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*Making Conservation
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September 25, 2017

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Mike Schaller, Senior Planner
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Cypress Point Planning Permit Application Referral

Dear Mr. Schaller:

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 July 18, 2017 Planning Permit Application Referral. Further comments may be forthcoming pending final review. Due to issues associated with access to the STN, further coordination between Caltrans and the Lead Agency will be necessary.

Project Understanding

Major Development Pre-Application for the construction of 71-unit affordable housing community (16 1-BR, 37 2-BR, 18 3-BR) of two-story structures with dedicated open space and walking trails, on a 10.875 acre site (currently zoned PUD-124); project would minimally require a rezoning and CDP. All except manager's unit will be rented to individuals earning less than 80% Area Median Income (AMI). The project will be accessed from Carlos Street, and is less than 750 feet from the intersection of Carlos Street and State Route (SR) 1.

Lead Agency

As the Lead Agency, the County of San Mateo 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.

Multimodal Planning

This project plans to include dedicated bicycle and pedestrian facilities. Areas adjacent to the project site have proposed Class I Bike Paths, and Class II Bike Lanes associated with the Highway 1/Coastal Trail/Parallel Trail, as outlined in the *2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan*. Measures, such as the construction of proposed bicycle and pedestrian facilities that connect the project site to regional activity nodes, and strategies outlined in the *Highway 1 Safety and Mobility Study*, including roadway design features to reduce vehicle speed should be taken to ensure safe accessibility and mobility to project residents and other users.

This site is near a Samtrans bus stop serving the #17 bus. Measures should be taken to ensure safe and convenient access and waiting areas for passengers. These measures should include crosswalks and appropriate pedestrian access to the bus stop. This bus operates on headways of approximately one hour, measures to increase the level of service should be taken.

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. Given the size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Lower parking ratios;
- Subsidize transit passes on an ongoing basis;
- Project design to encourage walking, bicycling and convenient transit access;
- Bicycle repair station(s);
- Secured bicycle storage facilities;
- The establishment of subsidized shuttle, vanpool, or rideshare services between major regional housing, employment, and activity centers.
- Charging stations and designated parking spaces for electric vehicles;
- Parking cash out/parking pricing;
- 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.

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project

does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on I-880 and other nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

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>.

Access Management

In the documents provided to Caltrans, issues regarding access to the site via Carlos Street at SR 1 are noted. The major issues, as outlined in the memo: *Cypress Point Preliminary Traffic Assessment*, include sight distance, traffic speed, overlapping left turns, and pedestrian crossings. The high speeds and geometry of these intersections require interventions to address both traffic movement, and make the street safe for vulnerable users. Approaches that can achieve these goals will likely involve a realignment of the intersections at this project site, studies of which should include roundabouts and consolidating access points to SR 1, as well as efforts to reduce vehicle speed using design features. These features could include a hard median, hard shoulders and sidewalks, roundabouts, and the establishment of transition zones including gateway treatments delineating populated areas.

The Lead Agency should also provide a study of possible alternatives for intersection alignment at Carlos Street and SR 1; alternative alignments should include stop controlled, yield controlled, and signal controlled alignments, options altering or limiting turning movements at Carlos Street, and options that involve a natural reduction of speed using design features. Please provide a Synchro Software intersection analysis study for these alignments for our review and comments.

For future reviews, please provide a clear copy of the lane configuration illustrations of the project-proposed trail crossings at the Point Montara intersection for our review and comments.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

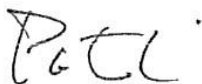
Mr. Mike Schaller, County of San Mateo
September 25, 2017
Page 4

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/>

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

c: State Clearinghouse