

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

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Jill Ekas, Community Development Director
501 Main Street
Half Moon Bay, CA 94019

Re: Half Moon Bay Hyatt Place Project + Draft Environmental Impact Review (DEIR)

Dear Jill Ekas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Half Moon Bay Hyatt Place Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the July 2022 DEIR.

Project Understanding

The project includes a proposed hotel with up to 129 guest rooms and ancillary features (bicycle rentals) on a 5-acre project site in the City of Half Moon Bay (City), San Mateo County (County). A surface parking lot for hotel guests and employees is proposed along the northern and eastern sides of the site. The guest rooms and ancillary features would be situated generally easterly on the site in a north south direction. The western portion of the site would be maintained as open space, comprising up to 39 percent of the project site. The construction of roads, utilities, amenities (pool, fitness center, etc.), and ancillary services associated with the hotel are considered as a part of the project. The project is near Highway 1.

Vehicle Miles Traveled (VMT) and Operations Analysis

Per the DEIR, this project is found to have a less-than-significant VMT impact with mitigation through a Transportation Demand Management (TDM) program, including an Airport Guest TDM measure that calls for an 'Airport/Coastal Shuttle'. However, it is unclear whether the airport/coastal shuttle would be able to meet guest demand and be financially feasible. Based on Table 4.15-6, with 79 daily airport guest trips at 29 miles per guest, the VMT reduction was only reduced by 378 – which equates to ~13 guest

trips using the shuttle daily. This measure indicates it may function as a tourist shuttle as well. Guests who choose not to get a rental car at the airport may opt to use Ridehsharing such as Uber or Lyft, which equates to similar VMT as renting a car. If this is found to be true after TDM monitoring, it may be necessary to find other means to mitigate project-generated VMT.

Regarding the *local guest trips*, the local guest trip length was calculated at four miles (the length of the City of Half Moon Bay). Caltrans requests clarification about the number of local guest trips. It is more likely that this project will appeal to regional guests from the North, East and South Bay area, rather than locals who live less than four miles from this proposed hotel.

For State Transportation Network (STN) operations analysis, please include the intersections of SR-1/SR-92 and SR-92/Main Street in the transportation study intersections. Because 40% of the trips generated from the Project will be to/from the East via SR 92 and 48% will be to/from the North via SR-1, these intersections should be included as study intersections and not a study segment.

Since the study intersections are closely spaced together, analysis of the study intersections should be conducted using Synchro/Sim-Traffic software. Performing the analysis alone in Synchro will only give you the results of the intersections as isolated intersections. Any queue spillback from upstream intersections will not be included with just Synchro and would not give us a proper indication of the traffic conditions within the study area. Analysis of the 95% queues reported should come from the Sim-Traffic report and be included in the Appendix.

Additionally, all scenarios (Existing, Existing plus Project, Background, Background plus Project, Cumulative, Cumulative plus Project) should include 95% queues and available storage capacities to determine if queues are spilling back into upstream intersections. This should be done for all the study intersections legs and per movement within those legs.

Where 95% queues are found to exceed storage limits and/or spill to upstream intersections with Project, mitigation measures need to be provided to reduce its impact on State facilities.

Since study intersection #8 (SR-1/S. Main St.) is a stop-controlled intersection, include the worse approach in Table 4.15-10, 4.15-11, 4.15-13, 4.15-14. This was done for Table 4.15-9 (Existing plus Project), but not for the additional scenario tables.

Tables 4.15-9, 4.15-10, 4.15-11, 4.15-13, 4.15-14 should include 95% queues and storage capacities per direction per movement. Since AM peak, PM peak and Weekend Peak may all have different peak directions, operations for one direction could be

significantly worse than the other off-peak direction of the intersection. Seeing these metrics per direction per movement gives us a better understanding of the transportation operations at the intersections.

Mitigation Strategies

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

To further mitigate this project's VMT impacts, Caltrans strongly supports the construction of the Class Bike II lane and recommends fair share contributions. In Appendix H: Traffic Impact Study, the Executive Summary states that a *Class II bike lane* will connect South Main Street and Seymore Street. Other project documents mention a Class I Multi-Modal path, rather than a Class II. However, the Half Moon Bay Bicycle and Pedestrian Master Plan (2019) calls for a Class II bike lane on Main Street proper, in addition to a Class I along Highway 1. Caltrans strongly supports the construction of this Class II bike lane on Main Street, in addition to the proposed Class I within the 100-foot wetlands buffer. This would further achieve Half Moon Bay's stated vision for active transportation and support Caltrans' vision for a unified multi-modal active transportation network accessible to all users.

Furthermore, Caltrans supports and encourages the TDM measure that proposes reduced nightly rates/parking rates for guests/employees without private vehicles, and the on-site bike share service complete with bicycle helmets and locks free of charge. As noted, these offerings will be most effective only if they are advertised prominently, often, and communicated in advance.

Using a combination of these strategies that are appropriate to the project and the site, these can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity ([link](#)).

Lead Agency

As the Lead Agency, the City of Half Moon Bay is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right of Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Jill Ekas, Director
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse