

Figure 3.12-4  
**Bicycle Network**  
 Draft EIR

- Class I - Existing
- Class II - Existing
- Class III - Existing
- - - Class I - Proposed
- - - Class II - Proposed
- - - Class III - Proposed
- Daly City Boundary
- Sphere Of Influence
- Bay Area Rapid Transit

Source: City of Daly City, 2012; County of San Mateo, 2012; Dyett & Bhatia, 2012



## **Existing Pedestrian Network**

The pedestrian network in Daly City consists of sidewalks along nearly all City streets and marked crosswalks, except for a few major freeway crossings/interchanges. Sidewalks are typically provided along arterials and residential roadways. However, some of the sidewalks in the older neighborhoods are narrow and are sometimes obstructed by vehicles parking partially on the sidewalks. Pedestrian crosswalks are marked and traffic signals are provided at most major intersections within the city. The level of pedestrian activity was determined by the adjacent land use: in areas where there are more mixed-use and higher density development, there is more walking; in areas where it is mainly residential development with a few small neighborhood commercial shopping centers, residents frequently drive instead of walking.

## **REGULATORY SETTING**

This section describes the regulatory setting, including the state, regional, or local agency with jurisdiction over the transportation system serving Daly City.

### **State and Regional Regulations, and Authorities**

#### ***California Department of Transportation (Caltrans)***

Caltrans is responsible for planning, design, construction, and maintenance of all State highways. Caltrans' jurisdictional interest extends to improvements to these roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission.

Caltrans does not have regulations regarding traffic LOS on state highway facilities, but it does have guidelines for traffic operations on these facilities. Caltrans recommends a target LOS at the threshold between LOS C and LOS D. If the location under existing conditions operates worse than the appropriate target LOS, then the existing LOS should be maintained. If a facility is measured to operate at LOS E or F, an impact would therefore be considered less than significant if the project would result in an equal or lesser LOS E or F. If measured in volume/capacity ratio, therefore, a project impact would be considered less than significant if it would result in a lesser volume/capacity ratio than without the project even if still operating at LOS E or F.

#### ***Complete Streets Act of 2008***

The California Complete Streets Act (Assembly Bill 1358) requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government must include complete streets provisions.

#### ***Metropolitan Transportation Commission (MTC)***

The Metropolitan Transportation Commission (MTC) serves as the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. MTC created and maintains the Metropolitan Transportation System (MTS), a multimodal system of highways, major arterials, transit services, rail lines, seaports, airports, and transfer hubs that are critical to regional

transportation between the nine Bay Area counties. MTC is currently preparing *Plan Bay Area*, the combined Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) pursuant to Sustainable Communities and Climate Projection Act of 2008 (SB 375). While there are no specific performance criteria established in this document, the document will create a financing program for major interregional improvements, emphasizing maintaining performance on existing roadways, and aiming to increase transit ridership and access to alternative transportation modes.

## **Local Regulations**

### ***San Mateo County Congestion Management Program (2011)***

The City/County Association of Governments of San Mateo County (C/CAG) acts as the Congestion Management Agency (CMA) for San Mateo County. As the CMA, C/CAG is in charge of the development, adoption, and updating of the Congestion Management Program (CMP) for the county. The purpose of the San Mateo County CMP is to develop a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that comprehensive strategies to address transportation needs are developed and implemented. The most recent version of the San Mateo County CMP is the Final Congestion Management Program for 2011.

### ***San Francisco Congestion Management Program (2011)***

The San Francisco County Transportation Authority (SFCTA) acts as the Congestion Management Agency (CMA) for San Francisco County. As the CMA, SFCTA is in charge of the development, adoption, and updating of the Congestion Management Program (CMP) for the county. The purpose of the CMP is to develop a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that comprehensive strategies to address transportation needs are developed and implemented. The most recent version of the CMP is the Final Congestion Management Program for 2011.

### ***Grand Boulevard Initiative (2008)***

The Grand Boulevard Initiative is a collaboration of 19 cities; the counties of San Mateo and Santa Clara, local and regional agencies, private businesses, labor and environmental organizations. The purpose of this collaboration is to improve the performance, safety and aesthetics of Highway 82 in the Peninsula from Daly City to downtown San Jose. The Initiative encompasses 43 miles of El Camino Real (SR 82), beginning in Daly City, where it is known as “Mission Street” and ends in San José, where it is known as “The Alameda.” This Initiative challenges communities to rethink the corridor’s potential for housing and urban development, balancing the need for cars and parking with viable options for transit, walking and biking. In April 2007, The Grand Boulevard Taskforce adopted 10 guiding principles and identified potential strategies for future development along El Camino Real. In 2008, the City of Daly City adopted a resolution endorsing the Guiding Principles of the Grand Boulevard Initiative and committed to incorporating the principles into future plans involving Mission Street.

### ***Daly City BART Comprehensive Station Plan (2006) and Daly City Station BART Station Access Improvement Plan (Draft)***

The Daly City BART Station Comprehensive Station Plan examined how effectively the station meets the present and future needs of its passengers and surrounding community. The

Comprehensive Station Plan does this by examining Station Area Development (how the station works in its surrounding neighborhood); Station Access (how passengers get to/from the station); and Station Capacity and Functionality (how the physical and operating components of the station function).

Building on the Comprehensive Station Plan, BART in collaboration with Caltrans, Daly City, SFCTA, SFMTA, SF State, and SamTrans, is currently preparing an access plan for the Daly City BART station area. The plan area encompasses a half-mile radius around the station and straddles the southern edge of San Francisco and the northern edge of Daly City. The Access Plan will focus on addressing circulation for all modes of transportation around the station, bicycle and pedestrian safety and access, and wayfinding and enhanced patron circulation.

#### ***City of Daly City Bicycle Master Plan (2004)***

The Daly City Bicycle Master Plan comprehensively analyzes the existing bicycle facilities within Daly City and proposes additions and improvements necessary to provide a safe and efficient network of bikeways. The plan establishes priorities for future bicycle facilities in Daly City and builds on the basic framework of creating/establishing new bikeways which complement those of adjacent jurisdictions, provide for improvement of existing bikeways, and improving bicycle access between residential neighborhoods and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.

#### ***City of Daly City Mission Street Urban Design Plan (1991) and City of Daly City Peninsula Corridor Plan (2003)***

The Mission Street Urban Design Plan prescribes a comprehensive program of development opportunities, public improvements, design guidelines and implementation measures for revitalization of the Top of the Hill area of Daly City at the intersection of John Daly Boulevard and Mission Street. This Peninsula Corridor Plan project builds on the Daly City Mission Street Urban Design Plan. This plan calls for the "highest priority public improvements" with high visibility to be focused at the Top of the Hill in order to transform the Mission Street corridor into a community asset, and revitalize Daly City's historic retail and commercial center while strengthening the neighborhood's extensive transit network and facilities. Improvements include a pedestrian/transit plaza at the Mission Street/John Daly Boulevard intersection, a custom designed pergola structure with wind screening, and a new bus shelter and pedestrian safety and mobility improvements along Mission Street from John Daly Boulevard to Parkview Avenue as well as streetscape/landscape improvements along the corridor. The pedestrian and streetscape improvements include bulb-outs at intersections to make pedestrians more visible to traffic and shorten street crossings, a new pedestrian crossing at the north leg of the John Daly Boulevard intersection, widening of the west sidewalk between Theta Avenue and Parkview Avenue, new street trees, pedestrian scale lighting and modified median islands with new landscaping. A water main will be upgraded and relocated along the west side of Mission Street from John Daly Boulevard to Parkview Avenue.

## Impact Analysis

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### SIGNIFICANCE CRITERIA

Implementation of the proposed General Plan would have a potentially significant adverse impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on the policies contained in the draft General Plan and relevant Congestion Management Programs, the first two general significance criteria are interpreted as follows in evaluating the proposed General Plan:

### Intersection Impact Criteria

Based on the proposed General Plan LOS standard, the project would have a significant impact on traffic if the following conditions occur due to the addition of project traffic:

- The addition of project traffic degrades an intersection level of service to below LOS D during weekday morning and evening peak traffic period.

The San Mateo County Congestion Management Plan establishes LOS standards for the following three study intersections:

- Geneva Avenue/Bayshore Boulevard
- Skyline Boulevard (SR 35)/John Daly Boulevard
- Mission Street (SR 82)/John Daly Boulevard – Hillside Boulevard

Since the San Mateo County Congestion Management Plan establishes an LOS E for the intersections, the City of Daly City LOS standard, as the more conservative standard, will be used to evaluate the impact of these three intersections.

## **Roadway Impact Criteria**

### ***San Mateo County Congestion Management Plan (CMP)***

The San Mateo County Congestion Management Plan establishes the LOS standard for the following roadway/freeway segments within Daly City:

- SR 1 (LOS E)
- SR 35 (LOS E)
- SR 82 (LOS E)
- I-280, between San Francisco County Line to SR 1 (south) (LOS E)
- I-280, between SR 1 (south) and San Bruno Avenue (LOS D)
- Mission Street (LOS E)
- Geneva Avenue (LOS E)
- Bayshore Boulevard (LOS E)

The San Mateo County Congestion Management Plan Appendix L “Traffic Impact Analysis (TIA) Policy,” establishes the following criteria for evaluating impacts on CMP facilities:

- Freeway segments currently in compliance with the adopted LOS standard:
  - A project is considered to have a CMP impact if the project will cause the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP).
  - A project is considered to have a CMP impact if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will result in the freeway segment to operate at a level of service that violates the standard adopted in the current CMP and the proposed project increases traffic demand on the freeway segment by an amount equal to one (1) percent or more of the segment capacity, or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.
- Freeway segments currently not in compliance with the adopted LOS standard:
  - A project is considered to have a CMP impact if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.
- CMP Arterial Segments:
  - The analysis of arterial segments is only required when a jurisdiction proposes to reduce the capacity of a CMP designated arterial through reduction in the number of lanes, adding or modifying on-street parking, or other actions that will affect arterial segment performance.

### ***San Francisco Congestion Management Plan CMP***

SFCTA currently uses average operating speed to determine existing LOS on San Francisco CMP facilities. SFCTA currently does not have an established methodology for evaluating future impacts

on San Francisco CMP facilities. Therefore, for the purposes of this EIR, the future LOS of all CMP segments that cross the San Francisco/San Mateo County line was determined using the v/c ratio method. Per the San Mateo County CMP, in no case shall the LOS standards established be below LOS E or the current level, whichever is farthest from LOS A except when the area is in an infill opportunity zone.

## **METHODOLOGY AND ASSUMPTIONS**

The transportation impact analysis is focused on potential LOS impacts on intersections and roadways that would occur from increased travel demand associated with future development under the proposed General Plan. The assessment of these components of the transportation system was conducted quantitatively using the process outlined in the Analysis Methodology section below. For the transit, bicycle and pedestrian systems, the policies and implementation measures were evaluated qualitatively for conflicts with current adopted policies, plans, or programs.

### **Scenarios**

Intersections, freeway and arterial segments have been evaluated for the follow traffic scenarios:

- **Existing Condition:** This scenario is the current traffic conditions. Existing traffic volumes were obtained from current weekday peak hour traffic counts
- **2035 Cumulative No Project:** This presents traffic conditions in 2035 without the proposed General Plan. This assumes the continuation of the existing General Plan. Estimated traffic volumes for the year 2035 are based on the Daly City Travel Demand Model forecasts (for C/CAG CMP locations, the C/CAG Travel Demand Model forecasts are used.)
- **2035 Cumulative With Project:** This presents traffic conditions in 2035 with the proposed General Plan. Estimated traffic volumes are based on 2035 Cumulative No Project volumes plus additional vehicular trips generated by the proposed General Plan.

### **Models**

The City of Daly City's City Travel Demand Model was used to develop future traffic volume forecasts. The model was used to forecast the daily roadway volumes as well as the AM and PM peak hour intersection turning movement data. The following steps were taken in the analysis:

For San Mateo CMP locations:

- *Roadway Networks.* The latest C/CAG Model was used.
- *Land Use Data.*
  - *2035 Cumulative No Project.* The land uses assumed in the year 2035 in the C/CAG model was used, which is based on the Association of Bay Area Government (ABAG)'s Sustainable Communities Strategy (SCS) scenario. Therefore, the traffic forecasts reflect traffic from growth in Daly City as well as traffic in the region that may use the local roadways.

- *2035 Cumulative With Project.* The land use data for the proposed General Plan Update was used. The land use data was categorized into single-family dwelling units, multi-family dwelling units, and employment by categories by traffic analysis zone (TAZ) as input to the model.
- *Model Forecasts.* The model was used to produce traffic volume forecasts for 2035 Cumulative No Project and 2035 Cumulative With Project conditions.
- *Impact Analysis.* The performance measures (LOS and delay index) described in the significance criteria were used to identify potential roadway network deficiencies.

For other locations:

- *Roadway Networks.* The latest available Daly City Travel Demand Model was used.
- *Land Use Data.*
  - *2035 Cumulative No Project.* The City provided the land uses for the existing General Plan. The 2035 forecasts are consistent with regional totals for growth projected by ABAG in their Projections 2009 report. Therefore, the traffic forecasts reflect traffic from growth in Daly City as well as traffic in the region that may use the local roadways.
  - *2035 Cumulative With Project.* The land use data for the proposed General Plan Update was used. The land use data was categorized into single-family dwelling units, multi-family dwelling units, and employment by categories by traffic analysis zone (TAZ) as input to the model.
- *Model Forecasts.* The model was used to produce traffic volume forecasts for 2035 Cumulative No Project and 2035 Cumulative With Project conditions.
- *Impact Analysis.* The performance measures (LOS and delay index) described in the significance criteria were used to identify potential roadway network deficiencies.

## **Analysis**

The traffic analysis of the study intersections was conducted in accordance with the requirements from Appendix B of the C/CAG's Congestion Management Plan for 2011. This requires that Highway Capacity Manual (HCM) 2000 to be used to calculate LOS.

