4.15 TRANSPORTATION AND TRAFFIC

This section describes the existing transportation and traffic circulation patterns in and around the Hyatt Place project (project) site and provides an analysis of the potential transportation and traffic impacts of the project, provides an analysis of potential transportation and traffic impacts as measured by vehicle miles traveled, and proposes mitigation measures to reduce potentially significant impacts associated with transportation and traffic. Information for this section was obtained from the following sources:

- *Traffic Impact Study (TIS)* (W-Trans, January 2022) Included in this EIR as **Appendix H**
- City of Half Moon Bay Local Costal Program & Land Use Plan, 2021
- Half Moon Bay's General Plan Circulation Element, 2013
- San Mateo County Congestion Management Program (CMP), 2021

Project consistency with the 2021 Local Coastal Land Use Plan (LCLUP) is analyzed and included below. The LCLUP was updated and adopted by City Council in October 2020 and certified by the California Coastal Commission (CCC) in April 2021. The updated LCLUP comprises the City's reexamined and updated policy approach for carrying out the Coastal Act in a manner that addresses changed conditions since certification of the 1996 LCLUP.

All documents referenced in the draft Environmental Impact Report (EIR) are available via CD or weblink upon request. The location of the other reference materials is cited at the end of this section. Hard copies of the draft EIR are located at the City of Half Moon Bay, Planning Division, 501 Main Street, Half Moon Bay, CA 94019.

Comments were submitted in response to the Notice of Preparation for this EIR, the following comments were received regarding transportation and traffic and are addressed in the section:

- Concerns regarding general mobility and transportation including:
  - Bus routes, disabled travelers and transit effects, and transit access
  - Class I Multi-Modal path alignment
  - Pedestrians and bicyclists
  - Transportation Demand Management (TDM) Program measures and documentation,
  - Traffic volume scenarios, storage capacity, conformance with updated regulations

  - Impact fees, project coordination measures, fair share contribution and cumulative conditions
  - Right-of-way encroachment
- Concerns regarding weekend traffic on SR-1, SR-92, and in adjacent neighborhoods
- Concerns regarding vehicle and bicycle parking; pedestrian and bicycle safety
- Concerns regarding road infrastructure repairs

As discussed in **Chapter 3.0, Project Description** and below, the project design includes pedestrian and bicycle facilities. The analysis below includes a level of service (LOS) evaluation of key intersections that could be impacted by the project, and a queuing impact analysis is also provided. However, analysis of LOS is not a requirement of CEQA. The City will be evaluating LOS as part of the City policies regarding LOS at key intersections. Additional information regarding LOS evaluation is available in **Appendix H, Traffic Impact Study** of this EIR. These analyses provide information on how the project would affect congestion in the local area. In addition, this section provides an analysis of transportation impacts using vehicle miles traveled (VMT) as now required by the California Environmental Quality Act (CEQA). The use of VMT as a metric and its requirements are described in more detail later in this section.

Parking impacts are not discussed in this section, because evaluation of parking impacts is not a requirement of CEQA. The City will be evaluating parking as part of the application process, and a parking discussion is available in **Appendix H, Traffic Impact Study** of this EIR. For informational purposes only, the project would include 148 spaces, which is greater than either the Half Moon Bay requirement (146 spaces) or the projected parking demand (128 spaces).

4.15.1 INTRODUCTION

Study Area

Study Intersections

The traffic study intersections are shown in **Figure 4.15-1** and include the project site and the adjacent roadway network in Half Moon Bay. This analysis considers the following eight intersections, with four that are signalized and four that are unsignalized:

- State Route 1 (SR-1)/N. Main Street - signalized
- SR-1/State Route 92 (SR-92) - signalized
- Main Street/ SR-92 - signalized

- SR-1/Poplar Street - signalized
- Main Street/Poplar Street - unsignalized
- SR-1/Seymour Street- unsignalized
- Main Street/Seymour Street- unsignalized
- SR-1/S. Main Street- unsignalized

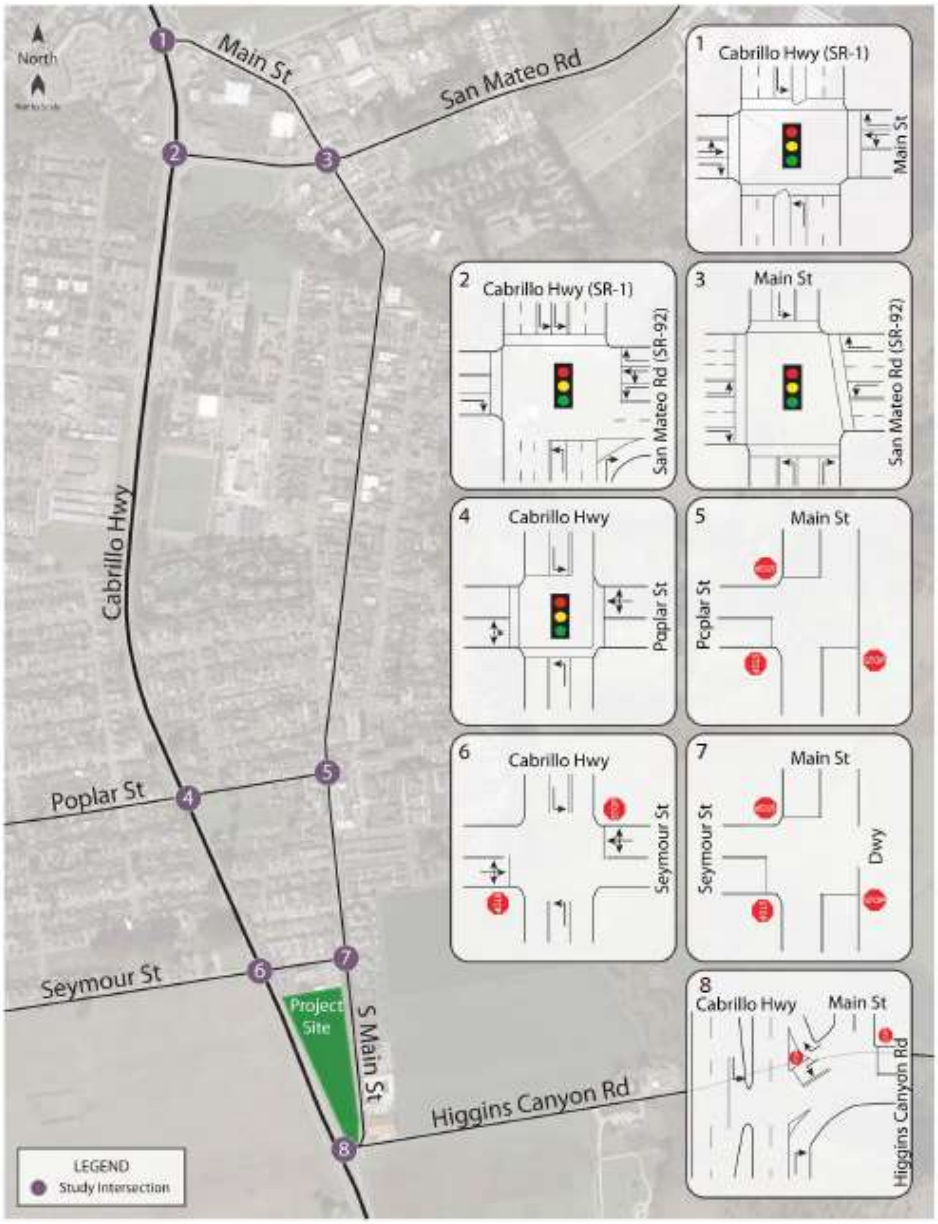
Roadway Segments

In addition to these intersections, the following roadway segments were studied:

- SR-1 from Linda Mar Boulevard to Frenchmans Creek Road
- SR-1 from Frenchmans Creek Road to Miramontes Road
- SR-92 from SR-1 to I-280

Operating conditions during the weekday a.m. (7:00 – 9:00 a.m.), p.m. (4:00 – 6:00 p.m.) and Saturday midday (12:00 p.m. – 2:00 p.m.) peak periods were evaluated to capture the highest potential impacts for the project as well as the highest volumes on the local transportation network. The morning peak (a.m. peak) hour reflects conditions during the home to work commute as well as the school morning drop-off period; the evening peak (p.m. peak) hour typically reflects the highest level of congestion during the homeward bound commute; and the Saturday midday peak represents the period of highest volumes occurring on a weekend attributable to recreational or leisure trips. The roadway segments within the study area are generally expected to increase the daily number of trips, with the lowest number of daily trips generated at SR-1 from S. Main Street to Miramontes Point Road, which would increase by 3 trips, and the highest number of daily trips occurring from J. SR-92 from Main Street to I-280, which would result in 39 trips. For more information regarding the number of daily trips added, see **Table 4.15-7**.

Hyatt Place Half Moon Bay Project



Traffic Impact Study for the Hyatt Place Hotel

W-Trans

Study Area and Lane Configurations Figure **4.15-1**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Pedestrian, Bicycle, and Transit Facilities

The project site is an undeveloped area that does not contain bicycle or pedestrian facilities. Main Street and SR-1 do not include sidewalks or bike lanes in the immediate vicinity of the project site. The primary pedestrian facilities in the project vicinity are located the east side of Main Street. San Mateo County Transit District (SamTrans) provides transit service in Half Moon Bay, including two bus stops in the project vicinity (see **Section 4.15.2, Existing Conditions** below for more detail).

Pedestrian and bicycle facility connectivity would be improved by the project through provision of sidewalks along the street frontages, a Class I Multi-Modal path[1] connecting South Main Street and Seymour Street, secured parking for 30 bikes, and a fleet of bikes owned by the hotel for their guests to use. The proposed Class I Multi-Modal path would be accessible from the intersection of Main Street and SR-1, continuing north to Seymour Street. The multi-use bicycle and pedestrian path would be located within the 100-foot wetlands buffer (an allowable use); however, the path will not be closer than 25 feet of the delineated boundary of the wetlands. Within the project site, bicycles would access the hotel buildings from the multi-use path via a connection to the western area of the parking lot.

Dedicated access for pedestrians would be provided along Main Street with the addition of a new sidewalk. Pedestrian access to the site from Main Street would be adjacent to the vehicular access, nearest to the hotel lobby. A new pedestrian crossing along Main Street is proposed just north of the main vehicular entrance, adjacent to the Coastal Repertory Theater located across Main Street from the project site. In addition to this primary access, pedestrian circulation around the project site would be provided through the interior walking path and interior walkways. Directional and educational signage would also be included along the interior walkways and the multi-use path along the west side.

The project applicant also proposes to provide shuttle service for hotel guests. Shuttle service would connect the hotel with local beaches, points of interest, and downtown areas. The frequency of shuttle service and precise destinations have not yet been determined.

Intersection Analysis Scenarios

Traffic impacts were evaluated for the weekday peak commute periods (i.e., a.m. and p.m.) and Saturday midday peak hours using the following scenarios:

[1] A Class I Multi-Modal path is a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

- *Existing Conditions* – LOS based on existing peak hour volumes and existing intersection configurations.
- *Existing plus Project Conditions* – Existing peak hour volumes plus trips from the project.
- *Background Conditions* – (Existing + Near-Term Growth). Existing plus five years of traffic growth based on an interpolation between the base model and cumulative year model run using the growth projections from the LCLUP.
- *Background plus Project Conditions* – (Existing + Near-Term Growth + Project). Background Condition volumes plus new trips from the project.
- *Cumulative Conditions* – Existing peak hour volumes plus anticipated forecasted growth for the year 2040 derived from the LCLUP.
- *Cumulative plus Project Conditions* – Cumulative condition volumes plus net-new trips from the project.

