de-facto main streets for multiple towns and settlements along the corridor.
- Right-of-way (ROW) constraints and topography limit options for the Carlos Street/SR 1 intersection.
- SR 1 has limited accommodations for transit users, cyclists, and pedestrians in this area.
- Sight distance and potential turning movement conflicts limit the options for intersection improvements.
- Accessing the coast or existing southbound SamTrans Route 17 bus stop, which runs on one-hour headways, requires crossing SR 1 at an unsignalized intersection.
- Accessing the northbound SamTrans route 17 bus or the community of Montara requires walking along the shoulder of SR 1 for approximately 0.15 miles.

Proposed Improvements

To address the issues described above, the Draft Traffic Analysis recommends restricting traffic at the following SR 1 intersections:

- Carlos Street; emergency vehicles only between project driveway and SR 1,
- 16th Street, eastbound and westbound approaches; right turns only,
- Vallemar Street/Etheldore Street, eastbound and westbound approaches; right turns only.

The project also proposes to convert the SR 1/California Avenue/Wienke Way intersection from two-way stop controlled into a roundabout or signalized intersection.

Travel Demand Analysis

As noted above, the Draft Traffic Analysis recommends restricting traffic at SR 1 intersections with Carlos Street, 16th Street, and Vallemar Street/Etheldore Street. Please clarify how the proposed traffic patterns will impact nearby intersections. The proposed movement restrictions require a traffic study that re-assigns the prohibited movements to alternate intersections using peak hour volumes in each scenario. Turning movements for all project scenarios should be evaluated, as well as storage capacity. Please also clarify if trucks can make a U-turn at these intersections and provide necessary analysis. The intersection analysis with the proposed project trip assignments to the SR 1 intersections listed below should be provided for all project scenarios for our review and comment.

- 14th Street (Referred to in Draft Traffic Analysis as intersection #1),
- Vallemar Street/Etheldore Street (#6),
- California Avenue/Wienke Way (#7).

Please provide traffic analysis using Synchro/Simtraffic models and include the level of service (LOS), delays, and 95th percentile queuing from the Simtraffic Model in addition to the travel time for the intersections listed below. As there is concern that queuing vehicles may lead to

turning movement conflicts, and these types of operational concerns are not exempt under the California Environmental Quality Act (CEQA), SR 1 intersections should be evaluated for adequate storage capacity for left-turn movements.

- SR 1 and 14th Street (#1),
- SR 1 and Vallemar Street / Etheldore Street (#6),
- SR 1 and California Avenue/Wienke Way (#7), which should be analyzed as a five-leg intersection. Please clarify the volume of traffic from Wienke Way and provide an Intersection Control Evaluation (ICE) that provides justification for the project-proposed signal-control-intersection as opposed to roundabout intersection control,
- Carlos Street and California Avenue (#8), and
- Carlos Street & Etheldore Street.

Multimodal Planning

The needs for bicycle, pedestrian, and transit infrastructure improvements in the area exceed the scope of this project, however, the Lead Agency should identify interventions and funding mechanisms to mitigate the cumulative need for these facilities in the area and adopt a plan for implementation. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation.

The Lead Agency should evaluate alternatives including the construction of a class I multi-use path adjacent to SR 1 from Carlos Street to 14th Street, construction of a Pedestrian Hybrid Beacon and high-visibility crosswalk at the 14th Street intersection, and the relocation of the SamTrans Route 17 southbound bus stop to that location across from the existing northbound stop. Pedestrian access to existing sidewalks could be improved by connecting the project with the existing sidewalk on Sierra Street as noted in the Draft Traffic Analysis as Recommended Improvement TRAF-5A.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5a: Rural Towns** where location efficiency factors, such as community design, are moderate to high and regional accessibility is low. The project site is in the unincorporated community of Moss Beach, adjacent to the border with Montara. The outlying location of the project site relative to local population centers, the natural barriers created by area topography, and the limited bicycle and pedestrian facilities in the area significantly limit car-free mobility. Given the place type and size of the project, it should consider a robust Transportation Demand Management (TDM) Program including the elements below to reduce VMT and greenhouse gas emissions.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies for residents on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Emergency Ride Home program;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).

The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Design

Any proposed non-standard design feature (such as inadequate sight distance) will have to be approved by a Fact Sheet for Exceptions to Mandatory and/or Advisory Design Standards prior to implementation. Caltrans looks forward to the opportunity to review the full plan sets of proposed improvements.

Lead Agency

As the Lead Agency, the County of San Mateo is responsible for all project mitigation, including any needed improvements to the STN.

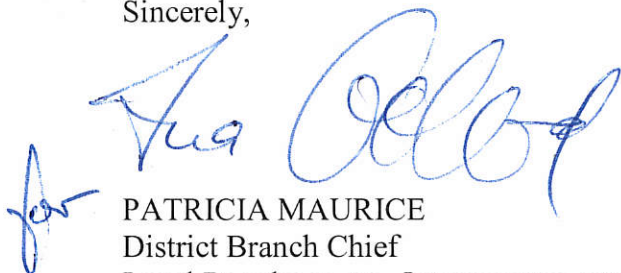
Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Mr. Rob Bartoli, County of San Mateo
April 9, 2018
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review