## **Model Year**

While the proposed General Plan extends to 2030, the traffic analysis takes a more conservative approach and reports impacts to 2035, consistent with the model horizon year of MTC's travel model. Traffic will most likely worsen from 2030 to 2035 when considering regional growth, indicating that, if anything, the EIR provides a more conservative approach by looking at 2035.

## **Project Trip Generation**

The *Institute of Transportation Engineer's (ITE) Trip Generation*, 8<sup>th</sup> Edition, was used to estimate daily and peak-hour trip generation that can be attributed to the proposed General Plan development. Trip generation rates are the number of trips generated by a particular land use per an independent variable of dwelling units, employees, or square feet. These rates are developed through many studies conducted throughout the country and, therefore, the rates represent a national average for similar

land use types. Trip generation rates can vary depending on where the studies were conducted, and ITE provides a range of rates.

A trip is defined in Trip Generation as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

Land use assumptions and potential growth from the proposed General Plan are contained in Chapter 2. Table 3.12-6 summarizes the daily and AM and PM peak hour growth in vehicles trips resulting from the proposed General Plan from the existing condition. These land uses were used as inputs to the travel demand models to forecast future traffic conditions.

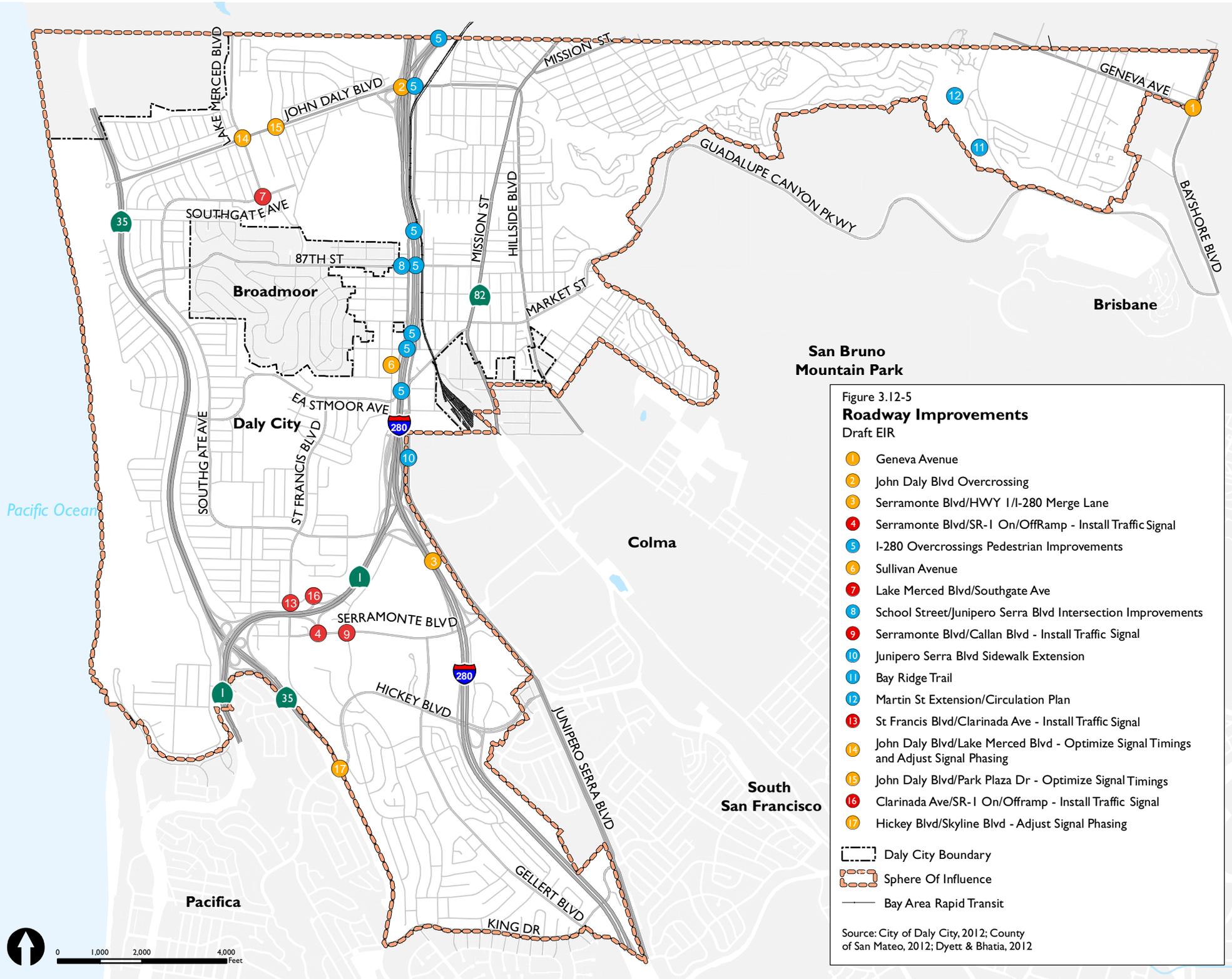
**TABLE 3.12-6: PROJECT TRIP GENERATION**

