CITY OF DALY CITY
PLANNING COMMISSION
REGULAR MEETING

AGENDA

Tuesday, February 05, 2013 - 7:00 PM

Council Chambers, City Hall

Live Telecast: Comcast Channel 27, Astound 26, AT&T U-Verse 99

Webcast: www.dalycity.org/meetings

OPENING OF MEETING:

PLEDGE TO THE FLAG:

ROLL CALL:

MINUTES:

ELECTION OF OFFICERS:

1. Appointment of Planning Commission Chair and Vice Chair

PUBLIC HEARING:

2. Draft Bicycle and Pedestrian Master Plan

APPLICANT:	City of Daly City
LOCATION:	Citywide
ENVIRONMENTAL ASSESSMENT:	Exemption pursuant to CEQA Guidelines Section 15061(b)(3) – No Potential for Significant Environmental Effect
PLANNER:	Michael VanLonkhuysen, Senior Planner

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

ACQUISITIONS, VACATIONS, ETC. - SECTION 65402(A):

ADJOURNMENT:

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should notify the Office of the City Clerk at 991-8078 as early as possible.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	February 5, 2013
Application:	Draft Bicycle and Pedestrian Master Plan
Project Planner:	Michael Van Lonkhuysen, Senior Planner
Project Location:	Citywide
Applicant:	City of Daly City 333 90th Street Daly City, CA 94015
Environmental Assessment:	CEQA Exempt (Guidelines §15061 – No Potential Significant Effect)

Background

In February 2004, the City Council adopted the City's first Bicycle Master Plan. In order to be eligible for certain types of grant funding, including the Caltrans's Bicycle Transportation Account (BTA), the Plan must be updated every five years. While the Draft General Plan identifies the need to update the plan in conformance with the five-year update requirement, it also identifies the development of a Pedestrian Master Plan to elevate the profile of walking as a mode of transportation and as an attractive recreational opportunity. For this reason, the new Plan contains pedestrian improvement projects and policies, and has been retitled the *Bicycle and Pedestrian Master Plan* to reflect these additions.

The Plan was developed in coordination with the City's Bicycle and Pedestrian Advisory Committee (BPAC), which completed its review of the Plan in November 2012. In addition to the input from the BPAC, the City held a community workshop on December 6, 2012, to obtain public input on the Plan. The feedback from this workshop is summarized in the Public Workshop section of the staff report.

Discussion

Substantively, the Plan has been updated to reflect current background information, pedestrian and bicycle facilities that have been constructed since 2004, and feedback from the BPAC and the public. While the policies contained within the Plan largely reflect the bicycle and pedestrian policies prescribed by the City's Draft General Plan, the Plan borrows from the San Mateo County Bicycle and Pedestrian Master Plan for background and policy content, where appropriate. Key policies/tasks include:

- The recognition that transportation improvements (new and retrofit) are opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system (see Policy 1 on page 17).

- The assurance that as part of any reassessment of the City's Development Impact Fee (AB1600) that adequate and commensurate money is collected and distributed to City projects involving the expansion of Daly City's pedestrian and bicycle network (see Task 1-4 on page 17).

- The exploration of amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, consistent with any City-adopted urban design plan, and which disallow parking within any provided front setback area (see Task 3-1 on page 18).

- Inviting the school districts in Daly City to participate in the Bicycle and Pedestrian Advisory Committee (see Task 5-1 on page 19).

- The implementation of an improvement program at Mussel Rock Park to improve the Park as a passive recreational area for community use (see Task 6-2 on page 19).

- The integration of design features into street design and private construction that creates safe and inviting environments for people to walk, bicycle, and use public transportation (see Policy 8 on page 20).

- The incorporation of multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work (see Task 8-9 on page 21).

- The pursuit of Safe Routes to School funding to implement infrastructure improvements that facilitate safe travel to school sites (see Task 10-1 on page 22).

The Future Bicycle and Pedestrian Improvements Map (Figure BPP-5 on page 15) identifies the proposed bicycle and pedestrian improvements that the City hopes to undertake in the coming years. Key improvements have been prioritized in the Plan as follows:

Priority One: John Daly Boulevard – provide signs and pavement markings designating a Class III bikeway between Sheffield Drive and Mission Street. The bikeway would connect to an existing Class I bike path that extends from Sheffield Drive to Park Plaza Drive. Once completed, the bikeway would provide an east-west route that connects the Top of the Hill to the Daly City BART station and Westlake Shopping Center.

Priority Two: State Route 82 (Mission Street/San Jose Avenue) – provide signing and pavement markings designating a Class III bikeway between the City Limit lines. As part of the Grand Boulevard Initiative, a four foot wide area between the travel lane and parking lane is provided along most of State Route 82. Once completed, the bikeway would provide a north-south route between San Francisco and the rest of San Mateo County.

Priority Three: Geneva Avenue – provide signing and pavement markings designating Class II bike lanes between Santos Street and Bayshore Boulevard. Once completed, the bike lanes would close the gap between the existing bike lanes on Geneva Avenue (west of Santos Street) and on Bayshore Boulevard.

Priority Four: Junipero Serra Boulevard – provide signing and pavement markings designating a Class III bikeway between the southern City Limit and John Daly Boulevard. The bikeway would connect to existing Class II bike lanes in Colma. Once completed, the bikeway would provide a north-south route between Colma and Daly City BART stations.

Priority Five: Pedestrian connection at John Daly Boulevard/Skyline Boulevard – construct pathway from North Mayfair Avenue to the northeast corner of John Daly Boulevard/Skyline Boulevard. Construct sidewalk on the north side of John Daly Boulevard between Eastgate Drive and Skyline Boulevard.

Public Workshop

The City held a community workshop on December 6, 2012, to present the Draft Bicycle and Pedestrian Master Plan to the public and obtain input on the Plan. The workshop was attended by eight community members. While comments on the Plan were overall supportive, the public offered the following comments (comments are in bold italics and the City response follows beneath each comment).

- ***There should be a dedicated bicycle lane between Daly City BART to San Francisco State University, and bicycle rentals available at the Daly City BART Station.***

  Most of the public right-of-way between the Daly City BART station and San Francisco State University is owned either by BART, Caltrans, or the City and County of San Francisco. While the provision of the bicycle rental vendor within the BART station proper is purely a BART function, the Plan has been amended to provide that the City shall fully support the provision of a bicycle rental vendor should BART decide to include such a vendor in its facility (see Task 6.3 on page 20).

- ***The shoulders on Highway 35 which provide bicycle lanes/routes should be maintained free of ice plant which often obstructs safe bicycle passage.***

  As a State highway, State Route 35 is owned and maintained by the State Department of Transportation ("Caltrans"). While the City is in routine contact with Caltrans regarding this issue, the Plan has been amended to include on-going work with Caltrans to ensure that all shoulders where bicyclists ride are maintained free of obstructions that could impair bicycle use (see Task 6.4 on page 20).

- ***The City of Daly City should consider colored bicycle lanes in Daly City, similar to the green bicycle lanes in the City of San Francisco.***

  The decision to install colored bicycle lanes is a design and cost consideration which will be made on a case-by-case basis as the need for such bike lanes warrants, and as budgets for specific bicycle lane improvements allow.

- ***The City should consider a pedestrian connection between John Daly Boulevard and Highway 35 intersection's southeast corner in addition to that being proposed at the northwest corner.***

  While a pedestrian connection between the Westlake neighborhood to the southwest of the John Daly intersection with Highway 35 to the intersection seems logical given the neighborhood population, the provision of a connection at this location would require a pedestrian crossing of the heavy-travelled northbound Highway 35 off-ramp to John Daly Boulevard. The City does not feel that the provision of a crossing at this location could be accomplished safely at this time, and it is also unlikely that Caltrans (the intersection owner) would approve such a crossing.

In addition to comments provided at the public workshop, the City has received two comment letters pertaining to the Plan. These comment letters are included within the Draft Plan in Appendix C.

Environmental Review

The Draft Bicycle and Pedestrian Master Plan is exempt from the requirements of the California Environmental Quality Act because the Plan itself has no potential to negatively impact the environment. Should any of the bicycle or pedestrian improvements identified in the Plan be implemented, the City will conduct the appropriate environmental review related to such improvements prior to the commencement of construction.

Recommendation

Staff recommends that the Planning Commission provide and receive public comment on the Draft Bicycle and Pedestrian Master Plan, and forward the Plan to the City Council for adoption.

Respectfully submitted,

Michael VanLonkhuysen
Senior Planner

Attachment:
Draft Bicycle and Pedestrian Master Plan

G:\Planning\Long Range Planning Projects\Bicycle Master Plan (2013)\pc020513.mtv.doc

CITY OF DALY CITY

DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN

FEBRUARY 5, 2013

City of Daly City
Department of Economic and Community Development
Department of Public Works
333 90th Street
Daly City, CA 94015

Introduction

This document is the Bicycle and Pedestrian Plan (BPP) for the City of Daly City, prepared in conformance with the State of California Bicycle Transportation Act (BTA) and modeled after the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP). Where appropriate, the Daly City BPP borrows from the County BPP for background and policy content.

