

Appendix F | Caltrans' comments on the draft Walk Bike Daly City plan

This appendix contains the comment letter submitted by the California Department of Transportation (Caltrans) regarding the draft Walk Bike Daly City plan.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

January 15, 2020

GTS # 04-SM-2019-00290

GTS ID: 17982

SM/Var/PM Var

Jimmy Fu, Civil Engineering Associate
City of Daly City
333 90th Street
Daly City, CA 94015

Walk Bike Daly City – City of Daly City Pedestrian and Bicycle Master Plan

Dear Jimmy Fu:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for Walk Bike Daly City Pedestrian and Bicycle Master Plan. 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 November 2019 Draft Pedestrian and Bicycle Master Plan.

Project Understanding

The City of Daly City (City) prepared, and in 2004 adopted, the City's first Bicycle Master Plan. In 2013, the City updated and broadened that plan to incorporate proposed improvements for pedestrians. Since its adoption, the 2013 Bicycle and Pedestrian Master Plan has helped the City plan its Capital Improvement Program (CIP) to emphasize bicycle and pedestrian infrastructure improvements. The new 2020 plan, called Walk Bike Daly City (Plan), is intended to create a roadmap for the next generation of pedestrian and bicycle improvements, particularly as the City experiences new development and as its population continues to increase. The Plan is intended 1) to expand the City's network of pedestrian and bicycle facilities, 2) close gaps in the existing system, 3) enhance connections to key destination, and 4) make walking and biking in Daly City safer, easier and more popular. The City is accessible by the State Transportation Network (STN) from Interstate (I)-280 and State Routes (SR)-1, 35, and 82.

*"Provide a safe, sustainable, integrated and efficient transportation
system to enhance California's economy and livability"*

Highway Operations

As stated on page 49 of the Plan, “Any changes impacting the design or function of state routes would need Caltrans’ approval, including changes at their on- and off-ramps”. If the proposed Plan moves forward, a Transportation Impact Study may be required and should discuss the following:

- **I-280 and John Daly Boulevard (Blvd.) Interchange** on-ramp and off-ramp storage capacity analysis to determine if reconfiguration and reduction of lanes on John Daly Boulevard would impact these ramps and the need to provide mitigation to reduce any queuing that spills back onto the freeway or city streets.
- **SR- 35 (Skyline Blvd.)/Thornton Beach Road (Rd.)/John Daly Blvd. Intersection** operations analysis, which should include storage capacity evaluations of all turning movements, to determine if removing the slip lanes to/from Thornton Beach Rd/Skyline Boulevard and closing the off-ramp from northbound Skyline Boulevard to eastbound John Daly Boulevard would negatively impact the operations of this intersection.
- **SR-82 (Mission Street (St.))/San Pedro Rd./E. Market St. Intersection** operations analysis, which should include storage capacity evaluations of all turning movements, to determine if removal and reconfiguration of traffic lanes at various approaches to the intersection of Mission Street/E. Market Street/San Pedro Road would negatively impact safety on SR-82.
- **SR-1/Serramonte Blvd. Intersection** operations analysis for a signal warrant and queue lengths to determine the impact of installing a signal.
- **Mitigation** measures to reduce the impact to State facilities, if necessary.

Design

Design proposals in the Plan identify reductions to lane widths and shoulder widths to non-standard widths. Any design feature that does not meet Caltrans Standards must be documented in a Design Standard Decision Document (DSDD) and reviewed and approved by Caltrans District 4 and Caltrans Headquarters. Proposed nonstandard features that cannot be justified will not be permitted. See attached for comments regarding 6.0, Conceptual Designs, explained below.

- **John Daly from Sheffield/Poncetta to I-280 (Figure 6.1)**
 - Caltrans Standards require 12-foot lanes within the lanes of an interchange. Reduction to 11-foot lanes would require approval of a nonstandard feature.

- Installation of a Rectangular Rapid Flashing Beacon (RRFB) and the location of the crossing would be subject to a safety analysis to determine the adequacy of the stopping sight distance.
 - Approval would be subject to a signal operations analysis due to reduction of storage and intersection capacity at Caltrans ramps.
- **John Daly Blvd from I-280 to Junipero Serra Blvd (Figure 6.2)**
 - At the southeast corner of Junipero Serra Blvd. and John Daly Blvd., extra attention to the bikeway entrance is required to eliminate the possibility of automobile traffic entering the bike path.
 - Approval would be subject to a signal operations analysis due to the reduction of storage and intersection capacity at Caltrans ramps.
- **State Route 35 (Skyline Blvd.)/Thornton Beach Rd./John Daly Blvd. Intersection (Figure 6.4)**
 - Both sides of SR-35 should have standard right shoulder widths of 10 feet. Use of narrower shoulders will require approval of this nonstandard feature (all quadrants).
- **SR 82 (Mission St.)/Market St. Intersection/San Pedro Rd. Intersection (Figure 6.5)**
 - Depending upon truck and traffic volumes, the standard lane width on Mission St. may be 12 feet.
 - Verify all truck turning movements in the intersection to ensure that trucks do not encroach onto bike facilities.
- **Junipero Serra Boulevard / San Pedro Road Intersection (Figure 6.6)**
 - Work on the San Pedro Road Overcrossing is subject to Caltrans Standards, including lane widths, shoulder widths, etc.
- **State Route 1/Serramonte Blvd. Intersection (Figure 6.7)**
 - Verify the SR-1 off-ramp to eastbound Serramonte Rd. movement can accommodate truck turning as it does not appear that this configuration can accommodate the necessary turning movement.
 - Verify that drivers have adequate sight distance for crossing around parked cars as cyclists may move slowly towards the uphill direction.

Caltrans Coordination

The City is encouraged to coordinate with Caltrans' Capital Preventative Maintenance Project (04-0Q140) to identify opportunities to implement planned improvements that are within the scope of roadway rehabilitation on SR-82.

Additional Considerations

The Plan should consider adding an additional crosswalk at the SR-82 (Mission Street)/ San Pedro Avenue/ Market Street intersection from the Wendy's parking lot to the Goodwill to avoid forcing pedestrians to make unnecessary street crossings. This improvement would likely require traffic signal modifications and coordination with Caltrans. As such, this improvement may be most feasible to implement in conjunction with Class IV bikeway implementation.

Lead Agency

As the Lead Agency, the City 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.

Encroachment Permit/Maintenance Agreements

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires a Caltrans-issued encroachment permit. Maintenance agreements on routes with new bike paths should be revised and/or updated.

To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Jimmy Fu, Civil Engineering Associate
January 15, 2020
Page 5

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Leong", followed by a long, sweeping horizontal line.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review