<i>Land Use Category</i>	<i>Daily Trips</i>	<i>AM Peak Hour Trips</i>			<i>PM Peak Hour Trips</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Single Family Dwelling Units	1,914	37	113	150	127	75	202
Apartment	452	7	28	35	27	15	42
High Rise Residential Condo	535	7	33	40	32	16	48
Specialty Retail	997	10	6	16	27	34	61
Total	3,898	61	180	241	213	140	353

Source: Kittelson & Associates, Inc., August 2012

### **Roadway Improvements**

The proposed General Plan includes roadway improvements which are identified in Figure CE-3 of the proposed General Plan and are shown in Figure 3.12-5 Roadway Improvements.



## **SUMMARY OF IMPACTS**

Overall, the proposed General Plan would result in significant and unavoidable impacts to certain intersection LOS. The proposed General Plan, along with the increase in regional traffic, will degrade LOS at certain intersections to operate below the standards established by the proposed General Plan, resulting in significant and unavoidable impacts. Additionally, the proposed General Plan will promote public transit, bicycle and pedestrian facilities, resulting in less than significant impacts. The proposed General Plan will have no impact on the remaining criteria.

### **Traffic**

Under the Existing Condition, two intersections are operating at LOS E or F in the PM. John Daly Boulevard/Junipero Serra Boulevard (#5) is operating at LOS E and Hickey Boulevard/Skyline Boulevard (#44) is currently operating at LOS F.

In 2035 Cumulative with Project, with implementation of improvements in the proposed General Plan, there are six intersections that will operate at LOS E or F.

John Daly Boulevard/Mission Street/Hillside Boulevard (#8) will be operating at LOS F in the AM and PM and Junipero Serra Boulevard/Washington Street (#21) will be operating at LOS F in the PM. Improvements to bring LOS back to D will require land acquisition, which, given existing development would be infeasible, resulting in a significant and unavoidable impact.

Mission Street/East Market Street/San Pedro Road (#14) will be operating at LOS E in the AM and PM. Improvements to bring LOS back to D will require land acquisition, which, given existing development would be infeasible, resulting in a significant and unavoidable impact.

John Daly Boulevard/Junipero Serra Boulevard (#5) in the PM will be operating at LOS F. While the intersection is already operating at LOS E and the proposed General Plan contributes minimal trips in the PM, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D is infeasible, resulting in a significant and unavoidable impact.

Hickey Boulevard/Skyline Boulevard (#44) in the PM will be operating at LOS E with improvements. While the intersection is already operating at LOS F and the proposed General Plan results in a better LOS, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D is infeasible, resulting in a significant and unavoidable impact.

Geneva Avenue/Bayshore Boulevard (#52) in the PM will be operating at LOS E with improvements. While the proposed General Plan results in a better LOS compared to the No Project scenario, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable,

the improvements required to bring it to LOS D is infeasible, resulting in a significant and unavoidable impact.

### **Alternative Modes**

The proposed General Plan includes new policies that encourage the development of new and improved facilities for alternative transportation modes, such as bicycle paths, sidewalks, new transit stops, and “Complete Streets” standards to integrate all transportation modes safely and comfortably on a typical roadway. Implementation of the proposed General Plan will not conflict with adopted policies, plans, or programs or decrease the performance of alternative transportation facilities.

### **Other Impacts**

The proposed General Plan will not change any air traffic patterns nor will it change the location of the San Francisco International Airport. Additionally, the proposed General Plan is not introducing any hazardous design features or incompatible uses into the City’s circulation network. The proposed General Plan will not change evacuation routes as determined by the Police Department. Therefore, there will be no impacts on air traffic, design hazards, or emergency access and these issues will not be discussed further.

## **IMPACTS AND MITIGATION MEASURES**

### **Impact 3.12-1**

**Future development under the proposed General Plan, along with regional population and employment growth, will result in an increase in traffic and cause intersection LOS standards established by the proposed General Plan to be exceeded. (*Significant and Unavoidable*)**

The proposed General Plan establishes a minimum of LOS D be maintained during both the AM and PM peak hours. (Proposed General Plan Policy CE-1, Task CE-1.6) Table 3.12-7 shows the intersections that will experience LOS E or F in 2035 Cumulative without Project. Tables 3.12-8 and 3.12-9 shows level of service results for AM and PM peak hour, respectively, for all study intersections (Tables 3.12-8 and 3.12-9 follow the impact analysis discussion.)