The primary purpose for the BPP is to better define the future bicycle network identified in the Daly General Plan, and to identify additions and improvements necessary to provide a safe and efficient network of bikeways and pedestrian facilities. The Plan establishes priorities for future bicycle and pedestrian facilities in Daly City, and is also intended to address the eleven elements required in a State of California approved Bicycle Plan, as more fully described in Appendix A. As a separate policy document from the General Plan, the BPP may be more easily amended as necessary to address changing conditions in Daly City's bicycle and pedestrian network.

This plan has been prepared with the efforts of the City of Daly City Bicycle/Pedestrian Advisory Committee (B/PAC), which reviewed the draft plan on November 8, 2012. In addition to the input from the B/PAC, the City held a community workshop on December 4, 2012, to obtain public input on the need for future bicycle and pedestrian facilities in Daly City. Additionally, the Planning Commission and City Council held public meetings to discuss the BPP prior to the adoption of the Plan.

It is intended that this document be fully integrated into any future long-range plans and capital improvement plans of the City of Daly City. Congruity between future capital improvements and this Plan is a requirement of the General Plan Circulation Element Policy CE-18 which requires the continued installation of bicycle facilities throughout the City in accordance with the Bicycle Master Plan.

About Daly City

Daly City is a 7.43 square mile community located at the northernmost edge of San Mateo County. Sharing a common border with the City/County of San Francisco, Daly City is known as the "Gateway to the Peninsula." The City's area extends from the Pacific Ocean on the west and nearly to San Francisco Bay on the east. It is the largest city in San Mateo County with an estimated population of 102,593 (Department of Finance, 2012).

The City's topography, level of development, and high traffic volumes provide the greatest challenge to providing a safe environment for bicyclists and pedestrians. There are a limited number of flat or even relatively flat through routes in the City, and bicycles must compete for space on these streets with automobiles and transit. In spite of these challenges, much can be done to make bicycling safer and more convenient. A primary objective of the BPP is to provide a comprehensive network of signed and mapped routes for bicyclists and provide improvements that expedite travel and improve safety along these routes. Likewise for pedestrians, the City seeks to provide a complete sidewalk and pathway system that allow persons both on foot and in walkers/wheelchairs to gain easy access to all parts of the City. In this respect, the City desires to elevate both walking and bicycling as travel modes in Daly City.

Importance of Improving Biking and Walking

Research from a variety of disciplines confirms the overwhelming benefits of walking and bicycling to community health and stresses the importance of retrofitting a built environment that has largely catered to the automobile for the better half of a century. The San Mateo County Comprehensive Bicycle and Pedestrian Plan cites the following significant reasons for making it easier to travel without a car:

Congestion Reduction: According to the 2009 National Household Travel Survey, approximately 40 percent of all trips taken are under two miles –nearly two-thirds of which are taken by car. Other local studies have shown that up to 27 percent of morning congestion can be attributed to parents dropping their children off at school. These figures strongly suggest untapped opportunity to relieve congestion through targeted efforts that convert some or all of these trips to walking and biking. This is bolstered by the knowledge that increasing roadway capacity is often neither feasible nor cost-effective for built-out urban areas and can actually lead to inducing new vehicle trips.

Economic Competitiveness: Businesses want to attract talent, and increasingly talent is attracted to walkable, livable neighborhoods. One survey estimates that 30 percent of all working Americans changed or left their job at one point due to the length of their commute. Walkable and bikeable communities are also more stable and affordable. Walk San Diego, a community-based California non-profit, reports that during the housing crash homes in communities deemed —walkable maintained almost five percent more of their value than non-walkable communities with similar neighborhood demographics. Eliminating the need to travel by car residents can save an average of more than $4,000 per year — effectively increasing their purchasing power (and the availability of affordable housing) without increasing average income.

Environmental Protection: The environmental impacts of driving and its related infrastructure are by now well documented and well understood. Whether it is reducing air pollution and emissions of harmful greenhouse gases, saving wildlife habitat and available agricultural resources, or addressing stormwater flooding and degraded water quality—efforts to reduce vehicle miles travelled (VMT) and demand for new roadways by investing in non-motorized travel is and should be a top priority. Under Senate Bill 375, the California Air Resources Board identified targets in greenhouse gas reductions in the Bay Area of 7 percent under 2005 levels by 2020 and 15 percent by 2035. Encouraging pedestrian and bicycle transportation will help to achieve these targets.

Public Safety: The Surface Transportation Policy Partnership (STPP) —pedestrian danger index considers pedestrian crashes, population, and overall pedestrian activity. Its 2000 report ranked San Mateo County as the fifth most dangerous county for pedestrians in California. The existence of a safety problem is corroborated by analysis from this plan that shows a high concentration of crashes along streets such as El Camino Real/Mission Street and a disproportionately high number of pedestrian crashes among all traffic collisions. Success at making walking safer and more attractive has the added benefits of building social cohesiveness among residents and adding eyes on the street – factors that also often lead to reductions in crime.

Plan Purpose

The BPP addresses the planning, design, funding, and implementation for a variety of bicycle and pedestrian infrastructure projects and programs in three important ways:

First, the BPP provides a new policy framework to guide the implementation and evaluation of this plan. This framework includes a long-term vision statement and a set of goals and policies that incorporate bicycle and pedestrian issues.

Second, the BPP updates and refines the bicycle and pedestrian facilities identified in the General Plan Circulation Element. To maximize funding available for bikeway projects, the plan emphasizes projects that improve safety, promote access to jobs and activity centers, and which are located within areas of higher population density and/or in areas with the greatest need.

Third, the plan establishes geographic focus areas for Daly City's investment in pedestrian infrastructure, based on an analysis of pedestrian activity and need throughout the city.

In adopting the BPP, the City intends to provide a clear prioritization of public improvements that it seeks to implement in the near term, and provide, through policies and tasks, a regulatory structure that identifies the obligation of private development to undertake bicycle/pedestrian facility improvements.

Existing Conditions

This section describes the City of Daly City, its transportation network, and the status of bicycle and pedestrian facilities in Daly City as of 2012. By examining existing facilities, connectivity, gaps in the bicycle and pedestrian network, accessibility for all users, safety, and barriers to multi-modal travel, key opportunities and constraints are identified.

Land Use

The City of Daly City is largely built-out and is made up mostly of residential neighborhoods although two urban corridors, Geneva Avenue and Mission Street, two regional shopping centers, and several suburban office/retail malls comprise the landscape. Physically, the City is divided roughly in half by Interstate 280, completed in 1955, and there exist significant differences between the eastern and western portions of the City divided by the interstate. While the area east of I-280 is comprised mostly of older neighborhoods developed mostly with medium-density single family housing, the area west of the interstate is relatively newer, mostly developed after 1949, consisting of lower-density, single family homes and higher density apartment complexes concentrated around commercial centers.

In addition, Daly City offers a wide variety of recreational and leisure activities that are available for all ages. Public recreation sites span the community, including tot lots and parks, which combined encompass approximately 83 acres. Daly City has seven miles of Pacific coastline, much of which is accessible to the public. San Bruno Mountain, with 2,063 acres of diverse parkland, offers spectacular views of the entire Bay Area and the Pacific Ocean. Lake Merced Golf and Country Club is located within Daly City and the Olympic Country Club and the San Francisco Golf Club are adjacent to Daly City's northern boundary.

Circulation and Transit

Interstate 280 (Junipero Serra Freeway), Routes 35 (Skyline Boulevard) and 82 (El Camino Real/Mission Street), and Coast Highway 1 (Cabrillo Highway) all run through Daly City, providing convenient access and travel to San Francisco, the Peninsula, and the rest of the Bay Area. Major arterial roadways in the city include John Daly Boulevard, Southgate Avenue, Eastmoor Avenue, and Gellert Boulevard. In addition to the local and regional roadway network, Daly City is served by the following public transit systems:

Bay Area Rapid Transit (BART)

Daly City Station. Commencing service in 1973, the Daly City BART station is located at the intersection of I-280 and John Daly Boulevard, at the border of San Francisco and San Mateo Counties. This station is used heavily by commuters traveling to downtown San Francisco and the East Bay, as well as students attending San Francisco State University located one mile north of the station.

Interstate 280 divides the station area, offering easy auto access, but creating a barrier to walking and biking from the north and west. Travel from the Westlake neighborhood on the north side of John Daly Boulevard can be particularly cumbersome. This is primarily due to the indirect pedestrian route to the station caused by Interstate 280 on- and off-ramps, which make the provision of a freeway overcrossing on the north side of John Daly Boulevard extremely difficult.

This, in combination with other factors, result in the Daly City station being among the lowest in the BART system in the share of commuters biking to the station (BART Station Access Plan, 2002). It is estimated that only 0.5 percent of BART riders get from their homes to the Daly City BART station by bicycle, compared to 12 percent by walking and 17 percent by transit. As a result of the low bike access, bike racks tend to be relatively empty. In mid-2002, they were measured to be at an extremely low two percent of capacity. Bike lockers, which often require getting on a long wait list at other stations, have historically been available at the Daly City station in large quantity. Partly as a result of this low bike mode split, the BART Bicycle Access and Parking Plan ranked the growth potential for bikes at Daly City as "low".

There are some inherent difficulties in biking to this station that include the presence of the highway, narrow residential streets, the foggy and windy climate, and steep terrain. However, a primary barrier may be the absence of dedicated bike lanes leading to and from the station. John Daly Boulevard and Junipero Serra Boulevard are both wide arterials that are not conducive to on-street bicycle travel. Another barrier may be bicycle access to the BART station from the western and southern neighborhoods requires either riding in elevators or taking the stairs at either end of the pedestrian tunnel. Riding in the elevators at both ends of the pedestrian tunnel can be time consuming, while taking the stairs at both ends is a physical challenge. Improved bicycle access to the BART station would greatly benefit bicyclists.

Colma Station. The second and newer station, the Colma BART station, is located at D Street, east of I-280 in Unincorporated Colma, adjacent to Daly City. There are bicycle racks and 22 lockers available at the Colma Station.

SamTrans

SamTrans operates an overall fixed route bus system of 82 routes with a service area of 150 square miles. SamTrans operates 14 fixed bus routes in Daly City with 14 routes directly serving the BART station. Four of the fixed bus routes have vehicles equipped with handicapped access and one route is an express route which runs along Interstate 280 directly into San Francisco.

SamTrans buses are equipped with bike racks, which hold a maximum of two bikes. Two additional bikes are still being allowed inside the bus, depending on passenger loads. Only single-rider, two-wheel bicycles are permitted. There is no age limit for riders using the bike racks or bringing bikes on board the bus. However, riders must be able to load and unload their bikes without help from the operator.

San Francisco Municipal Railway (Muni)

Municipal Railways of the City and County of San Francisco (Muni) operates five routes into Daly City. Route 28-19th Avenue and route 54-Felton serve the Daly City BART station, as does the 14-Mission route. Routes 8-Bayshore Express and 9-San Bruno serve the Bayshore neighborhood. Of the three routes that serve the Daly City BART station, the 28-19th Avenue has the highest number of passengers.

Pedestrian Circulation

The pedestrian circulation system in Daly City has been determined by the type and extent of land uses within the City. In the older areas of the City, most notably the Original Daly City and Crocker neighborhoods, commercial land uses are integrated with residential uses in the form of corner grocery stores that are easily accessed by walking rather than driving. The central location of Mission Street within these two neighborhoods also provides the residents with commercial uses within walking distance. However, in the newer areas such as the St. Francis Heights and Serramonte neighborhoods, commercial uses are concentrated in small neighborhood serving commercial shopping centers which are more easily accessed by automobile or bus, therefore restricting pedestrian access.

There are several hiking trails in Daly City. Most notably is the coastline trail which runs north to south along the Pacific coastline and closely follows the abandoned Highway 1 right-of-way. Other hiking trails in the city are located around San Bruno Mountain and provide access to San Bruno Mountain State and County Park. Although opportunities for new full-length trail development are limited, the development of a coastline trail would provide better access to Daly City's scenic coastal resources. In addition, the continued inclusion of pedestrian access easements in new developments located around San Bruno Mountain that provide links to the extensive trail system in the San Bruno Mountain State and County park would further promote hiking and a recreational activity in the City.

Bicycle Infrastructure

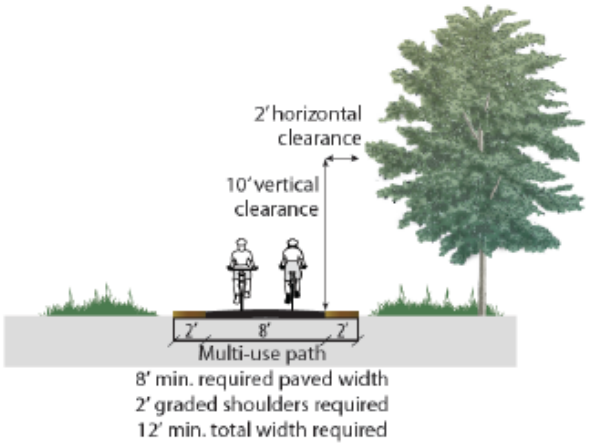
Bicycle infrastructure in Daly City is governed by design standards developed by the California Department of Transportation (Caltrans). Figure BPP-1 illustrates Caltrans' three types of bikeways as defined by the Highway Design Manual: Multi-Use Path (Class I) allows for two-way, off-street bicycle use and may be used by pedestrians, skaters, people in wheelchairs, joggers and other non-motorized users. Bike lanes (Class II) are defined as a portion of the roadway designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are generally appropriate for major arterial and collector roadways and are five to seven feet wide. Bike Routes (Class III) are defined as streets shared with motor vehicles and signed for bicyclists. They are appropriate for roads with low speeds and traffic volumes, however, can be used on higher volume roads that have wide outside lanes or shoulders.

In addition, Shared Roadway Bicycle Markings are included in the California Manual of Uniform Traffic Control Devices as an additional treatment for bike routes, and are currently approved in conjunction with on-street parking. The shared roadway bicycle marking (can serve a number of purposes, such as making motorists aware of the need to share the road with bicyclists, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent "dooring" collisions.

Figure BPP-1: Caltrans Design Standards for Bicycle Facilities

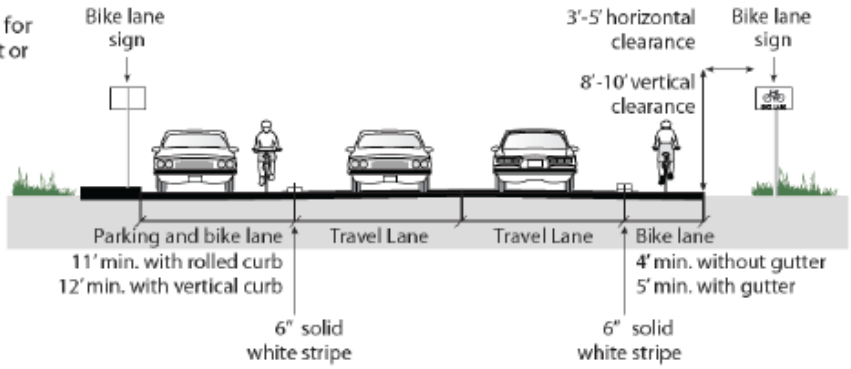
CLASS I
Multi-Use Path

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



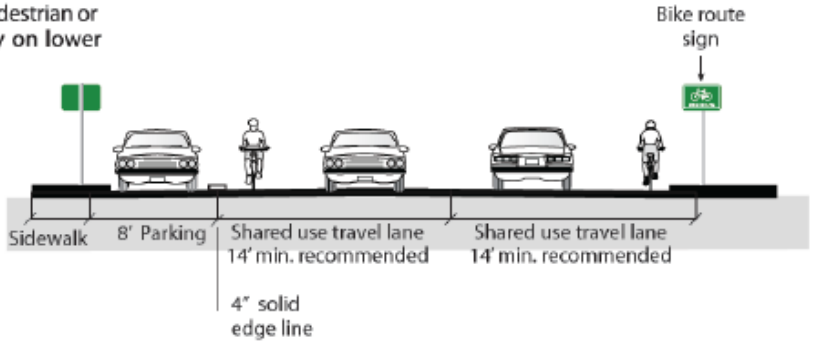
CLASS II
Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



CLASS III
Bike Route
Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



Source: San Mateo County Comprehensive Bicycle and Pedestrian Plan

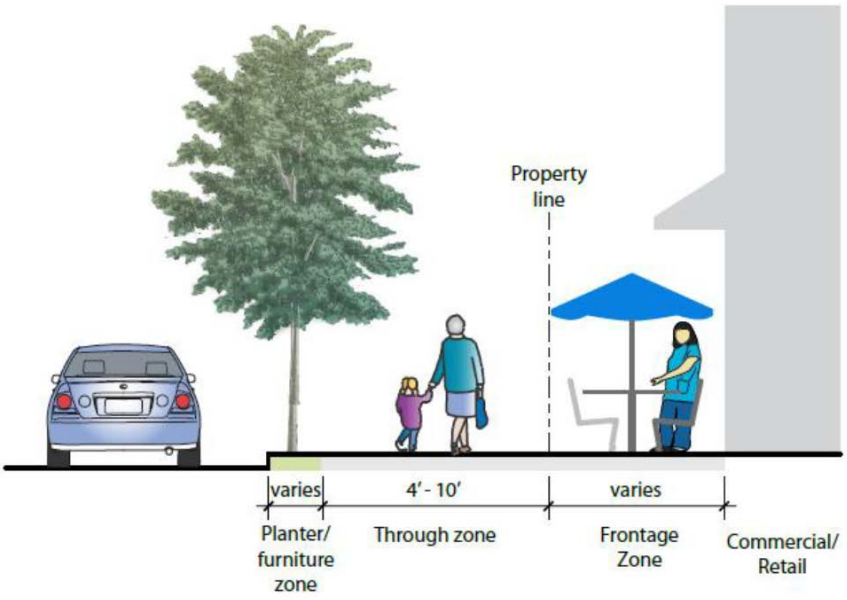
Existing bicycle facilities in Daly City consist of the following:

- Class I off-street path along the south side of John Daly Boulevard (between Ashland Drive and Sheffield Drive)
- Class II bicycle lane on Lake Merced Boulevard (between Glenwood Avenue and John Muir Drive)
- Class II bicycle lane on Southgate Avenue (between Crestwood Drive and St. Francis Boulevard)
- Class II bicycle lane on Serramonte Boulevard (between Callan Boulevard and Serramonte West entrance)
- Class II bicycle lane on Gellert Boulevard (between Hickey Boulevard and King Drive)
- Class II bicycle lane on Callan Boulevard (between Serramonte Boulevard and King Drive)
- Class II bicycle lane on King Drive (between Skyline Boulevard and Junipero Serra Boulevard)
- Class II bicycle lane on Westmoor Avenue (between Southgate Avenue and Baldwin Avenue)
- Class III bicycle route on Southgate Avenue (between St. Francis Boulevard and Junipero Serra Boulevard
- Class III bicycle route on Gellert Boulevard (between Serramonte Boulevard and Hickey Boulevard)
- Class III bicycle route on Callan Boulevard (between Southgate Avenue and Serramonte Boulevard)
- Class III on Skyline Highway

Pedestrian Infrastructure

Pedestrian infrastructure addressed by this Plan includes shared use paths, pedestrian-only paths, bicycle and pedestrian bridges, sidewalks, and other public spaces. Depending on the location and available right-of-way, sidewalks consist of one or multiple zones (see Figure BPP-1). Each zone is defined by the predominant activity or feature that occurs there. The Americans with Disabilities Act Accessibility Guidelines (ADAAG) governs the minimum design for pedestrian facilities in the public right-of-way, and requires a minimum clear width of 36 inches.

Figure BPP-2: Sidewalk Zones



Source: San Mateo County Comprehensive Bicycle and Pedestrian Plan

Pedestrian support facilities include amenities and infrastructure supporting pedestrian travel. Support facilities include, but are not limited to, pedestrian countdown signals and push-buttons, crosswalk markings, warning signage, street furniture, lighting, and wayfinding signage. Support facilities for pedestrians include wayfinding and signage, street furniture, street trees and pedestrian scale lighting. Providing amenities for pedestrians along their route makes for a more enjoyable and comfortable walking experience, thus encouraging more walking. Amenities are an essential aspect of street infrastructure that makes pedestrians a priority within the streetscape. These elements enhance the pedestrian realm by serving as functional aspects that serve the needs of walkers while enhancing the character of the street.

Safety and Education Programs

Naturally, education is a key component of promoting cycling because it can help reduce accidents and increase cyclist's confidence and urban riding skills. Teaching children riding skills can improve their safety now, and encourage them to ride more in the future.

Education Programs

The Daly City Police Department offers a comprehensive Youth Bicycle Safety Program for the residents of Daly City. In addition, as part of a comprehensive traffic safety program, the Police Department visits elementary schools throughout the year, offering "Bicycle Rodeos", where children are taught to ride their bicycles safely through a combination of classroom learning, reviewing safety videos, and a planned obstacle course. Rodeos are valuable for young "pre-bicycle-driving" children and also for reaching parents and encouraging helmet use and proper fitting. Bicycle helmets were provided to those in need, free of charge. In addition, an essay contest on bike safety is held, with winners of the contest receiving a free bicycle.

The Police Department's Neighborhood Resource Officers and Community Policing Unit work with local school districts to develop a bicycle helmet policy, and provide bicycle safety inspections and information on bike and pedestrian safety.

Accident Rates

Accident data provided by the Daly City Police Department indicate that during the four-year period between January 2009 and May 2012, there were 39 auto-related accidents involving a bicyclist, five of which resulted in severe injury. There were no fatal injuries during this period. Similarly, during the same period, there were 181 auto accidents involving pedestrians, 25 of which resulted in severe injury. The sole fatality during this time period occurred at the intersection of Skyline Drive and Hickey Boulevard. One of the main objectives of the City's Comprehensive Traffic Safety Program is to reduce the number of bicycle accidents, especially those involving children. The locations of the bicycle and pedestrian accidents are identified in Figures BPP-3 and BPP-4, respectively.