4.15.2 EXISTING CONDITIONS

Information in this section is based on the TIS prepared for this project (see **Appendix H** of this draft EIR). The study area for transportation and traffic includes local intersections in Half Moon Bay that could be affected by the project as shown in **Figure 4.15-1.**

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and p.m. peak periods as well as weekend midday peak period (see **Figure 4.15-2**, and **Table 4.15-1**). This condition does not include project-generated traffic volumes. Traffic volume data representative of the typical weekday was collected on May 8, 2019, while local schools were in session. Since there are typically special events of varying sizes occurring every Saturday, counts for the weekend period were conducted over two Saturdays, May 11, 2019, and June 1, 2019, and the higher of the two was applied in the analysis.[2] The weekday and weekend counts represent typical conditions as they were conducted on days with clear weather and reflect local, regional and visitor travel activity.

Roadway System

The project is located within the triangular area bounded by SR-1, South Main Street and Seymour Street. Roadway facilities of note in the study area include:

[2] To note, traffic counts represent a conservative count, which was taken prior to the COVID-19 pandemic.

State Route 1 (SR-1) – a major north–south state highway that runs along most of the Pacific coastline of California. Through the project study area there are median left-turn lanes and one lane each for both the northbound and southbound directions. This portion of SR-1 is also known as the Cabrillo Highway. SR-1 facilitates major regional travel along California's coastline. The posted speed limit for SR-1 is 50 miles per hour (mph).

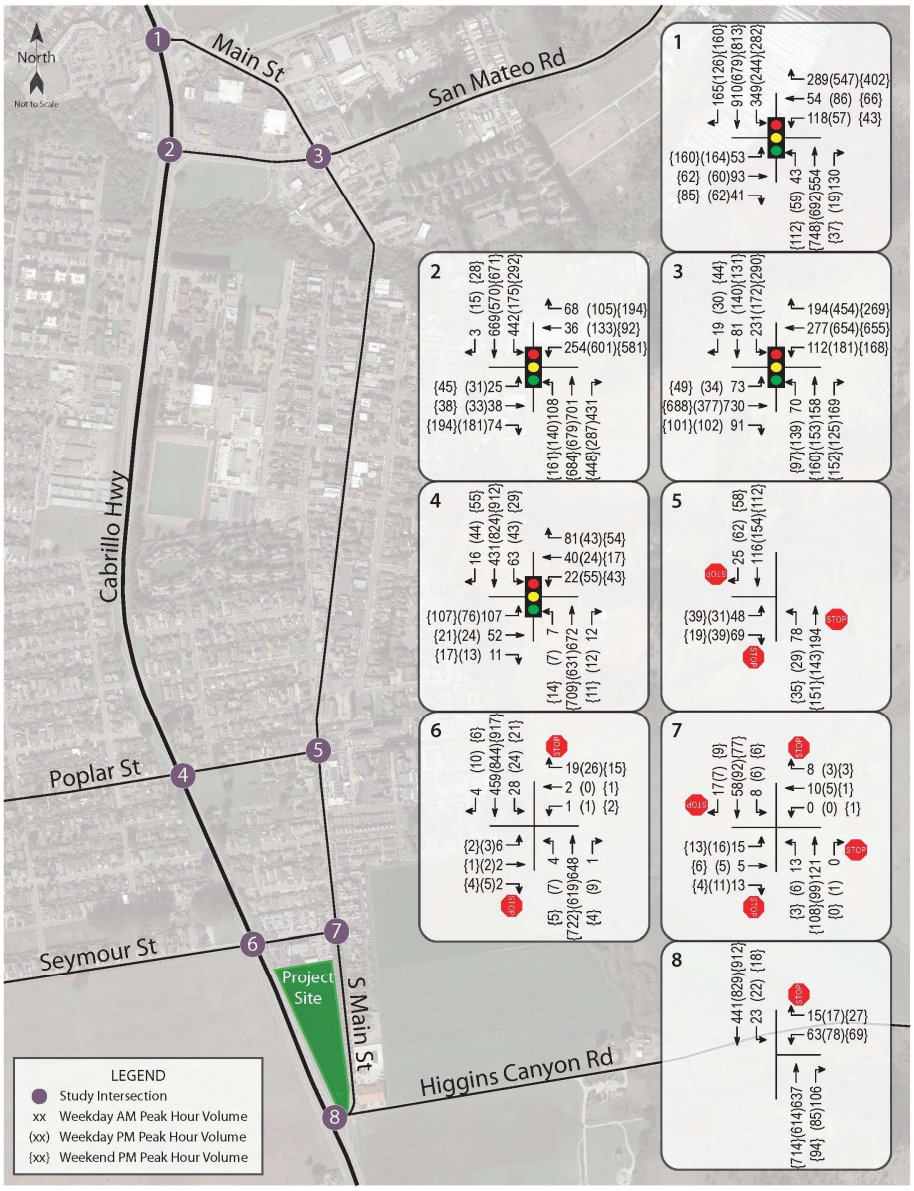
State Route 92 (SR-92) – a major east-west state highway that serves regional traffic between SR-1, I-280, the San Mateo Bridge and the City of Hayward. Within the study area, there is raised median with one or two through lanes in each direction.

Main Street – a north-south arterial roadway that primarily serves local Half Moon Bay traffic. This street has one travel lane in each direction with on-street parking. Adjacent land uses are mainly agriculture, public facilities, commercial, and residential. Main Street traverses the historic Main Street shopping district of Half Moon Bay. The posted speed limit is 25 mph.

Poplar Street – an east-west local street that provides local access for the residential areas surrounding SR-1 and Main Street as well as beach access. Poplar Street has one lane in each direction with residential land uses along both the north and south sides. The posted speed limit is 25 mph.

Seymour Street – an east-west local street that provides local access for the auto dealership and residential areas surrounding SR-1 and Main Street. Seymour Street has one lane in each direction with residential land uses along the north side west of SR-1: and both the north and south sides east of SR-1. The posted speed limit is 25 mph.

Hyatt Place Half Moon Bay Project



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Traffic Impact Study for the Hyatt Place Hotel

W-Trans

Existing Traffic Volumes Figure **4.15-2**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Table 4.15-1 Existing Roadway Segment Analysis Summary

Study Segment	Peak Hour	Direction	Capacity (vph)	Existing Condition		
				Volume	V/C	LOS
SR-1 from Frenchmans Creek Road to Grand Boulevard	A.M.	NB	2,200	896	0.407	B
		SB	2,200	1,424	0.647	C
	P.M.	NB	2,200	1,403	0.638	C
		SB	2,200	1,049	0.477	B
	WKD	NB	2,200	1,310	0.595	C
		SB	2,200	1,255	0.570	C
SR-1 from Grand Boulevard to N. Main Street	A.M.	NB	4,400	896	0.204	A
		SB	4,400	1,424	0.324	B
	P.M.	NB	4,400	1,403	0.319	B
		SB	4,400	1,049	0.238	A
	WKD	NB	4,400	1,310	0.298	A
		SB	4,400	1,255	0.285	A
SR-1 from N. Main Street to SR-92	A.M.	NB	4,400	794	0.180	A
		SB	4,400	1,114	0.253	A
	P.M.	NB	4,400	815	0.185	A
		SB	4,400	760	0.173	A
	WKD	NB	4,400	923	0.210	A
		SB	4,400	991	0.225	A
SR-1 from SR-92 to Kelly Avenue	A.M.	NB	4,400	1,240	0.282	A
		SB	4,400	997	0.227	A
	P.M.	NB	4,400	1,106	0.251	A
		SB	4,400	1,352	0.307	B
	WKD	NB	4,400	1,293	0.294	A
		SB	4,400	1,446	0.329	B
SR-1 from Kelly Avenue to Poplar Street	A.M.	NB	2,200	860	0.391	B
		SB	2,200	510	0.232	A
	P.M.	NB	2,200	750	0341	B
		SB	2,200	911	0.414	B

Study Segment	Peak Hour	Direction	Capacity (vph)	Existing Condition		
				Volume	V/C	LOS
	WKD	NB	2,200	870	0.395	B
		SB	2,200	996	0.453	B
SR-1 from Poplar Street to Seymour Street	A.M.	NB	2,200	673	0.306	B
		SB	2,200	491	0.223	A
	P.M.	NB	2,200	648	0.295	A
		SB	2,200	878	0.399	B
	WKD	NB	2,200	739	0.336	B
		SB	2,200	944	0.429	B
SR-1 from Seymour Street to S. Main Street	A.M.	NB	4,400	653	0.148	A
		SB	4,400	462	0.105	A
	P.M.	NB	4,400	635	0.144	A
		SB	4,400	850	0.193	A
	WKD	NB	4,400	731	0.166	A
		SB	4,400	923	0.210	A
SR-1 from S. Main Street to Miramontes Point Road	A.M.	NB	4,400	743	0.169	A
		SB	4,400	054	0.115	A
	P.M.	NB	4,400	699	0.159	A
		SB	4,400	907	0.206	A
	WKD	NB	4,400	808	0.184	A
		SB	4,400	981	0.223	A
SR-92 from SR-1 to Main Street	A.M.	EB+WB	2,800	1,260	0.450	D
	P.M.	EB+WB	2,800	1,336	0.477	E
	WKD	EB+WB	2,800	1,634	0.584	E
SR-92 from Main Street to I-280	A.M.	EB+WB	2,800	1,713	0.612	E
	P.M.	EB+WB	2,800	1,963	0.701	E
	WKD	EB+WB	2,800	2,222	0.794	E

Source: W-Trans, 2020.

Note: SR-1 segments are assumed to be a "Level Multi-lane Highway" with 50-mph average speed. SR-92 segments are assumed to be a "Two-Lane Highway" with Rolling Hills and a 40-mph average speed.

WKD = Weekend Peak

Existing Multi-Modal Facilities

Pedestrian Facilities

Pedestrian facilities in the study area include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the project vicinity, primarily along Main Street.

- *State Route 1 (SR-1)* – Pedestrian crosswalks are provided at the signalized intersections of SR-1 with SR-92, Kelly Avenue and Poplar Street. Sidewalks are not provided anywhere along SR-1 except at the intersections with SR-92 and Kelly Avenue. The intersection with Poplar Street has crosswalks but does not provide any conventional pedestrian amenities such as sidewalks or curb ramps.
- *State Route 92 (SR-92)* – Continuous sidewalk is provided along the north side of SR-92 between Main Street and SR-1, and along the south side of SR-92 for approximately 330 feet west of Main Street. Crosswalks are provided at the signalized intersections at SR-1 and Main Street.
- *Main Street* – Sidewalks are provided along both sides of Main Street with curb ramps and overhead lighting at intersections between SR-92 and Higgins Canyon Road. Crosswalks are also provided at the Main Street intersections with SR-92, Stone Pine Road, Mill Street, Kelly Street, Miramontes Street, and Correas Street. Between SR-1 and Seymour Street sidewalks are non-existent on the west side of Main Street, except for a 170-foot portion adjacent to the James Ford dealership parking lot.
- *Poplar Street* – Sidewalks are not provided along Poplar Street between SR-1 and Main Street. Pedestrians who wish to walk on Poplar Street either use the roadside shoulder or walk within the vehicle travel way.
- *Seymour Street* – Sidewalks are not provided along Seymour Street between SR-1 and Main Street. Pedestrians who wish to walk on Seymour Street either use the roadside shoulder or walk within the vehicle travel way.

Bicycle Facilities

The 2016 Caltrans Highway Design Manual, classifies bikeways into four categories:

Class I Multi-Modal Path – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II Bike Lane – a striped and signed lane for one-way bike travel on a street or highway.

Class III Bike Route – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Class IV Bikeway – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

The bike facilities are provided as presented in **Figure 4.15-3**, which shows the existing and planned bicycle facilities in the project vicinity, as contained in the *City of Half Moon Bay Bicycle & Pedestrian Master Plan.*[3]

Public Transit

SamTrans provides multiple fixed route bus service in Half Moon Bay. Routes 17 and 294 operates daily and Route 18 operates only on school days. All three routes have stops in Half Moon Bay primarily along SR-1 and Main Street.

Route 17— operates daily between Linda Mar Park & Ride in Pacifica and Miramontes Point Road along SR-1 in Half Moon Bay, with limited service to the town of Pescadero. Service is provided from 5:30 a.m. to 9:00 p.m. on weekdays and 5:00 a.m. to 8:00 p.m. on weekends. On weekdays, headways are around 1 hour, and on weekends, approximately 2 hours.

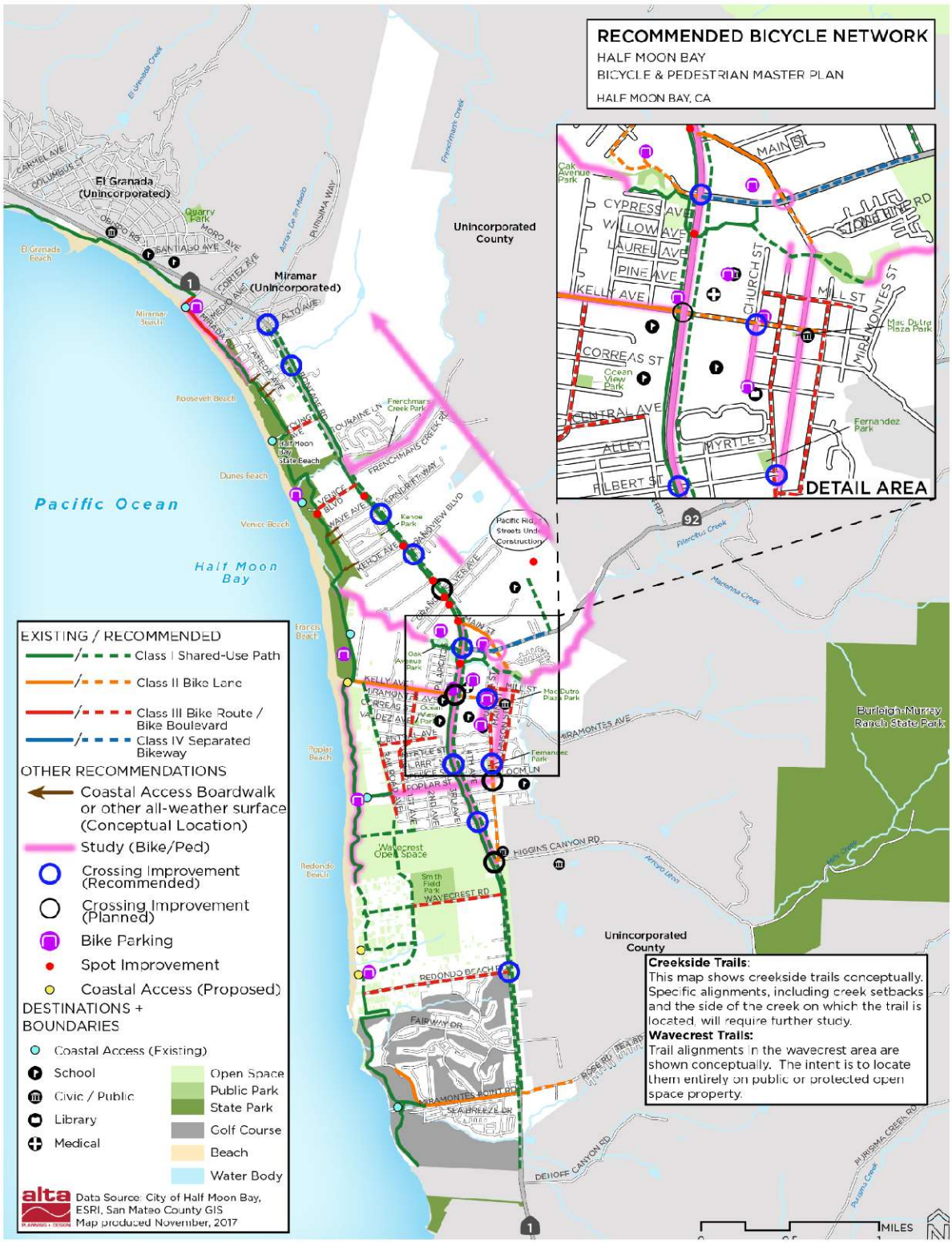
Route 18— operates on school days only and provides service between the town of Montara and the Moonridge Apartments in Half Moon Bay via SR-1 and Main Street. During the mornings, the northbound service departs from the Moonridge Apartments at 7:27 a.m. and 8:22 a.m. while the southbound service departs from Montara at 7:09 a.m., 7:39 a.m., 8:04 a.m. and 8:43 a.m. In the afternoons, the northbound service departs at 3:48 p.m. and 4:19 p.m. while the southbound service departs at 3:28 p.m. and 3:58 p.m.

Route 294— operates daily from approximately 5:00 a.m. to 9:00 p.m. with headways ranging from 1 to 2 hours. Route 294 connects Half Moon Bay with the San Mateo Medical Center with stops along Main Street and SR-92.

Two bicycles can be carried on most SamTrans buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SamTrans buses at the discretion of the driver.

[3] Half Moon Bay, 2019. Bicycle & Pedestrian Master Plan. Available: https://half-moon-bay.ca.us/DocumentCenter/View/2243/Bicycle-and-Pedestrian-Master-Plan-Final?bidId=. Accessed: January 2022.

Hyatt Place Half Moon Bay Project



Existing and Recommended Bicycle Network Figure **4.15-3**

Source: Half Moon Bay Final Bicycle and Pedestrian Plan, 2019

SamTrans also provides a door-to-door service for those who are unable to independently use the transit system due to a physical or mental disability. The SamTrans Paratransit service is designed to serve the needs of individuals with disabilities within San Mateo County.

4.15.3 REGULATORY SETTING

Federal

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the US Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. These guidelines, last revised in July 2011, address various issues, including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, public transit, and other components of public rights-of-way. These guidelines would apply to proposed roadways in the study area.

Project Consistency

The project design proposes a total of seven accessible rooms and associated facilities (ramps, parking spaces, bathrooms, etc.). Of these seven accessible rooms, three would be suites. In addition, the City's municipal codes has regulations for ADA compliance for parking and building accessibility. The new sidewalk along Main Street and enhanced bicycle and pedestrian access also further the goals of ADA. As such, implementation of the project would be consistent with the ADA.

State

California Department of Transportation

Caltrans is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities including SR-1, SR-92, and the associated interchanges for these facilities in the study area. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled

facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of service at such facilities, Caltrans may recommend or require measures to mitigate the traffic impacts of such projects.

The following Caltrans procedures and directives are relevant to the proposed Plan, particularly to State roadway facilities:

LOS Target – Caltrans maintains a minimum LOS at the transition between LOS C and LOS D for all its facilities. Where an existing facility is operating at less than the LOS C/D threshold, the existing measure of effectiveness should be maintained.

Caltrans Project Development Procedures Manual – This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.

Caltrans Deputy Directive 64 – This directive requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of Caltrans' practices.

Caltrans Deputy Directive 64-RI – This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.

Caltrans Director's Policy 22 – This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.

Project Consistency

The project would not create traffic flow that would exceed Caltrans and local standards. As such, the project is consistent with Caltrans policies. The required analysis is presented in **Section 4.15.4, Impacts and Mitigation Measures** below.

Senate Bill 743

Senate Bill (SB) 743 (Steinberg 2013) added Public Resources Code Section 21099 to CEQA, and changed the way that transportation impacts were formerly analyzed under CEQA to better align local environmental review with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce VMT in California. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. These provisions became effective on July 1, 2020, and apply to all qualifying development projects statewide. CEQA Guidelines Section 15064.3, subdivision (b), states that projects must use VMT as the metric for determining the significance levels of transportation impacts of a project. Additionally, the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, provides guidance recommended criteria to evaluate VMT.

Project Consistency

As discussed above, VMT analysis is required as part of the CEQA analysis for project. An official VMT policy regarding the impact threshold criteria to be applied in CEQA analyses has not yet been adopted by either Half Moon Bay or the County. Also, the OPR Technical Advisory does not provide specific direction for a hotel use. Therefore, the analysis provided includes a special methodology as it relates to hotel use and VMT and other metrics associates with it.

Regional

City/County Association of Governments of San Mateo County Congestion Management Process

The City/County Association of Governments of San Mateo County (C/CAG) is a regional planning agency involved with various public services, including transportation. In this role, the Congestion Management Agency (CMA) makes decisions on what local projects can utilize federal and State funding. The CMA prepares, adopts and updates the County's CMP, last updated in January 2018.

Project Consistency

Half Moon Bay has established criteria to determine the level of significance of traffic impacts based on standards set by Half Moon Bay's *General Plan Circulation Element* and the *San Mateo County Congestion Management Program, Appendix L: Traffic Impact Analysis Policy*. The project analysis for Transportation and Traffic is based on these criteria and is therefore consistent with the CMP.

Metropolitan Transportation Commission Regional Transportation Plan

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. The MTC functions as both the State-mandated regional transportation planning agency and the federally mandated metropolitan planning organization (MPO) for the region. As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of transportation facilities within the region. The Commission also screens requests from local agencies for State and federal grants for transportation projects to determine their compatibility with the Plan.

Project Consistency

Project-generated transit trips would be accommodated by existing transit routes, which are located within walking distance (0.25 mile) of the site. Transit facilities serving the project site are consistent with MTC transit goals.
The project is therefore consistent with MTC transit goals.

San Mateo County Comprehensive Bicycle and Pedestrian Plan

The City/County Association of Governments of San Mateo County (C/CAG), with support from the San Mateo County Transportation Authority (SMCTA) have developed the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) to addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance.

Project Consistency

The project encourages the use of multi-modal facilities. The project includes a Class I Multi-Modal path which would be located between SR-1 and the hotel buildings. The bicycle path would be generally parallel with SR-1 and connect South Main Street with Seymour Street and would be a segment in the future Eastside Parallel Trail. In addition, existing transit stops are within an acceptable walking distance (0.25 mile) of the site.

Local

Half Moon Bay General Plan

Half Moon Bay's General Plan Circulation Element (adopted November 2013) provides a framework for development within Half Moon Bay. Policies and strategies that are pertinent to the transportation analysis for the project are summarized in **Table 4.15-2** below:

Table 4.15-2 Project Consistency with Relevant Local Policies

General Plan Policy Number	General Plan Policy	Project Consistency
Half Moon Bay General Plan, Circulation Element		
Policy 2-1	Provide acceptable Levels of Service by improving the road network and incorporating adopted traffic improvements. The City will support LOS C as the desired Level-of-Service on Highway 1 and SR-92, except during the peak commuting and recreational periods when LOS E will be considered the minimum acceptable standard.	**Consistent.** Ten roadway segments along SR-1 and SR-92 within the study area were evaluated and determined to operate at acceptable levels of service, with or without the project, under all volumes evaluated, which is discussed below under Discussion of Impacts.
Policy 2-2	To the maximum extent practicable, limit future access along Highway 1 and SR-92 to signalized intersections located in accordance with adopted traffic improvements exercising flexibility to reflect changes in conditions and mobility needs over time. Access to existing properties will be modified and consolidated at these designated locations when possible. Additional signalization of the existing intersections along Highway 1 will be considered if warranted and necessary to provide safe and convenient access to and egress from established residential neighborhoods and commercial districts.	**Consistent.** Vehicle access to the project site would be accomplished via three driveways: two driveways on South Main Street and one emergency vehicle access driveway on Seymour Street. All hotel guests are expected to use the main (northern) driveway on South Main Street as the primary access point for the project. No realignment of SR-1 and SR-92 would occur. In addition, enhanced pedestrian access is provided through a new crosswalk, signal and path that was completed as part of the South Gateway project.
Policy 3-2	Promote the development of projects that incorporate all modes of transportation, accommodate all mode users and facilitate balanced mode share use within the context of the community and the roadway facility purpose.	**Consistent.** The project encourages the use of multi-modal facilities. The project includes a Class I Multi-Modal path that would be located between SR-1 and the hotel buildings and connect to Main Street on the south end and Seymour Street on the north end. The bicycle path would be generally parallel with SR-1 and connect South Main Street with Seymour Street. In addition, existing transit stops are within an acceptable walking distance of 0.25 mile of the site. The project will also have bike share.
Policy 4-2	Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Half Moon Bay to create neighborhoods where people choose to walk or ride between nearby destinations.	**Consistent.** Please see language above for Policy 3-2. The project also includes the addition of the sidewalk and walking paths that would fill in areas of discontinuous sidewalks, a new crosswalk on Main Street, and complete walking connectivity throughout the immediate neighborhood.

General Plan Policy Number	General Plan Policy	Project Consistency
Policy 4-6	Require new developments to dedicate land as necessary to accommodate pedestrian infrastructure, including sidewalks as required by the adopted City Roadway Cross Sections.	**Consistent.** Please see language above for Policy 4-2.
Policy 4-8	Encourage pedestrian links between existing and future residential and commercial development.	**Consistent.** Please see language above for Policy 4-2 regarding enhanced access with the addition of the Class I Multi-Modal path, sidewalk on Main Street.
Policy 7-1	Explore and support TDM programs that reduce the reliance of Half Moon Bay residents and visitors on use of the private automobile.	**Consistent.** Please see language above for Policy 4-2.
Half Moon Bay LCLUP Chapter 3 Public Works		
3-36: New High-Trip Generating Development	To the extent feasible, limit the approval of new higher-trip generating development, especially development that would contribute significant traffic to the weekend peak period, north of SR-92 where the roadway system is most impacted. Require new higher-trip generating development to provide multi-modal options such as bicycle and pedestrian trail connections, airport shuttles, or bicycle rentals.	**Consistent.** The project site is south of SR-92 and includes a new segment of the Eastside Parallel Trail; hotel operations will offer bike rentals and airport transportation. It is also of note that hotels can help with weekend peak traffic because they provide overnight lodging and reduce day trips.
3-44: Best Management Practices for Development	Implement best management practices for new development through conditions of approval including low impact development techniques (e.g. limited impervious surfaces), site control measures, and other means to manage stormwater flows and improve water quality throughout the City's stormwater basins. For development consisting of areas with significant impervious surfaces, such as parking lots, require design features that capture sediment and other pollutants to filter runoff prior to discharge.	**Consistent.** The approximately 5-acre project site will include significant open space areas including wetlands. Conditions of approval will require green infrastructure detention facilities to store storm water and the parking lot landscaping will capture run-off from the parking lot.
Municipal Code		

General Plan Policy Number	General Plan Policy	Project Consistency
18.36.070 Bicycle Parking	Short-term bicycle parking shall be provided to serve guests and other visitors. The number of short-term bicycle parking spaces shall be at a ratio of one bicycle parking space per ten off-street parking spaces with a minimum of four bicycle parking spaces per establishment.	**Consistent.** Bicycle storage facilities will provide storage for more than fifteen bicycles and would therefore satisfy City Code requirements.

4.15.4 IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

The following thresholds of significance for transportation and traffic were derived from the *Environmental Checklist in the California Environmental Quality Act (CEQA) Guidelines Appendix G*. These thresholds of significance have been amended or supplemented, as appropriate, to address lead agency requirements and the full range of potential impacts related to this project.

An impact of the project would be considered significant and would require mitigation if it would meet one of the following thresholds of significance:

Tra a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

Tra b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

Tra c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Tra d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses;

Tra e) Result in inadequate emergency access.

Signalized Intersections Impact Criteria

Half Moon Bay has established criteria to determine the level of significance of traffic impacts based on standards set by Half Moon Bay's *General Plan Circulation Element* and the *San Mateo County Congestion Management Program, Appendix L: Traffic Impact Analysis Policy*. As stated in **Section 4.15.1**, **Introduction**, analysis of LOS is not a requirement of CEQA. The City will be

evaluating LOS as part of the City policies regarding LOS at key intersections. Additional information regarding LOS evaluation is available in **Appendix H, Traffic Impact Study** of this EIR.

For intersections in the CMP network, a project is considered to have a CMP impact if it causes one or more of the following:

1. For a CMP Intersection currently in compliance with the adopted LOS standard:
    a. A project will be considered to have a CMP impact if the project will cause the CMP intersection to operate at a LOS that violates the standard adopted in the current CMP.
    b. A project will be considered to have a CMP impact if the cumulative analysis indicates that the combination of a proposed project and future cumulative traffic demand will result in the CMP intersection to operate at a LOS that violates the standard adopted in the current CMP and the proposed project increases the average control delay at the intersection by four seconds or more.
2. For a CMP Intersection currently not in compliance with the adopted LOS standard:
    a. A project is considered to have a CMP impact if the project will add any additional traffic to the CMP intersection that is currently not in compliance with its adopted LOS standard as established in the CMP.

Half Moon Bay's policy has established that LOS C is the desired LOS on SR-1 and SR-92, except during the peak two-hour commuting period and the peak recreational hour when LOS E is considered the minimum acceptable standard.

For local intersections not on the CMP network, a traffic impact is considered significant if the addition of project generated traffic causes operation of an intersection along either SR-1 or SR-92 to deteriorate from an acceptable LOS (LOS E or better) to LOS F.

Unsignalized Intersections Impact Criteria

Unlike for signalized intersection, it is difficult to establish fixed significance thresholds for unsignalized intersections, particularly those with only side-street stop control. Half Moon Bay does not have a formally adopted minimum threshold for unsignalized intersections. For the purposes of this analysis, a traffic impact is considered significant if all three of these conditions are met:

1. The addition of project-generated traffic causes operation of an unsignalized intersection to deteriorate from an acceptable LOS (LOS E or better) to LOS F;

2. The peak hour traffic warrant as defined in the *California Manual on Uniform Traffic Control Devices* (CAMUTCD), is satisfied; and
3. The project-generated traffic adds a minimum of ten vehicles to the critical movement (typically side street turning movements or mainline turning movements).

Roadway Segments Impact Criteria

For highway segments currently in compliance with the adopted LOS standard:

1. A project is considered to have a CMP impact if the project will cause the highway segment to operate at a LOS that violates the standard adopted in the current CMP.
2. A project will be considered to have a CMP impact if the cumulative analysis indicates that the combination of a proposed project and future cumulative traffic demand will result in the highway segment(s) to operate at a LOS that violates the standard adopted in the current CMP and the proposed project increases traffic demand on the highway segment by an amount equal to one percent or more of the segment capacity, or causes the highway segment volume-to-capacity (v/c) ratio to increase by one percent.

For highway segments currently not in compliance with the adopted LOS standard:

1. A project is considered to have a CMP impact if the project will add traffic demand equal to 1 percent or more of the segment capacity or causes the highway segment volume-to-capacity (v/c) ratio to increase by 1 percent, if the highway segment is currently not in compliance with the adopted LOS standard.

Methodology

Intersection LOS Methodologies

LOS is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

In accordance with Half Moon Bay evaluation standards the study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000 using the Synchro analysis software. This source contains methodologies for various types of intersection control, all of

which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side-street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a LOS for each minor turning movement by estimating the level of average delay in seconds per vehicle.

The study intersections with stop signs on all approaches were analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole and then related to a LOS.

The study intersections that are currently controlled by a traffic signal, or may be in the future, were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using signal timing provided by the City's staff.

The ranges of delay associated with the various levels of service are indicated in **Table 4.15-3**.

Table 4.15-3 Intersection LOS Criteria

LOS	Two-Way Stop-Controlled	All-Way Stop Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.

LOS	Two-Way Stop-Controlled	All-Way Stop Controlled	Signalized
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Roadway Segment Analysis

Highway operations were evaluated using methods adopted by the City/County Association of Governments of San Mateo County (C/CAG), which uses the 2000 HCM volume-to-capacity (V/C) ratio methodology. For two-lane highways, the selected methodology, based on V/C ratios, accounts for the volume in both directions. The total volume is divided by the total bi-directional capacity of 2,800 vehicles per hour to establish the v/c ratio. The LOS criteria for multilane highways is based on calculating V/C ratios for each direction of travel. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per lane per hour. SR-92 between Main Street and I-280 is considered a two-lane highway with an 80 percent No-Passing Zone. The free-flow speed for SR-1 is 50 mph. The LOS descriptions and the maximum volume-to-capacity ratios for two-Lane and multilane highways are presented in **Table 4.15-4.**

Discussion of Impacts

Tra a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Pedestrian Facilities

Less than Significant. The project would build new sidewalks on its frontage with Main Street and a new pedestrian walking path with benches along SR-1 between Main Street and Seymour Street. The project also includes a pedestrian walking path which would be located in between SR-1 and the hotel buildings. The walking path would be generally parallel with SR-1 and connect South Main Street with

Seymour Street. The addition of the proposed sidewalk and walking paths would fill in areas of discontinuous sidewalks and complete walking connectivity throughout the immediate neighborhood. Pedestrian facilities serving the project site would improve existing conditions and therefore are consistent with Half Moon Bay's Circulation Element.

Bicycle Facilities/ Storage

Less than Significant. Existing and proposed bicycle facilities and shared use of minor streets would provide adequate access for bicyclists. The project includes a Class I Multi-Modal path which would be located between SR-1 and the hotel buildings. The Multi-Modal path would be generally parallel with SR-1 and connect South Main Street with Seymour Street.

The *City of Half Moon Bay Municipal Code 18.36.070 Bicycle Parking* states that short-term bicycle parking shall be provided to serve guests and other visitors. The number of short-term bicycle parking spaces shall be at a ratio of one bicycle parking space per ten off-street parking spaces with a minimum of four bicycle parking spaces per establishment. Given the proposed supply of 148 spaces, the project should have at least fifteen bicycle parking spaces.

The project will include bicycle racks located near the main entrance to the hotel lobby as well as bicycle lockers on-site with a combined maximum capacity for short-term bicycle parking of approximately 30 bicycles. The hotel is also proposing to include a rental or bike check out service providing up to 20 bicycles which would be available for use by hotel guests.

Table 4.15-4 Roadway LOS Criteria

LOS	Description	Two Lane Highways (for Rolling Terrain with 80% No-Passing Zone)	Multilane Highways (for 50 mph Free-Flow Speed) Volume/Capacity (V/C)
A	Free flow operations with average operating speeds at, or above, the speed limit. Vehicles are unimpeded in their ability to maneuver.	0.04	0.30
B	Free flow operations with average operating speeds at the speed limit. Ability to maneuver is slightly restricted. Minor incidents cause some local deterioration in operations.	0.15	0.50
C	Stable operations with average operating speeds near the speed limit. Freedom to maneuver is noticeably restricted. Minor incidents cause substantial local deterioration in service.	0.30	0.70

LOS	Description	Two Lane Highways (for Rolling Terrain with 80% No-Passing Zone)	Multilane Highways (for 50 mph Free-Flow Speed) Volume/Capacity (V/C)
D	Speeds begin to decline slightly with increasing flows. Freedom to maneuver is more noticeably restricted. Minor incidents create queuing.	0.46	0.84
E	Operations at capacity. Vehicle spacing causes little room to maneuver but speeds exceed 50 miles per hour (mph). Any disruption to the traffic stream can cause a wave of delay that propagates throughout the upstream traffic flow. Minor incidents cause serious breakdown of service with extensive queuing. Maneuverability is extremely limited.	0.90	1.00
F	Operations with breakdowns in vehicle flow. Volumes exceed capacity causing bottlenecks and queue formation.	Greater than 0.90	Greater than 1.00

Source: C/CAG Congestion Management Plan, 2017.

Bicycle facilities serving the project site would improve existing conditions. Bicycle storage facilities will provide storage for more than fifteen bicycles and would therefore satisfy City Code requirements.

Transit

Less than Significant. Project-generated transit trips would be accommodated by existing transit routes, which are located within walking distance (0.25 mile) of the site. Transit facilities serving the project site are consistent with state (Caltrans) and regional (MTC) transit goals.

Tra b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-1. **The project would conflict with CEQA Guidelines section 15064.3, subdivision (b).**

Vehicle Miles Traveled

Less than Significant with Mitigation. As required by CEQA, the project's potential generation of Vehicle Miles Traveled (VMT) was calculated. Because the City of Half Moon Bay has not yet adopted a standard of significance for evaluating VMT, guidance provided by the California Governor's OPR in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018, was used.

To estimate the average distance traveled per employee commuting to work, data available from the US Census[4], for the City of Half Moon Bay was used. This data summarizes the "home to work" distance traveled within the study area and does not include nuances like short distance midday trips, shopping-related trips or chained trips between the workplace and home. City Staff estimates that the average distance traveled between the project site and the two nearest commercial airports is 29.0 miles. (The distances to San Francisco Airport (SFO) and the San Jose Airport (SJC) are 38 miles and 20 miles, respectively.) The City of Half Moon Bay is approximately 4 miles long and this distance was assumed to be the average distance traveled for a local guest trip.

The unmitigated project condition was estimated by separating the total number of daily trips into three trip categories: employee trips, guest trip to/from the airport and local guest trips. The number of trips for each category was then multiplied by the average distance traveled for each trip category. A summary of the unmitigated VMT findings for this project is provided in **Table 4.15-5.**

[4] American Community Survey, 2017. Data Profiles. Available: https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2017/. Accessed: January 2022.

Table 4.15-5 Unmitigated VMT Summary

Trip Type	No. Daily Trips	Average Distance (mi)	VMT[1]
Employees	48	18.9	907
Guest Trips (Airport)[2,3]	79[2]	29.0	2,304
Guest Trips (Local)[2]	448	4.0	1,790
Total	**575**		**5,002**

Source: W-Trans, 2020.

[1] VMT estimates are subject to rounding error.

[2] Guest trips were estimated considering the peak room occupancy, number of rooms, and average length of stay.

[3] To note, the number of estimated guest trips to/from local airports is a conservative estimate, because not every guest will be traveling to/from an airport.

Significance Standard

The OPR Technical Advisory includes suggested VMT significance thresholds for residential, employment, and retail uses but does not address hotel or other visitor-based land uses. The Technical Advisory indicates that lead agencies may develop their own thresholds for other land use types. For the purposes of this study Half Moon Bay Staff has defined that a project (with the implementation of Transportation Demand Management (TDM) measures), which generates 15 (or more) percent less than the project unmitigated VMT, would indicate a less-than-significant impact.

In addition, a TDM is included as part of the project as discussed in **Chapter 3.0, Project Description**. The suite of TDM measures will have a measurable impact on reducing both guest and employee vehicle trips and VMT. For a full list of the suite of TDM measures, please see **Appendix H, Traffic Impact Assessment.** The expected VMT reductions associated with the proposed TDM measures were estimated based on information published in the California Air Pollution Officers Association (CAPCOA) report Quantifying Greenhouse Gas Mitigation Measures[5], CAPCOA, 2010, the most utilized current resource to measure VMT reductions. As **Table 4.15-6** shows, overall hotel VMT is expected to be reduced by 15.4 percent using the suite of TDM strategies. Therefore, with the implementation of the TDM, VMT would be reduced by 15.4 percent, meeting Half Moon Bay Staff threshold for a less than significant impact.

[5] Quantifying Greenhouse Gas Mitigation Measures, 2010. Available: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf. Accessed: January 2022.

Table 4.15-6 Estimated VMT Reductions

Trip Type	No. Daily Trips	Average Distance (mi)	Total VMT[1]	VMT[1] Reduction	Mitigated VMT	Percent Change
Employees	48	18.9	907	127	780	-14.0%
Guest Trips (Airport)[2]	79[2]	29.0	2,304	378	1,926	-16.4%
Guest Trips (Local)[2]	448	4.0	1,790	267	1,523	-14.9%
Total	**575**		**5,002**	**772**	**4,230**	**-15.4%**

Source: W-Trans, 2020.

[1] VMT estimates provided are subject to rounding error.

[2] Guest trips were estimated considering the peak room occupancy, number of rooms, and average length of stay.

It is important to continually monitor the performance of a TDM program and adjust measures as necessary to ensure its success. The hotel would conduct mode split and VMT surveys each year to both make adjustments to encourage employee participation in the TDM program suite. Guest and employee satisfaction surveys are also an effective way of ensuring a quality TDM program. The following mitigation measure will ensure the ongoing monitoring of the TDM measures and allow for adjustment and improvement as the measures are implemented. For the full text of the TDM measures, please reference **Appendix H, Traffic Impact Study**.

Mitigation Measure TRA-1: TDM Program Monitoring

As part of the hotel operations, the hotel operator shall conduct mode split and VMT surveys each year to both make adjustments and use as marketing material. Guest and employee satisfaction surveys are also an effective way of ensuring a quality TDM program. The designated hotel Transportation Coordinator shall provide a copy of the updated TDM program to the City Manager and Traffic Engineer annually on the date of issuance of the use and occupancy/operating permit.

Significance after Mitigation. As concluded from the Traffic Impact Study (**Appendix H**), implementation of **Mitigation Measure TRA-1**, VMT levels would be reduced by 15.4 percent through adherence to the TDM suite. Therefore, implementation of the project would result in less than significant impacts.

Trip Generation

Less than Significant. The amount of traffic predicted to enter and exit a site is referred to as the project's trip generation. The site is currently undeveloped and therefore not generating any trips. The project is not anticipated to generate any internal capture trips, pass-by trip credits or trip reductions resulting from nearby land use or transportation options. The project applicant intends to hire staff

comprised mostly of the City's residents. Doing so would potentially reduce trip generation estimates as a portion of staff would be able to walk or ride a bicycle to and from the hotel. Because the project applicant cannot ensure that only City residents would be hired, and to provide a conservative approach, the standard trip generation rates were applied with no trip reduction factor for employees within walking or biking distance.

The resulting expected trip generation potential for the project is indicated in **Table 4.15-7**. The anticipated number of trips using standard rates for a hotel are generally higher (and more conservative) than those estimated using the rates for a motel as hotels offer more guest amenities than motels with increased opportunities for trip generation. The project is expected to generate an average of 575 trips per day, including 44 trips during the a.m. peak hour, 46 during the p.m. peak hour and 93 during the weekend peak hour; these new trips represent the increase in traffic associated with the project.

Trip Distribution

Less than Significant. The trip distribution pattern used to allocate new project trips to the street network was determined by field observations, traffic count data, as well as based on assumptions applied in the Jamison Hotel Development Traffic Impact Study.[6] The applied distribution assumptions and resulting trips are shown in **Table 4.15-8** and **Figure 4.15-4**.

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, all study intersections would continue to operate at acceptable levels of service. These results are summarized in **Table 4.15-9**. Existing plus Project traffic volumes are shown in **Figure 4.15-5**.

[6] DKS Associates, August 2016

Table 4.15-7 Trip Generation Summary

Land Use Units Room	Daily Rate	Daily Trips	A.M. Peak Hour[1] Rate	A.M. Peak Hour[1] Trips In	A.M. Peak Hour[1] Trips Out	P.M. Peak Hour[1] Rate	P.M. Peak Hour[1] Trips In	P.M. Peak Hour[1] Trips Out	Weekend Peak Hour[2] Rate	Weekend Peak Hour[2] Trips In	Weekend Peak Hour[2] Trips Out
Hotel 129	4.46	575	0.34	44	23	21	0.36	46	22	24	0.72	93	52	41

Source: W-Trans, 2020.

Notes: [1]Standard Rates using the Peak Hour of Adjacent Street Traffic applied.

[2]Standard Rates using the Peak Hour of Generator applied since rates for Peak Hour of Adjacent Street Traffic are not available.

Table 4.15-8 Trip Distribution Assumptions

Route	Percent	Daily	A.M. Trips	P.M. Trips	Weekend Trips
To/From North via SR-1	48%	276	21	22	45
To/From East via SR-92	40%	230	18	18	37
To/From South via SR-1	12%	69	5	6	11
TOTAL	**100%**	**575**	**44**	**46**	**93**

Source: W-Trans, 2020.

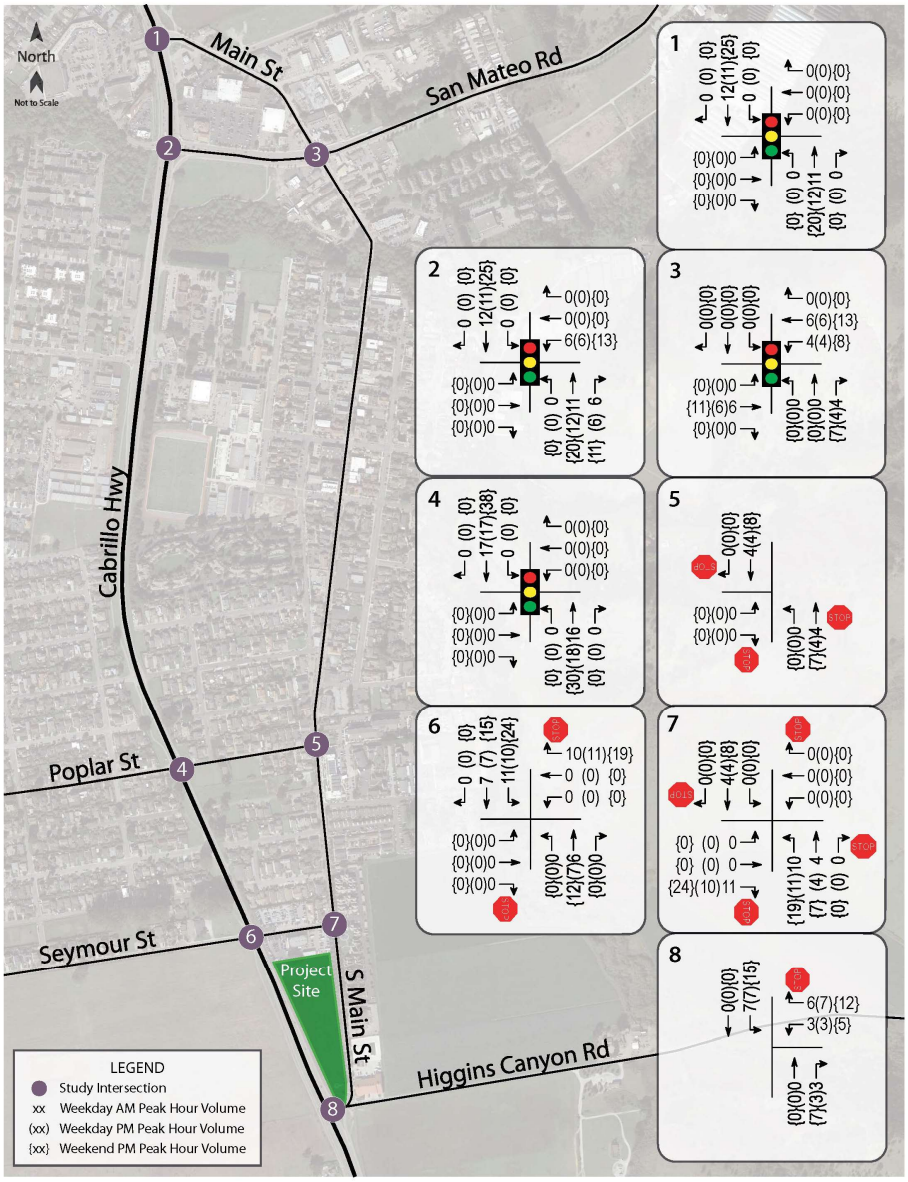
Table 4.15-9 Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection ***Approach***	A.M. Peak Delay	 LOS	P.M. Peak Delay	 LOS	Weekend Peak Delay	 LOS
1. SR-1/N. Main Street	37.1	D	39.4	D	43.4	D
2. SR-1 / SR-92 (CMP)	41.5	D	37.4	D	31.2	C
3. Main Street / SR-92 (CMP)	40.5	D	35.8	D	31.8	C
4. SR-1 / Poplar Street	31.4	C	20.1	C	22.5	C
5. Main Street / Poplar Street	4.3	A	2.2	A	2.3	A
6. SR-1 / Seymour Street	0.827.1	A	0.6	A	0.5	A
Eastbound (Seymour St) Approach		D	33.6	D	39.1	E
7. Main Street / Seymour Street	7.9	A	7.8	A	8.0	A
8. SR-1 / S. Main Street	1.5	A	1.9	A	1.7	A
Westbound (S. Main St) Approach	21.7	C	31.1	D	22.0	E