**TABLE 3.12-7: SUMMARY OF INTERSECTIONS THAT WILL RESULT IN LOS E OR F IN 2035 CUMULATIVE NO PROJECT**

Intersection	Existing Traffic Control	Jurisdiction	Peak Hour	Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay
2 John Daly Blvd/Lake Merced Blvd	Signalized	Daly City	AM	C	33.6	D	42.2	D	42.3	C	24.2
			PM	D	40.5	<b>E 74.2</b>	<b>E 70.1</b>	D	41.2		
3 John Daly Blvd/Park Plaza Dr	Signalized	Daly City	AM	C	31.2	<b>E 58.3</b>	<b>E 58.3</b>	C	23.3		
			PM	C	29.9	<b>E 62.1</b>	<b>E 62.6</b>	D	44.5		
5 John Daly Blvd/Junipero Serra Blvd	Signalized	Caltrans	AM	C	24.5	C	27.1	C	27.2	-	-
			PM	<b>E 59.3</b>	<b>F 112.9</b>	<b>F 113.5</b>	<b>n/a n/a</b>				
8 John Daly Blvd/Mission St/Hillside Blvd2	Signalized	Caltrans	AM	C	33.1	<b>F 84.7</b>	<b>F 101.4</b>	<b>n/a n/a</b>			
			PM	D	37.6	<b>F 134.6</b>	<b>F 148.6</b>	<b>n/a n/a</b>			
14 Mission St/E Market St/San Pedro Rd	Signalized	Caltrans	AM	D	43.0	<b>E 61.3</b>	<b>E 61.5</b>	<b>n/a n/a</b>			
			PM	D	42.0	<b>E 67.1</b>	<b>E 67.3</b>	<b>n/a n/a</b>			
21 Junipero Serra Blvd/Washington St	Signalized	Daly City	AM	C	27.9	C	32.3	C	32.5	-	-
			PM	C	33.8	<b>E 65.6</b>	<b>E 66.4</b>	<b>n/a n/a</b>			
37 Serramonte Blvd/Callan Blvd	Stop	Daly City	AM	C	20.3	<b>F 52.7</b>	<b>F 53.0</b>	B	19.4		
			PM	D	33.8	<b>F 164.8</b>	<b>F 171.3</b>	C	31.0		
38 Serramonte Blvd/SR-1 On/Off-Ramp	Stop	Caltrans	AM	D	25.1	<b>E 47.0</b>	<b>E 49.2</b>	C	24.7		
			PM	B	13.3	C	19.1	C	20.1	C	23.4
40 St Francis Blvd/Clarinateda Blvd	Stop	Daly City	AM	B	13.4	C	19.1	C	19.1	C	29.5
			PM	C	19.4	<b>E 41.6</b>	<b>E 42.0</b>	C	32.5		

**TABLE 3.12-7: SUMMARY OF INTERSECTIONS THAT WILL RESULT IN LOS E OR F IN 2035 CUMULATIVE NO PROJECT**

Intersection	Existing Traffic Control	Jurisdiction	Peak Hour	Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay	LOS <sup>1</sup>	Avg. Delay
42 Clarinada Ave/SR-1 On/Off-Ramp	Stop	Caltrans	AM	C	12.7	C	17.7	C	17.7	B	14.9
			PM	D	22.8	<b>F</b>	<b>72.6</b>	<b>F</b>	<b>73.0</b>	C	25.1
44 Hickey Blvd/Skyline Blvd	Signalized	Caltrans	AM	C	25.4	C	26.6	C	26.6	C	25.9
			PM	<b>F</b>	<b>95.6</b>	<b>F</b>	<b>127.8</b>	<b>F</b>	<b>127.9</b>	<b>E</b>	<b>71.2</b>
52 Geneva Ave/Bayshore Blvd2	Signalized	Daly City	AM	C	21.3	<b>E</b>	<b>77.3</b>	<b>F</b>	<b>117.7</b>	D	46.7
			PM	C	20.7	<b>F</b>	<b>178.0</b>	<b>F</b>	<b>184.4</b>	<b>E</b>	<b>78.2</b>

<sup>1</sup> For Stop-Controlled intersections, LOS/Delay reported for worst case approach.  
Bold = Exceeds proposed General Plan LOS Standard of D.

Source: Kittelson & Associates, Inc., August 2012

### **Existing Condition**

Under existing conditions, two intersections are operating at LOS E or F during the PM peak hour.

### **2035 Cumulative With Project**

Under the proposed General Plan (2035 Cumulative With Project scenario), without improvements, there will be 12 intersections operating below LOS D for the AM and/or PM peak hour. Six intersections will be operating below LOS D for the AM peak hour, and nine intersections will be operating below LOS D for the PM peak hour. However, with the implementation of the proposed improvements in the proposed General Plan, six of those impacted intersections will be operating at above LOS D, resulting in less than significant impacts, while the remaining will continue to operate at below LOS D, resulting in significant and unavoidable impacts.