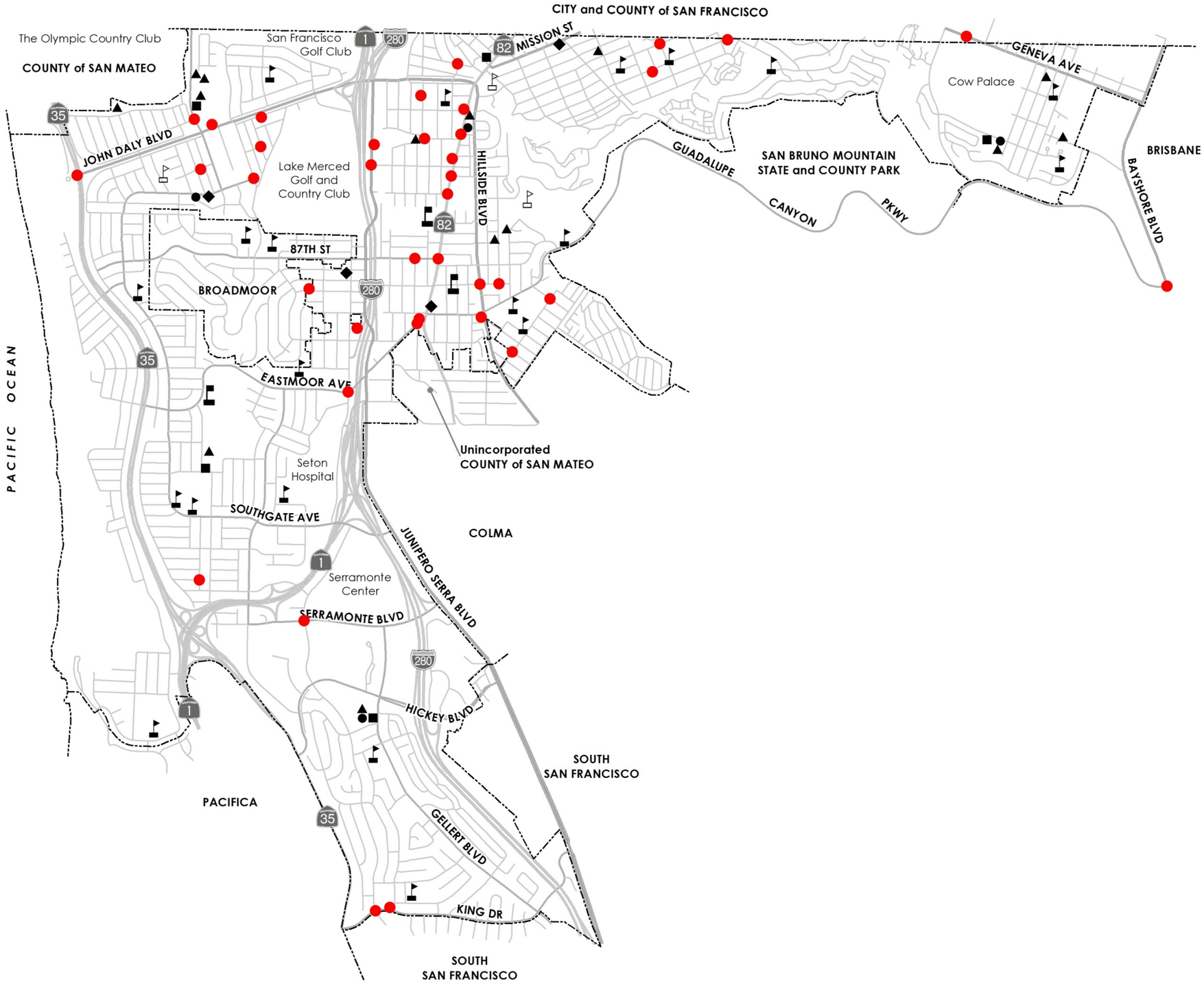


Figure BPP-3

COLLISIONS INVOLVING AUTOS AND BICYCLES

CITY OF DALY CITY

BICYCLE AND PEDESTRIAN MASTER PLAN

NORTH

0 0.5 1 1.5 miles

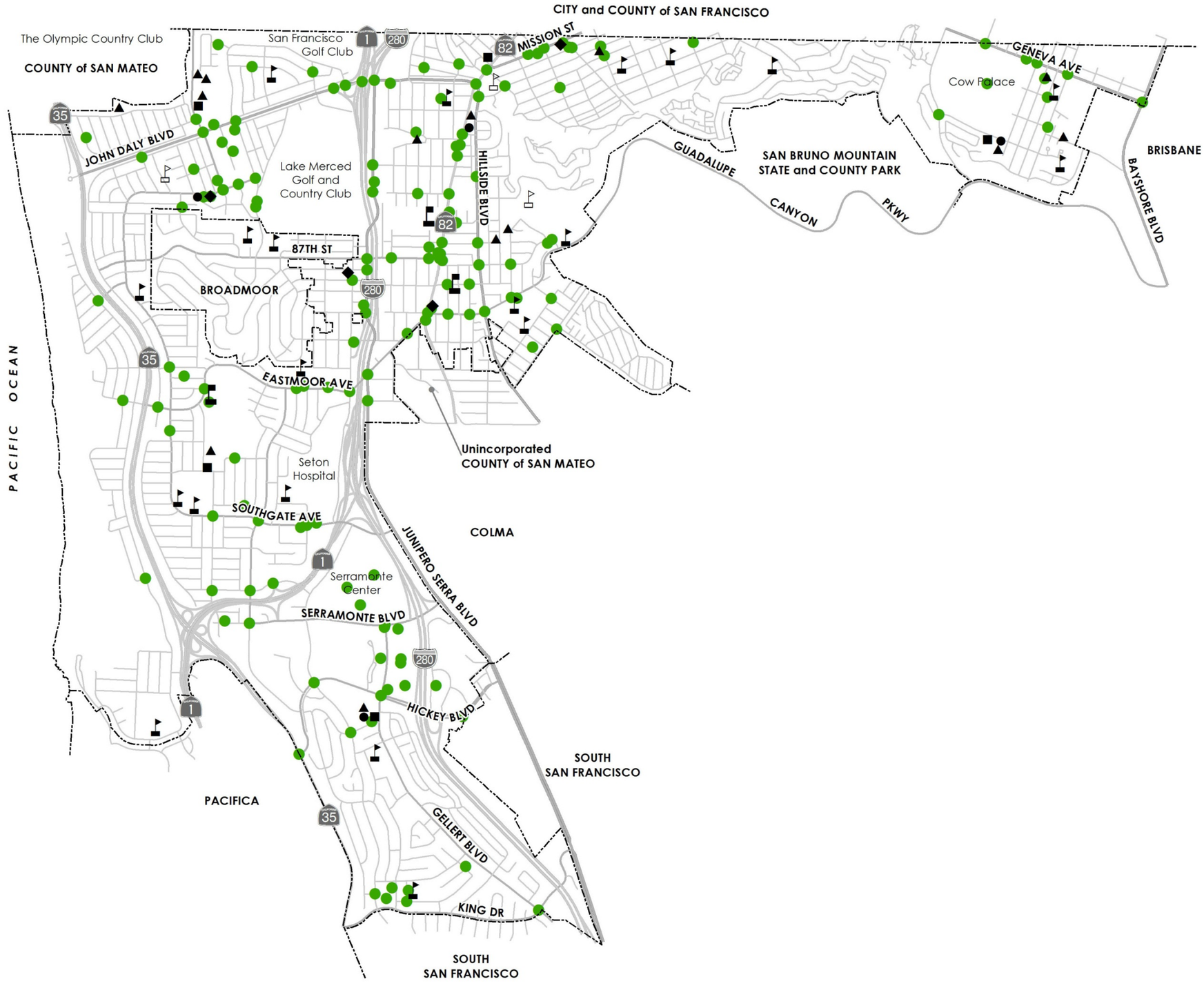


Figure BPP-4
COLLISIONS INVOLVING AUTOS AND PEDESTRIANS

- Pedestrian-Involved Collisions

CITY OF DALY CITY
BICYCLE AND PEDESTRIAN MASTER PLAN

NORTH

0 0.5 1 1.5 miles

Proposed Bicycle Facilities

The Bicycle Network Map provided in Figure X illustrates both existing bicycle facilities and proposed bicycle facility improvements, together with pedestrian improvements identified in the General Plan Circulation Element. The following criteria were used to select the bikeways designated on the map:

1. Curb-to-curb street width;
2. Topography;
3. Traffic volumes and speeds;
4. Amount of side conflict (driveways, side streets);
5. Number of destinations served (BART stations, schools, libraries, parks, commercial centers and/or employment centers); and
6. Integration and connectivity to and/or comprise part of an existing, planned, or proposed County, Regional, and Bay Trail bikeway system.

The following identifies the City's top five priorities in implementing the bicycle and pedestrian improvements identified in Figure X. The purpose for this prioritization is to allow the City to determine how best to utilize limited funds and implement efforts where they will provide the greatest community benefits.

Priority One: John Daly Boulevard – provide signing and pavement markings designating a Class III bikeway between Sheffield Drive and Mission Street. The bikeway would connect to an existing Class I bike path. Once completed, the bikeway would provide an east-west route that connects the Top of the Hill to the Daly City BART station and Westlake Shopping Center.

Priority Two: State Route 82 (Mission Street/San Jose Avenue) – provide signing and pavement markings designating a Class III bikeway between the City Limit lines. As part of the Grand Boulevard Initiative, a four foot wide area between the travel lane and parking lane is provided along most of State Route 82. Once completed, the bikeway would provide a north-south route between San Francisco and the rest of San Mateo County.

Priority Three: Geneva Avenue – provide signing and pavement markings designating Class II bike lanes between Santos Street and Bayshore Boulevard. Once completed, the bike lanes would close the gap between the existing bike lanes on Geneva Avenue (west of Santos Street) and on Bayshore Boulevard.

Priority Four: Junipero Serra Boulevard – provide signing and pavement markings designating a Class III bikeway between the City Limit and John Daly Boulevard. The bikeway would connect to existing Class II bike lanes in Colma. Once completed, the bikeway would provide a north-south route between Colma and Daly City BART stations.

Priority Five: Pedestrian connection at John Daly Boulevard/Skyline Boulevard – construct pathway from North Mayfair Avenue to the northeast corner of John Daly Boulevard/Skyline Boulevard. Construct sidewalk on the north side of John Daly Boulevard between Eastgate Drive and Skyline Boulevard.

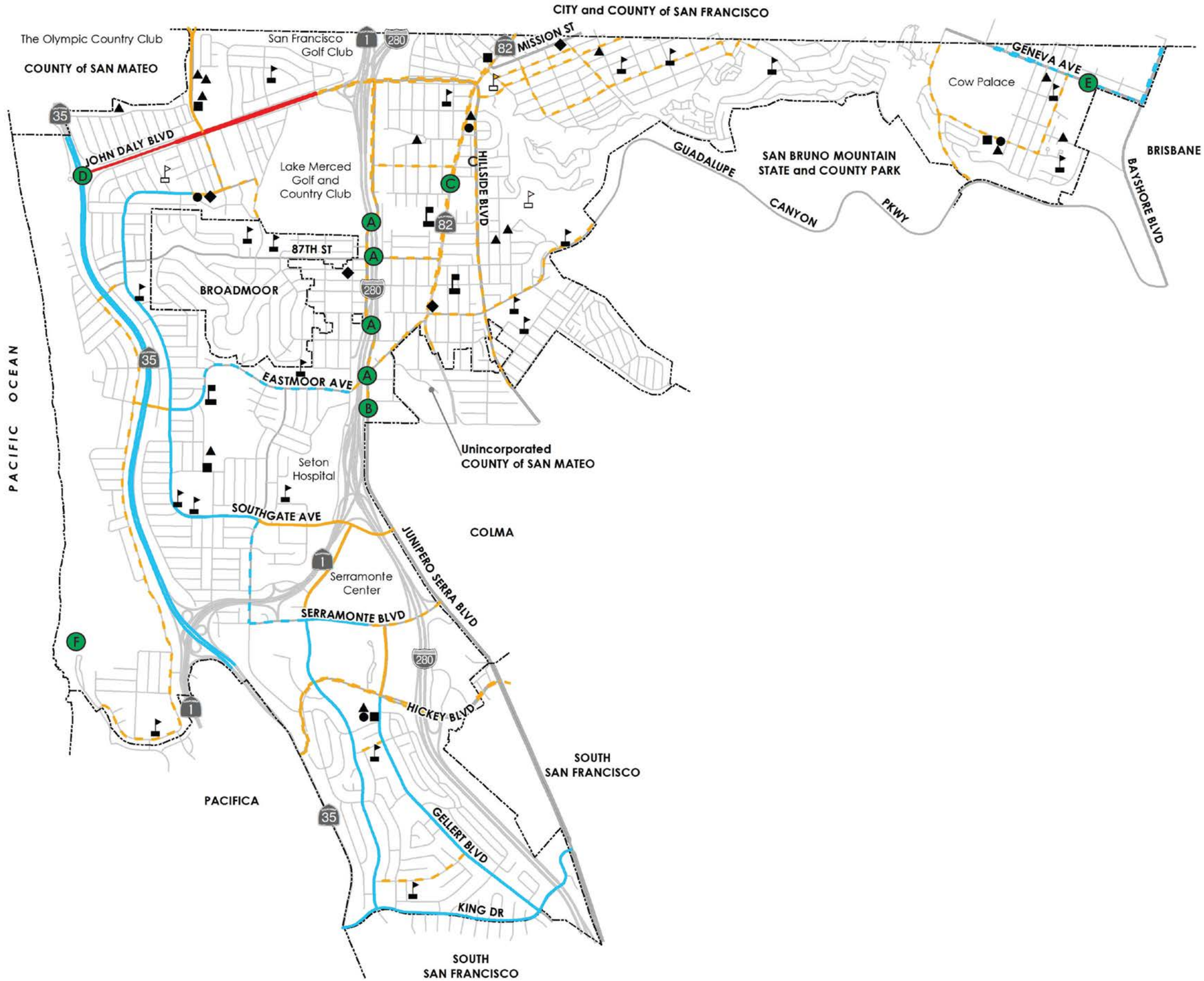


Figure BPP-5

FUTURE BICYCLE AND PEDESTRIAN IMPROVEMENTS

Bicycle improvements:

	Existing	Proposed*
Class I	———	- - - -
Class II	———	- - - -
Class III	———	- - - -

Pedestrian improvements:

- (A) I-280 overcrossing improvements
- (B) Junipero Serra sidewalk extension
- (C) Mission Street pedestrian improvements
- (D) Thornton Beach access pathway
- (E) Geneva Avenue pedestrian improvements
- (F) Mussel Rock Park trail improvements

CITY OF DALY CITY

BICYCLE AND PEDESTRIAN MASTER PLAN

NORTH

0 0.5 1 1.5 miles

Goals, Policies, and Tasks

This chapter presents the goal, policies, and specific tasks to support bicycling and walking in Daly City, and to effectively implement the physical improvements necessary to achieve an effective bicycle and pedestrian network in Daly City.

Goal

The following goal reflects an end-condition which communicates what bicycling and walking will be like in Daly City in the future upon implementation of projects contained in the BPP:

> Daly City has an interconnected system of safe, convenient and universally accessible bicycle and pedestrian facilities, for both transportation and recreation. These facilities provide access to jobs, homes, schools, transit, shopping, community facilities, parks and regional trails throughout Daly City. At the same time, the City has strengthened its network of vibrant, higher-density, mixed-use and transit-accessible neighborhoods, that enable people to meet their daily needs without access to a car. As a result, many more people in Daly City ride bicycles and walk, making our transportation system more balanced, equitable and sustainable. More bicycling and walking have reduced automobile dependence, traffic congestion, pollution and the county's carbon footprint while increasing mobility options, promoting healthy lifestyles, saving residents money and fostering social interaction.

Policies and Tasks

The following policies and tasks reflect all of the policies and tasks contained within the City's General Plan Circulation Element pertaining to bicycles and pedestrians. The eleven policies presented here are broad statements of purpose, each addressing separate topic designed to support implementation of the long-term vision for bicycling and walking in the county. The goals set the overall directions for efforts to improve non-motorized transportation

Policy 1: **View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system (see General Plan Circulation Element Policy CE-13).**

Task 1-1: As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-2.1B), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes (see General Plan Circulation Element Policy CE-13.1).

Task 1-2: Continue to the participate in the effort of the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, seek to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan (see General Plan Circulation Element Policy CE-13.2).

Task 1-3: Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted (see General Plan Circulation Element Policy CE-13.3).

Task 1-4: Ensure that as part of any reassessment of the City's Development Impact Fee (AB1600) that adequate and commensurate money is collected and distributed to City projects involving the expansion of Daly City's pedestrian and bicycle network. The amount of this allocation shall be determined at the time of the fee reassessment, should a reassessment occur (see General Plan Circulation Element Policy CE-13.4).

Task 1-5: As part of the effort to unify the Zoning Ordinance into a more broad set of development regulations (as identified in Policy LU 4.1C), review the City's public improvement (i.e., street, curb, sidewalk) standards to ensure that safe and effective bicycle and pedestrian circulation is accommodated to the same extent as the automobile (see General Plan Circulation Element Policy CE-13.5).

Policy 2: Actively comment on the environmental reviews completed by other public agencies and quasi-public agencies desiring to undertake projects within Daly City in an effort to ensure impacts to pedestrian and bicycle circulation systems are not impacted (see General Plan Circulation Element Policy CE-14).

Task 2-1: As part of any City involvement in or comments provided for the Geneva Avenue connection with the Candlestick Highway 101 Interchange and/or redevelopment of the Brisbane Baylands, work toward the inclusion of the both pedestrian and bicycle transportation modes that, at a minimum, extend those identified in the Geneva Avenue infrastructure plan, and/or Daly City Bicycle Route Map (see General Plan Circulation Element Policy CE-14.1).

Policy 3: Ensure the new buildings along Mission Street and Geneva Avenue are situated so that they are easily accessible by pedestrians (see General Plan Circulation Element Policy CE-15).

Task 3-1: Explore amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, consistent with any City-adopted urban design plan, and which disallow parking within any provided front setback area (see General Plan Circulation Element Policy CE-15.1).

Task 3-2: Amend the Zoning Ordinance to require, in new development projects located along either Mission Street or Geneva Avenue, that all parking spaces provided for projects located be either underground or placed behind buildings (see General Plan Circulation Element Policy CE-15.2).

Policy 4: Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City (see General Plan Circulation Element Policy CE-16).

Task 4-1: Ensure that the prioritized bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Master Plan are included in the City's Capital Improvement Program (CIP).

Task 4-2: Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on

newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic (see General Plan Circulation Element Task CE-16.3).

Task 4-3: Make street crossings easier and more accessible to pedestrians by widening sidewalks, medians, installing bulb-outs, and/or allowing more time for pedestrians to cross the street (see General Plan Circulation Element Task CE-16.4)**.**

Task 4-4: Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes safe pedestrian access from perimeter sidewalks, parking lots to storefronts, and between storefronts (see General Plan Circulation Element Task CE-16.5).

Task 4-5: Work with BART on providing safe pedestrian access to and from the Daly City BART Station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location (see General Plan Circulation Element Task CE-16.6).

Task 4-6: Evaluate increasing the City standard for new sidewalk construction to at least five (5) feet wide in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices (see General Plan Circulation Element Task CE-16.7).

Task 4-7: Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width has been determined by the City to be inadequate and/or less than optimal (see General Plan Circulation Element Task CE-16.8).

Task 4-8: Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances (see General Plan Circulation Element Task CE-16.9).

Task 4-9: Develop a policy which minimizes the number of curb-cuts along arterial and collector roadways (see General Plan Circulation Element Task CE-16.10).

Policy 5: Work with local school districts to implement projects and activities that promote walking to school among students, parents, and staff (see General Plan Circulation Element Policy CE-17).

Task 5-1: Invite school districts in Daly City to participate in the Bicycle and Pedestrian Advisory Committee (see General Plan Circulation Element Task CE-17.1).

Policy 6: Continue to install and maintain bicycle facilities throughout the city (see General Plan Circulation Element Policy CE-18).

Task 6-1: Implement bicycle route improvements, which include signing, striping, paving and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities (see General Plan Circulation Element Task CE-18.2).

Task 6-2: Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also General Plan Resource Management Task RME-12.1 and Coastal Element Task CST-1.4). All improvements within

the Park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following:

1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site.

2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations.

3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs.

4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.

Task 6-3: Fully support the provision of a bicycle rental vendor should BART decide to include such a vendor in its facility.

Task 6-4: Continue to work with Caltrans to ensure that all shoulders where bicyclists ride are maintained free of obstructions that could impair bicycle use.

Policy 7: **Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option (see General Plan Circulation Element Policy CE-13).**

Task 7-1: Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations. The requirement for such provision shall be detailed in the Zoning Ordinance and may be implemented through either code compliance during major remodel or environmental review undertaken as a part of the California Environmental Quality Act (see General Plan Circulation Element Task CE-19.1).

Task 7-2: Encourage provision of showers and lockers for employees as a part of all non-residential development by providing within the Zoning Ordinance a pre-specified parking reduction for projects that provide such facilities in perpetuity (see General Plan Circulation Element Task CE-19.2).

Task 7-3: Pursue regional funding and other sources for new bikeways to the extent possible under federal and State law (see General Plan Circulation Element Task CE-19.3).

Task 7-4: Work with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity (see General Plan Circulation Element Task CE-19.4).

Task 7-5: Work with local school districts to implement projects and activities that promote bicycling to school among students, parents, and staff (see General Plan Circulation Element Task CE-19.5).

Policy 8: **Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation (see General Plan Circulation Element Policy CE-20).**

Task 8-1: In the design of any new roadway and as a part of any development review, ensure that adequate infrastructure is included that promotes a safe and convenient means of travel for all users. This shall include the provision of sidewalks, shared use paths, and, where practical, bicycle lanes (see General Plan Circulation Element Task CE-20.1).

Task 8-2: In the review of new residential subdivisions, ensure that sidewalks are provided on both sides of the street where site conditions allow, whether the new street is public or private. Where determined feasible by the City and where minimum lot size can be maintained, new residential development shall provide separated sidewalks to ensure the comfortable and attractive sidewalks. The City shall update and provide a standard cross-section for separated sidewalk to developers (see General Plan Circulation Element Task CE-20.2).

Task 8-3: Require that new subdivisions be designed to minimize the use of cul-de-sacs, unless pedestrian connections are provided in perpetuity between cul-de-sac ends (see General Plan Circulation Element Task CE-20.3).