Source: W-Trans, 2022.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Hyatt Place Half Moon Bay Project

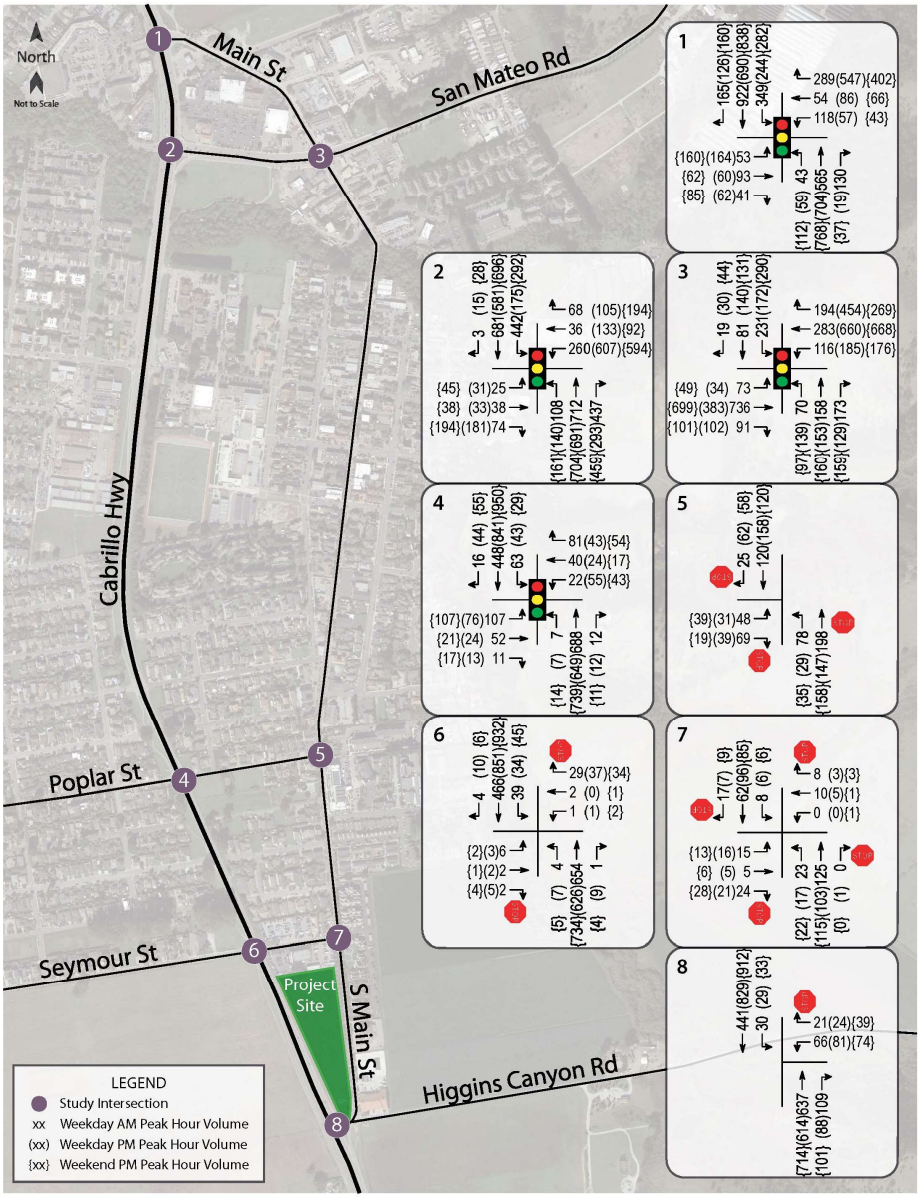


Traffic Impact Study for the Hyatt Place Hotel

Project Traffic Volumes Figure **4.15-4**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Hyatt Place Half Moon Bay Project



Traffic Impact Study for the Hyatt Place Hotel

W-Trans

Existing plus Project Traffic Volumes Figure **4.15-5**

Source: W-Trans, 2022. Traffic Impact Study for the Hyatt Place Hotel.

Background Conditions

The Background Condition includes Existing Condition traffic plus the forecast traffic demand due to local and regional growth for the near-term condition, defined to occur by the year 2024 (or Existing Condition plus five years). For further discussion on methodology, please see **Appendix H**.

Under the anticipated Background Conditions, all study intersections would be expected to continue operating at acceptable levels of service during the a.m., p.m., and weekend peak hours. These results are summarized in **Table 4.15-10** and Background Condition traffic volumes are shown in **Figure 4.15-6**.

Table 4.15-10 Background Peak Hour Intersection Levels of Service

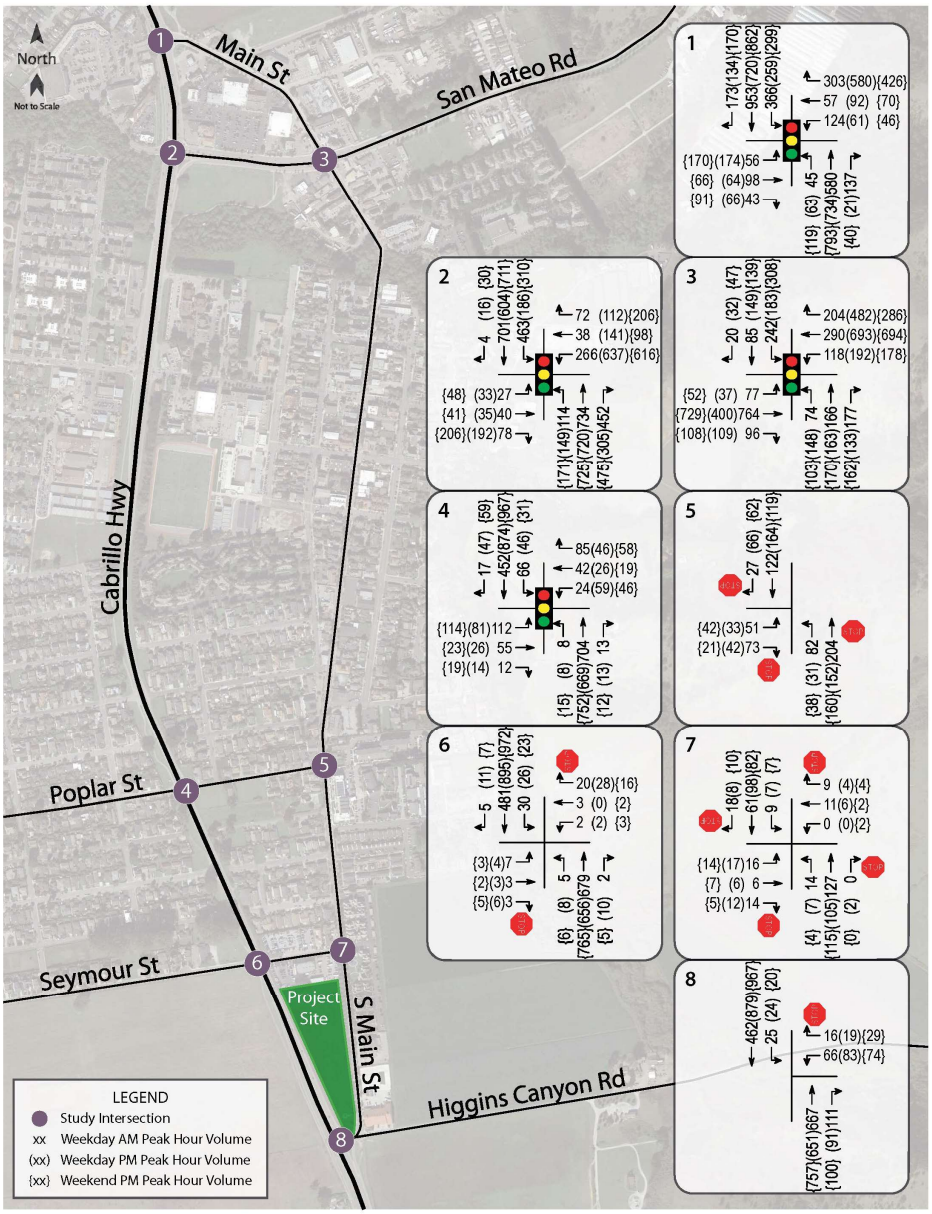
Study Intersection ***Approach***	**A.M. Peak** Delay	LOS	**P.M. Peak** Delay	LOS	**Weekend Peak** Delay	LOS
1. SR-1/N. Main Street	37.1	D	39.7	D	41.7	D
2. SR-1 / SR-92 (CMP)	42.2	D	37.5	D	33.8	C
3. Main Street / SR-92 (CMP)	40.9	D	36.1	D	36.6	D
4. SR-1 / Poplar Street	42.5	D	21.2	C	25.6	C
5. Main Street / Poplar Street	4.0	A	2.2	A	2.3	A
6. SR-1 / Seymour Street	0.9	A	0.8	A	0.7	A
Eastbound (Seymour St) Approach	27.2	D	37.3	E	43.6	E
7. Main Street / Seymour Street	7.7	A	7.7	A	7.7	A
8. SR-1 / S. Main Street	6.6	A	5.7	A	5.0	A

Source: W-Trans, 2022.
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Background plus Project Conditions

Upon the addition of project-related traffic to the Background volumes, all the study intersections would continue to operate at acceptable levels of service, with the exception of SR-1/Seymour Street where the westbound approach would have an average delay of 51.5 seconds per vehicle and operate at LOS F during the weekend peak hour. The project would result in a less-than-significant project impact at this intersection since the volumes, even including project-related trips, would not satisfy the peak hour volume warrant for signalization. These results are summarized in **Table 4.15-11**. Background plus Project traffic volumes are shown in **Figure 4.15-7**.

Hyatt Place Half Moon Bay Project



Traffic Impact Study for the Hyatt Place Hotel

Background Traffic Volumes Figure **4.15-6**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Table 4.15-11 Background plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	A.M. Peak Delay	LOS	P.M. Peak Delay	LOS	Weekend Peak Delay	LOS
1. SR-1/N. Main Street	37.1	D	39.7	D	41.7	D
2. SR-1 / SR-92 (CMP)	42.2	D	37.5	D	33.8	C
3. Main Street / SR-92 (CMP)	40.9	D	36.1	D	36.6	D
4. SR-1 / Poplar Street	42.5	D	21.2	C	25.6	C
5. Main Street / Poplar Street	4.0	A	2.2	A	2.3	A
6. SR-1 / Seymour Street	0.9	A	0.8	A	0.7	A
Eastbound (Seymour St) Approach	27.2	D	37.3	E	43.6	E
7. Main Street / Seymour Street	7.7	A	7.7	A	7.7	A
8. SR-1 / S. Main Street	6.6	A	5.7	A	5.0	A

Source: W-Trans, 2022.