#### *Intersections with Less than Significant Impacts with Roadway Improvements*

**Intersection 2: John Daly Blvd/Lake Merced Blvd.** For the 2035 Cumulative with Project scenario, this intersection would operate at LOS D and E during the AM and PM peak hours, respectively, without the proposed roadway improvements. The improvements proposed for this intersection are to optimize the signal timings as well as to provide an overlap phase for the westbound right turn movement. With the proposed roadway improvements, the intersection would operate at LOS C during the AM peak hour and at LOS D during the PM peak hour.

**Intersection 3: John Daly Blvd/Park Plaza Drive.** For the 2035 Cumulative with Project scenario, this intersection would operate at LOS E during both the AM and PM peak hours without the proposed roadway improvements. The improvement proposed for this intersection is to optimize the signal timings. With the proposed roadway improvement, the intersection would operate at LOS C during the AM peak hour and at LOS D during the PM peak hour.

**Intersection 37: Serramonte Blvd/Callan Blvd.** For the 2035 Cumulative with Project scenario, the intersection would operate at LOS F during both the AM and PM peak hours without the proposed roadway improvement. The improvement proposed for this intersection is to install a traffic signal. With the proposed roadway improvement, the intersection would operate at LOS B during the AM peak hour and at LOS D during the PM peak hour.

**Intersection 38: Serramonte Blvd/SR-1 on/off-ramp.** For the 2035 Cumulative with Project scenario, the intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour without the proposed roadway improvement. The improvement proposed for this intersection is to install a traffic signal. With the proposed roadway improvement, the intersection would operate at LOS C during both the AM and PM peak hours.

**Intersection 40: St Francis Blvd/Clarinada Ave.** For the 2035 Cumulative with Project scenario, the intersection would operate at LOS E during the PM peak hour without the proposed roadway improvement. The improvement proposed for this intersection is to install a traffic signal. With the proposed roadway improvement, the intersection would operate at LOS C during the PM peak hour.

**Intersection 42: Clarinada Ave/SR-1 on/off-ramp.** For the 2035 Cumulative with Project scenario, the intersection would operate at LOS F during the PM peak hour without the proposed roadway improvement. The improvement proposed for this intersection is to install a traffic signal.

With the proposed roadway improvement, the intersection would operate at LOS C during the PM peak hour.

#### Summary of Improvements

- #2 John Daly Blvd/Lake Merced Blvd. Optimize the signal timings as well as providing an overlap phase for the westbound right turn movement.
- #3 John Daly Blvd/Park Plaza Drive. Optimize the signal timings.
- #37 Serramonte Blvd/Callan Blvd. Install a traffic signal.
- #38 Serramonte Blvd/SR-1 on/off-ramp. Install a traffic signal.
- #40 St Francis Blvd/Clarinada Ave. Install a traffic signal.
- #42 Clarinada Ave/SR-1 on/off-ramp. Install a traffic signal.

#### *Intersections with Significant and Unavoidable Impacts*

**Intersection 5: John Daly Blvd/Junipero Serra Blvd.** Under the Existing scenario, the intersection is already operating at LOS E during the PM peak hour. For both 2035 Cumulative No Project and With Project scenarios, the intersection would operate at LOS F during the PM peak hour. While the intersection is already operating at LOS E and the proposed General Plan contributes minimal trips in the PM, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D.

The mitigation necessary to bring intersection LOS to D and reduce impacts to less than significant levels include widening and restriping the southbound direction to provide one left turn lane, one through lane, and two right turn lanes, and widening and restriping the eastbound direction to provide two left turn lanes, one left/through share lane, one through lane, and two right turn lanes. The mitigations necessary would require widening of the I-280 overcrossing. These mitigation measures are for all practical purposes incapable of being accomplished, given economic, environmental, and legal factors. The widening of the overcrossing would be prohibitively costly given the expense associated and the disruption to the community. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D is infeasible.

**Intersection 8: John Daly Blvd/Mission St/Hillside Blvd.** For both 2035 Cumulative No Project and With Project scenarios, the intersection would operate at LOS F during the AM and PM peak hours. The mitigations necessary to bring intersection LOS to D and reduce impacts to less than significant levels include adding a second left turn lane for the northbound direction, widening and restriping the southbound direction to provide one left turn lane, three through lanes and one right turn lane, widening and restriping the eastbound direction to provide two left turn lanes, one through lane and one right turn lane, and widening and restriping the westbound direction to provide one left turn lane, one through lane and one right turn lane. The mitigations necessary would require land acquisition to accommodate increase public Right of Way. These mitigation measures are for all practical purposes incapable of being accomplished, given economic, environmental and legal factors. The adjacent area is urbanized and already fully developed with operating businesses. The acquisition of property for additional travel lanes would be prohibitively costly given the expense associated with acquiring the land, costs of relocating businesses and disruption to the community.