Task 8-4: Require during the design review of all new public or private parking lots and driveways the incorporation of raised sidewalks providing access from the City sidewalk adjoining the development to site interior or, in the case of non-residential development, to the proposed store- or office-front(s) (see General Plan Circulation Element Task CE-20.4).

Task 8-5: Include infrastructure in new public roadway projects that facilitates safe crossing of the right-of-way, such as accessible curb ramps, crosswalks, refuge islands, and, where necessary, pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages (see General Plan Circulation Element Task CE-20.5).

Task 8-6: Give strong consideration to mid-block pedestrian crossings where these crossings can be implemented safely and provide facilitate a direct pedestrian connection between properties and uses (see General Plan Circulation Element Task CE-20.6).

Task 8-7: As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities (see General Plan Circulation Element Task CE-20.7).

Task 8-8: Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others (see General Plan Circulation Element Task CE-20.8).

Task 8-9: Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work (see General Plan Circulation Element Task CE-20.9).

Task 8-10 In any assessment, collection, and/or distribution of AB1600 funds, consider the implementation of City projects that further the provision of Complete Streets in Daly City (see General Plan Circulation Element Task CE-20.10).

Policy 9: **Provide children with safe and appealing opportunities for walking and bicycling to school in order to decrease rush hour traffic and fossil fuel consumption, encourage exercise and healthy living habits in children, and reduce the risk of injury to children through traffic collisions near schools (see General Plan Circulation Element Policy CE-21).**

Task 9-1: Work with the school districts in Daly City to pursue encouragement programs such as Walk and Bike to School Days, as well as "Walking School Bus"/"Bike Train" programs at elementary schools, where parents take turns accompanying a group of children to school on foot or via bicycle (see General Plan Circulation Element Task CE-21.1).

Task 9-2: Work with the school districts in Daly City and advocates to obtain Safe Routes to School funding to implement educational programs (see General Plan Circulation Element Task CE-21.2).

Task 9-3: Work with the school districts in Daly City to encourage educational programs that teach students safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving (see General Plan Circulation Element Task CE-21.3).

Task 9-4: Enforce speed limits and traffic laws, assist in ensuring safe crossings, and promote safe travel behavior within the schools (see General Plan Circulation Element Policy Task CE-21.4).

Policy 10: **Prioritize safety and roadway improvements around schools (see General Plan Circulation Element Policy CE-22).**

Task 10-1: Pursue Safe Routes to School funding to implement infrastructure improvements that facilitate safe travel to school sites (see General Plan Circulation Element Task CE-22.1).

Task 10.2: Include specific improvements for Mussel Rock Park in the City's Capital Improvement Program.

APPENDIX A – BICYCLE PLAN MANDATORY ELEMENTS

California law requires that bicycle plans prepared by local jurisdictions include eleven distinct components in order to qualify for funding from the State Bicycle Lane Account under the California Bicycle Transportation Act. This appendix details how this plan conforms to the State's requirements.

.

a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

According to the 2010 Census transportation-to-work data, only 0.1 percent of Daly City's population commuted to work by bicycle. These numbers do not take into account trips by school children. Likely reasons for the relatively low number of bicycle commuters including the following:

- Absence of designated bicycle routes within the City;
- Alternative modes of transportation (BART, SamTrans, Muni) may be limiting the appeal of bicycle commuting; and
- Steep grades

The City estimates that the implementation of key bicycle lanes and routes could increase bicycle ridership in those neighborhoods served by these future routes and lanes. While the existing numbers of bicycle users is not precisely known, the City estimates that the extensive route and lane improvements identified in the plan could increase ridership by between 15 and 20 percent.

b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

The Daly City General Plan includes a map and description of land uses, in addition to information on population and density. The City's general plan is hereby incorporated by reference into the City's Bicycle and Pedestrian Master Plan.

c) A map and description of existing and proposed bikeways.

Daly City's existing bikeways are described in the *Proposed Bicycle Facilities* section of this document, and shown in Figure BPP-5 of this Plan. The proposed bikeways are described in this section and map.

d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

An inventory of bicycle parking facilities is provided in Appendix B.

e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

Facilities for transportation connections are described in the *Existing Conditions* section of the Draft Plan. Also, please see Appendix B, Bicycle Parking Facilities.

f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

There are currently no changing facilities available other than those voluntarily provided by employers.

g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

Bicycle accident statistics and City-sponsored safety and education programs are discussed in the *Existing Conditions* section of the plan.

h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

This plan was developed through a public participation process that included the City's Bicycle Pedestrian Advisory Committee (BPAC), which discussed the plan components in July and November 2012. The Committee refined the Draft Plan and, together with City staff, established a list of priority projects. A public workshop was to discuss the Draft Plan was held in December 2012. A copy of the comment letters provided as an outcome of the workshop is provided in Appendix C.

i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

Appendix D describes the relationship between this Bicycle Plan and local and regional transportation, air quality, and energy plans including the Daly City General Plan, the San Mateo County Comprehensive Bicycle and Pedestrian Plan (March 2011), the Countywide Transportation Plan, and San Mateo County Congestion Management Program. This Bicycle Plan is compatible with all of the above plans.

j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

Descriptions of the proposed bicycle facilities are contained in the *Proposed Bicycle Facilities* section of the Draft Plan. A list of bikeway and pedestrian enhancements that have been given immediate priority are identified in the same section.

k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Past Expenditures - In the last ten years, Daly City has spent approximately $ 65,000 on planning for bicycle facilities (staff and consultant time), and approximately $ 492,000 on the construction of new bicycle facilities, mostly on John Daly Boulevard.

Future Financial Needs - Appendix E identifies Daly City's priority bicycle enhancement projects and includes preliminary cost estimates for each project.

APPENDIX B – BICYCLE PARKING FACILITIES

Bicycle Transport and Parking/Transportation Connections	
FACILITY	***Number of Bicycles Accommodated***
Colma BART Station	40 rack spaces 22 lockers
Daly City BART Station	49 rack spaces 20 lockers

End of Trip Bicycle Parking Facilities	
FACILITY	***Number of Bicycles Accommodated***
City Hall	2
Libraries	
Bayshore	0
Serramonte	3-6
John Daly	0
Westlake	2
Parks/Recreations Centers	
Norwood Park	6
War Memorial Community Center	6
Westlake Community Center	6
Schools	
Bayshore School District	0
George Washington	15
Christopher Columbus	0
Jefferson High School	0
Thornton High School	0
Westmoor High School	10
Commercial Centers	
Serramonte Center	90
Mission Plaza	3
Westlake Shopping Center	0
Pacific Plaza	0
In 'n Out	3

APPENDIX C – COMMENT LETTERS

Sierra Club Loma Prieta Chapter
Serving San Mateo, Santa Clara & San Benito Counties since 1933

December 14, 2012

Michael VanLonkhuysen
mvanlonkhuysen@dalycity.org
Daly City Planning Division
333 90th Street
Daly City, CA 94015

RE: Comments on the Draft Bicycle and Pedestrian Master Plan

Dear Mr. VanLonkhuysen,

We commend the City staff and decision makers for creating a Draft Bicycle and Pedestrian Master Plan that includes policies to improve mobility and set priorities for future bicycle and pedestrian facilities throughout Daly City. We specifically commend the following:

- Daly City's commitment to prioritizing the implementation of bicycle and pedestrian improvements along major transit corridors.
- The commitment to recognizing bicycle, pedestrian, and transit modes as integral elements of the transportation system.
- Proactive steps to ensure bicycle usage is a viable transportation option.
- Providing children with safe opportunities for walking and bicycling to school in order to encourage healthy living habits.

We greatly appreciate the opportunity to comment on the Draft Bicycle and Pedestrian Master Plan and we respectfully submit the following recommendations for your consideration that we believe will strengthen the Plan.

We recommend the following suggestions for your Top Five Priority Areas:

1. **Pedestrian priority is the primary design criteria** for streets and public spaces, with bikes second, transit third and automobiles last, controlling speed wherever possible to create pedestrian convenience. San Francisco used these design criteria in their Better Streets Plan[1] (adopted December 2010) with linkages among the City for improved community life, access and mobility.

[1] http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan

2. **Safe, comfortable bicycle lanes** at the five priority areas through grade separating, colored lanes, and landscaping. Additionally, having dedicated bicycle-only lanes on major corridors such as John Daly Blvd and Junipero Serra Blvd and bicycle boulevards at half mile frequency for urban bike trail system. The city of Montreal performed a study[2] of bicycle safety in separated bike lines versus the street. The study concluded that separated bike lanes are safer. A great example of this is in San Francisco, which provides dedicated bicycle lanes through physically separated colored lanes[3].
3. **Include signage and direct connection** to designated bike lanes, routes or paths to create a "way-finding" system for pleasant and safe bike use, storage, and travel. A great example of this is the City of Oakland, which has developed design guidelines[4] per their Bicycle Master Plan to implement signage that guide cyclists and provides a robust way-finding system.