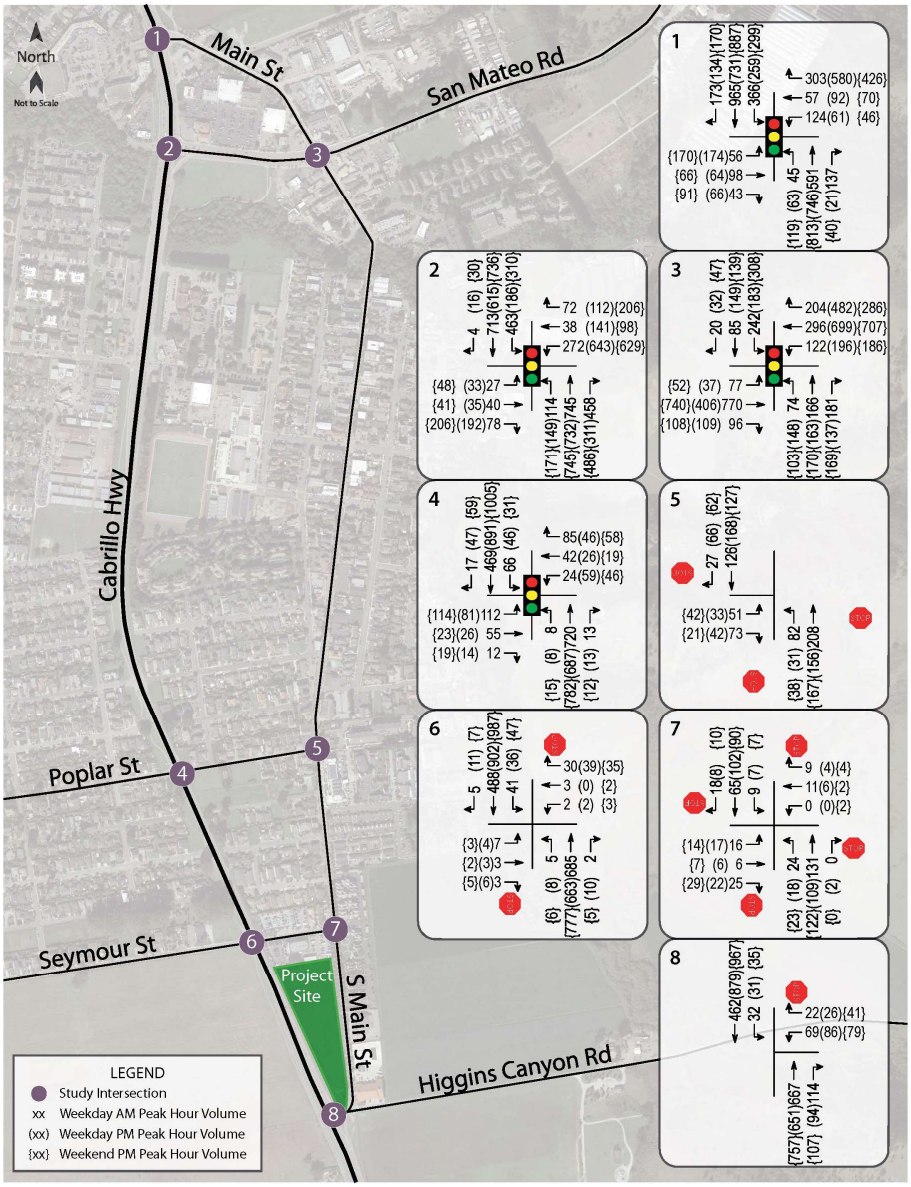
Delay is measured in average seconds per vehicle; LOS = Level of Service.

Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation.

Roadway Segment Operation

Potential changes to the LOS of roadway segments near the project site were analyzed during the weekday a.m. and p.m. and weekend midday peak hours to determine if a significant amount of project traffic would be added to these roadway segments. Under Existing plus Project Conditions, all study roadway segments would continue to operate at acceptable levels of service during the three peak hours evaluated. A summary of roadway segment LOS is provided in **Table 4.15-12**.

Hyatt Place Half Moon Bay Project



hmb003.ai 6/19

Traffic Impact Study for the Hyatt Place Hotel

Background plus Project Traffic Volumes Figure **4.15-7**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Table 4.15-12 Existing Plus Project Roadway Segment Analysis Summary

Study Segment	Peak Hour	Direction	Existing Condition			Existing plus Project				
			Volume	V/C	LOS	Added Trips	% of Capacity	Volume	V/C	LOS
A. SR-1 from Frenchmans Creek Road to Grand Boulevard	A.M.	NB	896	0.407	B	11	0.50	907	0.412	B
		SB	1,424	0.647	C	12	0.55	1,436	0.653	C
	P.M.	NB	1,403	0.638	C	12	0.55	1,415	0.643	C
		SB	1,049	0.477	B	11	0.50	1,060	0.482	B
	WKD	NB	1,310	0.595	C	20	0.91	1,330	0.605	C
		SB	1,255	0.570	C	25	1.14	1,280	0.582	C
B. SR-1 from Grand Boulevard to N. Main Street	A.M.	NB	896	0.204	A	11	0.25	907	0.206	A
		SB	1,424	0.324	B	12	0.27	1,436	0.326	B
	P.M.	NB	1,403	0.319	B	12	0.27	1,415	0.322	B
		SB	1,049	0.238	A	11	0.25	1,060	0.241	A
	WKD	NB	1,310	0.298	A	20	0.45	1,330	0.302	B
		SB	1,255	0.285	A	25	0.57	1,280	0.291	A
C. SR-1 from N. Main Street to SR-92	A.M.	NB	794	0.180	A	11	0.25	805	0.183	A
		SB	1,114	0.253	A	12	0.27	1,126	0.256	A
	P.M.	NB	815	0.185	A	12	0.27	827	0.188	A
		SB	760	0.173	A	11	0.25	771	0.175	A
	WKD	NB	923	0.210	A	20	0.45	943	0.214	A
		SB	991	0.225	A	25	0.57	1,016	0.231	A
D.SR-1 from SR-92 to Kelly Avenue	A.M.	NB	1,240	0.282	A	17	0.39	1,257	0.286	A
		SB	997	0.227	A	18	0.41	1,015	0.231	A
	P.M.	NB	1,106	0.251	A	18	0.41	1,124	0.255	A
		SB	1,352	0.307	B	17	0.39	1,369	0.311	B
	WKD	NB	1,293	0.294	A	31	0.70	1,324	0.301	B
		SB	1,446	0.329	B	38	0.86	1,484	0.337	B
E.SR-1 from Kelly Avenue to Poplar Street	A.M.	NB	860	0.391	B	17	0.77	877	0.399	B
		SB	510	0.232	A	18	0.82	528	0.240	A
	P.M.	NB	750	0.341	B	18	0.82	768	0.349	B
		SB	911	0.414	B	17	0.77	928	0.422	B
	WKD	NB	870	0.395	B	31	1.41	901	0.410	B
		SB	996	0.453	B	38	1.73	1,034	0.470	B

Study Segment	Peak Hour	Direction	Existing Condition			Existing plus Project				
			Volume	V/C	LOS	Added Trips	% of Capacity	Volume	V/C	LOS
F. SR-1 from Poplar Street to Seymour Street	A.M.	NB	673	0.306	B	17	0.77	690	0.314	B
		SB	491	0.223	A	18	0.82	509	0.231	A
	P.M.	NB	648	0.295	A	18	0.82	666	0.303	B
		SB	878	0.399	B	17	0.77	895	0.407	B
	WKD	NB	739	0.336	B	31	1.41	770	0.350	B
		SB	944	0.429	B	38	1.73	982	0.446	B
G. SR-1 from Seymour Street to S. Main Street	A.M.	NB	653	0.148	A	6	0.14	659	0.150	A
		SB	462	0.105	A	7	0.16	469	0.107	A
	P.M.	NB	635	0.144	A	7	0.16	642	0.146	A
		SB	850	0.193	A	7	0.16	857	0.195	A
	WKD	NB	731	0.166	A	12	0.27	743	0.169	A
		SB	923	0.210	A	15	0.34	938	0.213	A
H. SR-1 from S. Main Street to Miramontes Point Road	A.M.	NB	743	0.169	A	3	0.07	746	0.170	A
		SB	504	0.115	A	3	0.07	507	0.115	A
	P.M.	NB	699	0.159	A	3	0.07	702	0.160	A
		SB	907	0.206	A	3	0.07	910	0.207	A
	WKD	NB	808	0.184	A	7	0.16	815	0.185	A
		SB	981	0.223	A	5	0.11	986	0.224	A
I.SR-92 from SR-1 to Main Street	A.M.	EB +WB	1,260	0.450	D	12	0.43	1,272	0.454	D
	P.M.	EB +WB	1,336	0.477	E	12	0.43	1,348	0.481	E
	WKD	EB +WB	1,634	0.584	E	24	0.86	1,658	0.592	E
J. SR-92 from Main Street to I-280	A.M.	EB +WB	1,713	0.612	E	20	0.71	1,733	0.619	E
	P.M.	EB +WB	1,963	0.701	E	20	0.71	1,983	0.708	E
	WKD	EB +WB	2,222	0.794	E	39	1.39	2,261	0.808	E

Notes: V/C = Volume-to-Capacity Ratio; SR-1 segments are assumed to be a "Level Multi-lane Highway" with 50 mph average speed; SR-92 segments are assumed to be a "Two-Lane Highway" with Rolling Hills and a 40-mph average speed.
Source: W-Trans, 2020

Signal Warrant Analysis

A traffic signal warrant analysis was conducted to determine the potential need for a traffic signal at each unsignalized study intersection that is projected to operate at LOS E or F. Chapter 4C of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) provides guidance on when a traffic signal should be considered. For the purposes of the Traffic Impact Study (**Appendix H**), only Warrant 3 (Peak Hour) was considered.

Warrant 3 is satisfied when an engineering study finds that finds that the criteria in either of the following two categories are met:

1. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:
    a. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
    b. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
    c. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
2. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

The peak hour warrant would not be satisfied at the intersection of SR-1/Seymour Street for any of the scenarios analyzed in this study. It should be noted that the satisfaction of a traffic signal warrant or warrants does not require the installation of a traffic control signal, as other factors (warrants) should also be considered.

Therefore, the intersection of SR-1/Seymour Street is projected to operate at LOS F during the weekend peak hour under Background plus Project conditions, and under Cumulative Conditions with or without project generated trips during the weekday p.m. and weekend peak hours. The

Traffic Impact Study (*Appendix G*) evaluation confirmed that volumes at the intersection of SR-1/Seymour Street would be insufficient to satisfy Warrant 3 under any of these scenarios. The project would result in a less-than-significant project impact at this intersection.

Tra c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant. The sight distance at the project driveways along South Main Street were evaluated and deemed to be adequate since they are greater than the recommended minimum distance according to Caltrans Highway Design Manual. However, sight distances at each driveway exit would be hindered by the presence of on-street parking and vegetation along South Main. On-street parking would be restricted for 15 feet on either side of each driveway along South Main Street. In addition, the driveway connecting to Seymour Street will only be used for emergency vehicle access due to the poor site distance from the corner of Seymour Street and SR-1. These actions, which are City requirements, would address the potential for a project site distance/safety impact to a less-than-significant level.

Tra d) Result in inadequate emergency access?

Less than Significant. The internal roadway system at the project site is designed in coordination with traffic engineers to ensure safe and efficient circulation and will comply with all modern standards of the Fire Code and other applicable ordinances and regulations. Emergency vehicle access is proposed to be located at the south end of the project site, and an emergency egress is planned along a paved alley between the auto dealership and SR-1 which would exit as a right-turn only onto eastbound Seymour Street. As such, the impact to emergency access would be less than significant.

4.15.5 CUMULATIVE IMPACTS

Cumulative impacts occur when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts Other projects in the area include past and planned residential, commercial, and infrastructure development projects in Half Moon Bay. See **Chapter 4.0, Setting, Impacts, and Mitigation Measures**, for the full list of cumulative projects within Half Moon Bay.

Upon the addition of project-generated traffic to the anticipated cumulative volumes, all the study intersections would continue to operate at acceptable levels of service, with the exceptions of SR-1/North Main Street and SR-1/

Seymour Street. Cumulative (2040) traffic volumes are shown below in **Figure 4.15-8**.