We recommend the following suggestions for the Daly City and Colma BART stations:

4. **Traffic speed limited to 15 mph** maximum for streets within ¼ mile of transit areas. Many studies show that fatalities rise exponentially above 15 mph. The International Transportation Forum released a research report, *Pedestrian Safety, Urban Space and Health*[5], that provides information on speed management and how to implement speed management measures. Lower speeds provide many benefits including the avoidance of collisions, decrease in the severity of injuries, and the reduction of environmental pollution and noise.
5. **Implement and improve bicycle and car share programs** to reduce the need for automobile ownership and the common issue in our region with the "last mile" once transit riders get to their transit stop. A pilot bicycle share program is kicking off in San Mateo County[6] this year so including plans for having a program in Daly City is extremely realistic. From our research, we believe that Daly City could use additional car sharing spots at the Daly City BART station and the Colma BART station.

Thank you for considering our comments and recommendations for the Draft Bicycle and Pedestrian Master Plan. We are doing our best to encourage participation of residents in this planning process. Let us know if you have any questions and we look forward to working with you again in the future.

Respectfully submitted,

Megan Fluke Medeiros
Conservation Program Manager
megan.fluke.medeiros@sierraclub.org

[2] http://momentummag.com/articles/separated-bike-lanes-vs-the-street-new-bike-injury-study/
[3] http://www.sfgate.com/outdoors/bikeabouttown/article/S-F-getting-green-lanes-for-bikes-3998065.php
[4] http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak025118.pdf
[5] http://www.keepeek.com/Digital-Asset-Management/oecd/transport/pedestrian-safety-urban-space-and-health_9789282103654-en
[6] http://www.samtrans.com/Planning/Planning_and_Research/BikeSharingProgram.html

Michael Van Lonkhuysen

From: Del Schembari <bat025@yahoo.com>
Sent: Sunday, December 02, 2012 7:57 PM
To: Michael Van Lonkhuysen
Subject: Bicycle Master Plan

Categories: Mountainwatch

These are my comments for the bicycle Master plan:

As. Daly City home owner I strongly support changes in the 2004 draft to improve bicycle and pedestrian improvements throughout Daly City.

How can we make it easier for pedestrians and bicyclists to move from BART, the neighborhoods, to Samtrans?

Part of this I think to encourage pedestrian usage of Top of the Hill. With the wind and fog this might mean some type of ceiling cover for the entire intersection at Mission and John Daly Blvd.

Also, during off speak hours would it pay to have smaller transportation vehicles move people?

Thanks for hearing my thoughts on the subject!

Del Schembari
Owner: 255 Bellevue Ave. Daly City

The City will be introducing the Draft Bicycle and Pedestrian Master Plan (BPMP) as an update to the Bicycle Master Plan that was adopted in 2004. The new Draft BPMP now includes policies and public improvements targeted at assisting pedestrian mobility throughout Daly City. Additionally the Plan establishes priorities for future bicycle and pedestrian facilities in Daly City.

Sent from my iPad

APPENDIX D – RELATIONSHIP TO OTHER PLANS

Daly City General Plan

This Bicycle and Pedestrian Master Plan incorporates the policies contained in the Circulation Element of the Daly City General Plan related to bicycle and pedestrian use of the public right-of-way. The Circulation Element also includes a map of existing and proposed bikeway routes identified in this plan.

San Mateo County Comprehensive Bicycle Route Plan

The Draft Plan is consistent with the San Mateo County Comprehensive Bicycle and Pedestrian Plan (March 2011). One of the major objectives of the County Plan is to complete a primary north-south bicycle route to provide connections between cities and identify an alternative route to El Camino Real. In addition, the County plan identifies a North Coast Bikeway that would parallel to Highway 1. Lake Merced Boulevard, Skyline Boulevard, John Daly Boulevard, Southgate Avenue, Mission Street and Hillside Boulevard are all identified in the County plan, and are all are part of the Daly City Bicycle Master Plan. Thus, this Plan is compatible with the County's planned routes.

MTC 2001 Regional Bicycle Plan and 2009 Update

The Metropolitan Transportation Commission's *2001 Regional Bicycle Plan* and *2009 Update* are components of the *Regional Transportation Plan for the San Francisco Bay Area*, which establishes the region's 25-year transportation investment plan. The *Regional Bicycle Plan* represents the efforts of MTC staff, the Regional Bicycle Plan Oversight Committee, local agencies, advocacy groups. The Proposed Regional Bikeway System contained in the MTC Regional Bicycle Plan identifies a number of bicycle routes within Daly City, including Skyline Boulevard, Junipero Serra Boulevard, Mission, Geneva Avenue, and Bayshore Boulevard. All of these routes are part of the Daly City Bicycle Master Plan.

APPENDIX E – BICYCLE AND PEDESTRIAN PROJECT COST ESTIMATES

EXISTING BIKEWAYS

Street	*Segment/Location*	*Improvement*	*Project Cost*
Lake Merced Boulevard	John Daly Blvd. to City Limit	Complete missing segments and upgrades the existing path along the east side of Lake Merced Boulevard, from John Daly Boulevard northerly to the City Limits (± 2,700 feet).	$251,000
Southgate Avenue	Lake Merced Blvd. to Westmoor Ave.	Class II striping and signs (± 1.46 miles).	$36,500
	Westmoor Ave. to St. Francis Blvd.	Provide signing, striping and pavement markings designating the bike route between Serramonte Boulevard and King Drive (± 4,500 feet).	$40,000[a]
	St. Francis Blvd. to Junipero Serra Blvd.	Class III bikeway signs (± 3,300 feet).	$22,000[b]
Westmoor Avenue	Southgate Ave. to Baldwin Ave.	Class II striping and signs (± 1,130 feet).	$40,000[a]
Callan Boulevard	Southgate Ave. to Serramonte Blvd.	Class III bikeway signs (± 2,600 feet).	$22,000[b]
	Serramonte Blvd. to King Dr.	Class II striping and signs (± 1.4 miles).	$89,000[c]
Serramonte Boulevard	Callan Blvd. to Target entrance	Class II striping and signs (± 1,600 feet).	$89,000[c]
King Drive	Skyline Blvd. to Junipero Serra Blvd.	Class II striping and signs (± 1.1 miles).	$32,000
Gellert Boulevard	Serramonte Blvd. to Hickey Blvd.	Class III bikeway signs (± 1,600 miles).	$86,000
	Hickey Blvd. to King Dr.	Class II striping and signs (±1.3 miles).	

Notes: [a] Class II bike lanes on Westmoor Avenue were completed as part of the Southgate Avenue bike lanes project.
[b] Class II bike routes on Southgate Avenue and Callan Boulevard were completed as one project.
[c] Class II bike lanes on Serramonte Boulevard were completed as part of the Callan Boulevard bike lanes project.

APPENDIX E – BICYCLE AND PEDESTRIAN PROJECT COST ESTIMATES

PRIORITY BICYCLE AND PEDESTRIAN ENHANCEMENTS			
Street	***Segment/Location***	***Improvement***	***Estimated Cost***
John Daly Boulevard	Poncetta Dr. to Daly City BART (DeLong St.)	Class III bikeway signs from existing John Daly Blvd. bike/pedestrian pathway to the BART station	$20,000
	Daly City BART (DeLong St.) to Mission St.	Class II striping and signs. Improve pedestrian connection to the Daly City BART station from the Top of the Hill.	$120,000
Mission Street (State Route 82)	Goethe St. to Valley St. (City Limits to City Limits)	Class III bikeway signs between the City Limit lines.	$40,000
Geneva Avenue	Cow Palace to Bayshore Blvd.	Class II striping and signs. Improve pedestrian access at various crossings.	$250,000
Junipero Serra Boulevard	D Street to John Daly Blvd.	Connect Class III bikeway from existing bike lanes in Colma to John Daly Blvd.	$30,000
John Daly Boulevard	Skyline Boulevard (SR 35)	Provide connection from Westlake neighborhood to the Thornton Beach Overlook. Sidewalk on the north side of John Daly Blvd. from Eastgate Dr. to Skyline Blvd.	$400,000
Juniper Serra Boulevard	San Pedro Rd. to D Street	Provide sidewalk on east side.	$200,000
Bayshore Bike Route Improvements	Carter Street - Geneva Ave. to Guadalupe Canyon Parkway	Class II striping and signs	$30,000
	Martin Street - Carter St. to Garnet Robertson School	Class III bikeway signs	$15,000
San Pedro Road/ East Market Street	Sullivan Ave. to Guadalupe Canyon Parkway	Class III bikeway signs	$20,000

APPENDIX E – BICYCLE AND PEDESTRIAN PROJECT COST ESTIMATES

Eastmoor Avenue	Baldwin Ave. to Sullivan Ave.	Extend existing Class II bike lanes in front of Westmoor High School to Sullivan Ave.	$40,000
Mission Street	Various locations	Bulb-outs at pedestrian crossings.	To be determined.
Mussel Rock Park Trail Improvements	Mussel Rock Park	Passive recreational improvements	To be determined.
Thornton Beach Access Pathway	NE Corner of John Daly Boulevard/Skyline Drive	Pedestrian path	To be determined.