Although the intersection of SR-1/North Main Street would operate at LOS F during the weekend peak hour, this is not considered a significant impact because it would not satisfy the threshold criterion of the San Mateo County Congestion Management Program (the average control delay would increase by 2.6 seconds compared to the Cumulative without project condition, which is less than the four-second threshold indicating a significant impact).

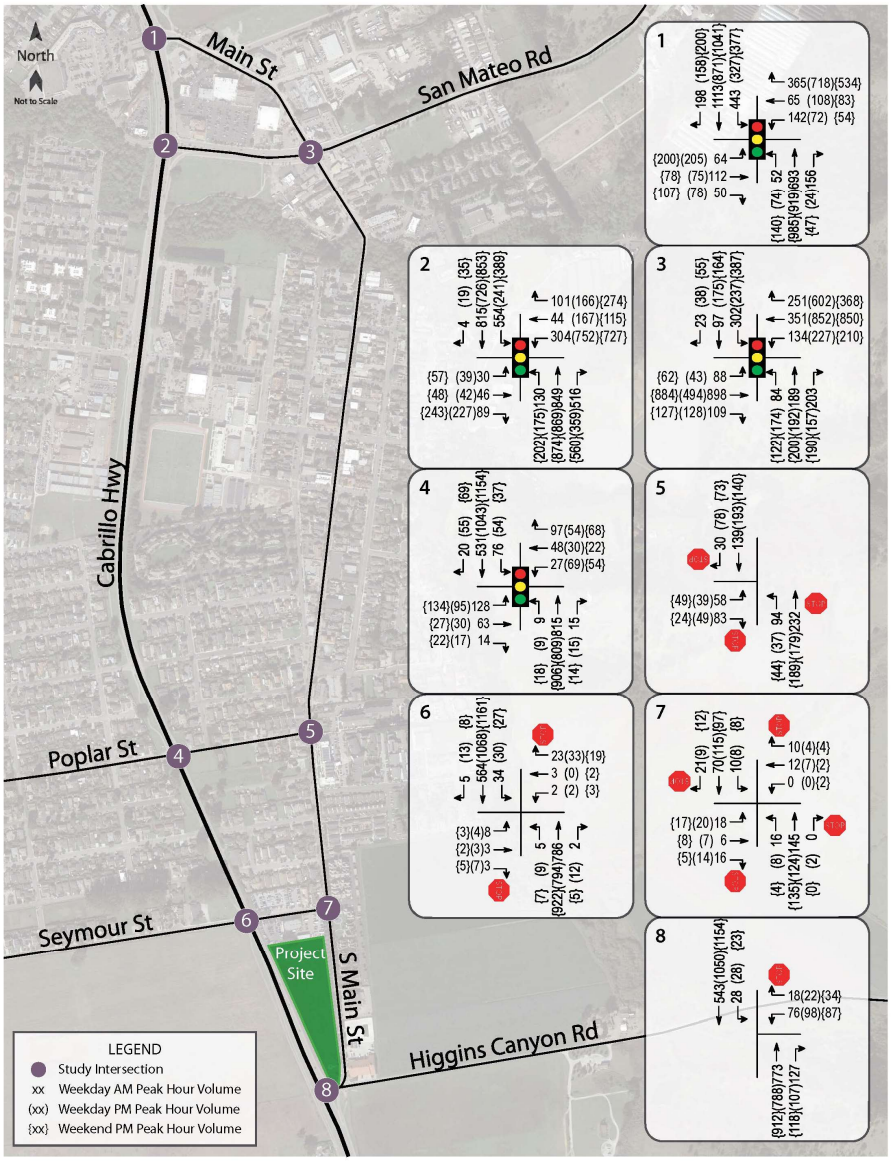
Under the p.m. and weekend peak hours, the stop-controlled Seymour Street approach at the intersection of SR-1/Seymour Street would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. Also, under these conditions, the signalization peak hour volume warrant would not be satisfied. The project's contribution would result in a less-than-significant impact at this intersection. Therefore, the project in conjunction with past, present, and foreseeable projects, would not result in a cumulative impact.

The OPR *Technical Advisory* indicates that cumulative impacts often do not distinct from near-term impacts for most projects, in regard to VMT. The project's contribution would result in a less-than-significant impact to VMT. Therefore, the project in conjunction with past, present, and foreseeable projects, would not result in a cumulative impact in regards to VMT.

Cumulative plus project traffic volumes are shown in **Figure 4.15-9**. The comparison between Cumulative No Project and Cumulative plus Project operating conditions are shown in **Table 4.15-13**. Also, a comparison of the Existing with Project and Cumulative with Project is included in **Table 4.15-14** As shown in **Table 4.15-13** and **Table 4.15-14**, intersections at LOS F occur with or without the project.

Give the above, the project, in consideration with projects in **Table 4.0-1** (**Chapter 4.0, Setting, Impacts, and Mitigation Measures**), would not result in a cumulatively considerable contribution to a cumulative impact related to traffic.

Hyatt Place Half Moon Bay Project



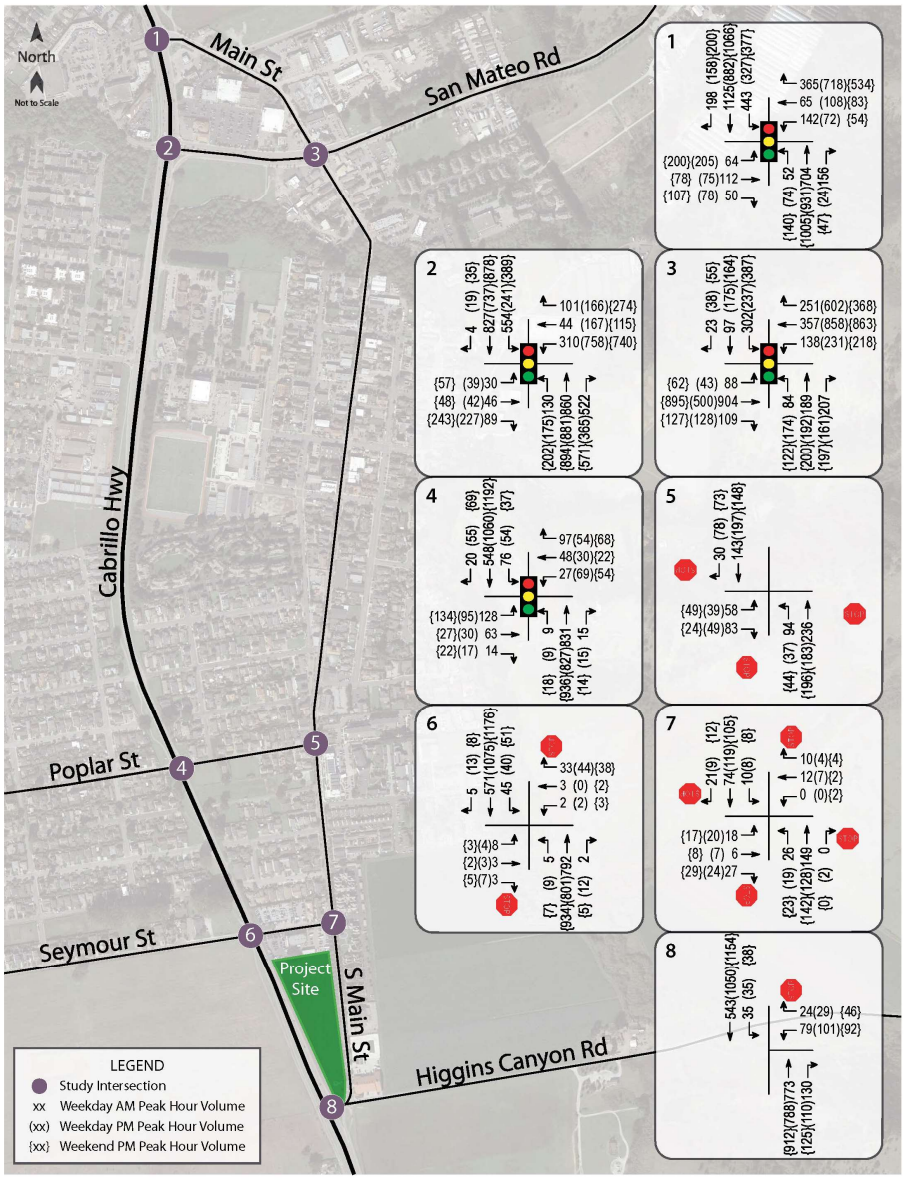
hmb003.ai 6/19

Traffic Impact Study for the Hyatt Place Hotel

Cumulative (2040) Traffic Volumes Figure **4.15-8**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Hyatt Place Half Moon Bay Project



Traffic Impact Study for the Hyatt Place Hotel

Cumulative (2040) plus Project Traffic Volumes Figure **4.15-9**

Source: W-Trans, 2020. Traffic Impact Study for the Hyatt Place Hotel.

Table 4.15-13 Comparison of Cumulative No Project and Cumulative plus Project Peak Hour Intersection LOS

Study Intersection *Approach*	Cumulative No Project						Cumulative plus Project					
	A.M. Peak		P.M. Peak		Weekend Peak		A.M. Peak		P.M. Peak		Weekend Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-1/N. Main Street	37.2	D	50.3	D	84.4	**F**	59.9	E	51.0	D	**87.9**	**F**
2. SR-1 / SR-92 (CMP)	42.0	D	40.6	D	39.7	D	37.4	D	41.0	D	40.4	**F**
3. Main Street / SR-92 (CMP)	40.9	D	38.9	D	41.6	D	43.3	D	39.0	D	42.0	D
4. SR-1 / Poplar Street	42.0	D	26.2	C	34.0	C	48.7	D	26.6	C	35.1	D
5. Main Street / Poplar Street	3.9	A	2.4	A	2.4	A	4.2	A	2.3	A	2.4	A
6. SR-1 / Seymour Street	1.1	A	1.0	A	1.0	A	1.2	A	1.2	A	1.4	A
Eastbound (Seymour St) Approach	*29.4*	*D*	***59.1***	***F***	***77.2***	***F***	*41.3*	*E*	***65.0***	***F***	***96.6***	**F**
7. Main Street / Seymour Street	7.8	A	7.9	A	7.8	A	8.0	A	8.0	A	8.0	A
8. SR-1 / S. Main Street	9.1	A	7.4	A	6.0	A	10.8	B	9.5	A	6.4	A

Source: W-Trans, 2020.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* **Bold** text = deficient operation

Table 4.15-14 Comparison of Existing plus Project and Cumulative plus Project Peak Hour Intersection LOS

Study Intersection *Approach*	Existing plus Project						Cumulative plus Project					
	A.M. Peak		P.M. Peak		Weekend Peak		A.M. Peak		P.M. Peak		Weekend Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-1/N. Main Street	37.1	D	39.4	D	43.4	D	58.2	E	46.6	D	**80.9**	**F**
2. SR-1 / SR-92 (CMP)	41.8	D	37.4	D	31.2	C	39.4	D	41.2	D	35.1	D
3. Main Street / SR-92 (CMP)	40.5	D	35.8	D	31.8	C	43.6	D	38.9	D	37.8	D
4. SR-1 / Poplar Street	31.4	C	20.1	C	22.5	C	35.9	D	25.5	C	36.2	D
5. Main Street / Poplar Street	4.3	A	2.2	A	2.3	A	4.3	A	2.3	A	2.4	A
6. SR-1 / Seymour Street	0.8	A	0.6	A	0.5	A	1.3	A	1.3	A	1.4	A
Eastbound (Seymour St) Approach	*27.1*	*D*	***33.6***	*D*	*39.1*	*E*	*44.0*	*E*	***66.5***	***F***	***85.6***	***F***
7. Main Street / Seymour Street	7.9	A	**7.8**	A	7.7	A	8.1	A	8.1	A	8.0	A
8. SR-1 / S. Main Street	1.5	A	1.9	A	2.0	A	11.7	B	10.7	B	8.6	A

Source: W-Trans, 2020.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in italics; Bold text = deficient operation

4.15.6 REFERENCES

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