**Intersection 14: Mission St/East Market St/San Pedro Road.** For both 2035 Cumulative No Project and With Project scenarios, the intersection would operate at LOS E during the AM and PM peak hours. The mitigations necessary to bring LOS to D and reduce impacts to less than significant levels include restriping the northbound direction to provide one left turn lane, one left/through share lane, one through lane, and one right/through share lane, widening and restriping the southbound direction to provide one left turn lane, three through lanes and one right turn lane, widening and restriping the eastbound direction to provide one left turn lane, three through lane and one right turn lane. The signal timing would also need to be modified so that the northbound/southbound direction would operate with a split phasing. The mitigations necessary would require land acquisition to accommodate increase public Right of Way. These mitigation measures are for all practical purposes incapable of being accomplished, given economic, environmental and legal factors. The northbound left turn lane is at an odd angle which make it difficult to change the operation of the intersection. Additionally, the adjacent area is urbanized and already fully developed with operating businesses. The acquisition of property for additional travel lanes would be prohibitively costly given the expense associated with acquiring the land, costs of relocating businesses and disruption to the community.

**Intersection 21: Junipero Serra Blvd/Washington St.** For both 2035 Cumulative No Project and With Project scenarios, the intersection would operate at LOS F during the PM peak hour. The mitigations necessary to bring intersection LOS to D and reduce impacts to less than significant levels include widening and restriping the eastbound approach to provide one left turn lane, one through lane, and a through/right turn share lane. The mitigations necessary would require widening of the I-280 overcrossing. Additionally, there are limited crosswalks at the intersection and the mitigation would create a significant pedestrian barrier across I-280. These mitigation measures are for all practical purposes incapable of being accomplished, given economic, environmental, and legal factors. The widening of the overcrossing would be prohibitively costly given the expense associated and the disruption to the community.

**Intersection 44: Hickey Blvd/Skyline Blvd.** Under the Existing scenario, the intersection is already operating at LOS F during the PM peak hour, which is below the City's standard. For both 2035 Cumulative No Project and With Project scenarios, the intersection would continue to operate at LOS F during the PM peak hour. While the intersection is already operating at LOS F and the proposed General Plan results in a better LOS with improvements, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D.

The mitigation necessary to bring intersection LOS to D and reduce impacts to less than significant levels include providing an overlap phase for the southbound right turn movement and the eastbound right turn movement and to widen the southbound direction to provide a second right turn lane. The mitigations necessary would require land acquisition to accommodate increase public Right of Way. These mitigation measures are for all practical purposes are incapable of being accomplished, given economic, environmental and legal factors. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D is infeasible.

**Intersection 52: Geneva Ave/Bayshore Blvd.** For the 2035 Cumulative With Project scenarios, the intersection would operate at LOS F during both peak hours. While the proposed General Plan

with improvements results in a better LOS compared to the No Project scenario, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D.

The migration necessary to bring intersection LOS to D and reduce impacts to less than significant levels include providing an overlap phase for the westbound right turn movement, widening and restriping the eastbound direction to provide two left turn lanes, two through lanes, and one right turn lane, and widening and restriping the westbound direction to provide one left turn lane, three through lanes, and two right turn lanes. The mitigations necessary would require land acquisition to accommodate increase public Right of Way. These mitigation measures are for all practical purposes are incapable of being accomplished, given economic, environmental and legal factors. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D is infeasible.

### Summary of Improvements

- #44 Hickey Blvd/Skyline Blvd. Provide an overlap phase for the southbound right turn movement and the eastbound right turn movement.
- #52 Geneva Ave/Bayshore Blvd. Provide an overlap phase for the southbound right turn movement and the westbound right turn movement.

While these improvements will improve LOS compared to Cumulative No Project, the intersections will still be operating at below LOS D. The mitigation necessary to bring intersection LOS to D at these intersections are infeasible.

### Overall Traffic Impacts

As Tables 3.12-7 through 3.12-9 show, the impacts at each intersection under the proposed General Plan will vary. As discussed above, six intersections will operate at LOS E or F, even with implementation of the improvements in the proposed General Plan. The mitigations necessary to bring intersection LOS to D at these intersections and thus reducing impacts to less than significant levels are incapable of being accomplished, given economic, environmental, and technological factors, resulting in an overall significant and unavoidable impact.

The widening of streets directly conflicts with the proposed General Plan's Circulation goal of providing complete streets that are pedestrian oriented and walkable. The LOS standard used in this analysis relates only to vehicular traffic and only takes into account the transportation system experience of automobile drivers. Widening approaches to increase LOS would benefit automobile drivers but often result in overly-wide streets/intersections that are difficult for pedestrians and bicyclists to cross and could result in the narrowing of sidewalks. These changes would potentially result in worsened conditions for pedestrians, bicyclists and transit users.

### **Proposed General Plan Policies and Tasks that Reduce the Impact**

**Policy CE-1:** Use the City's traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City's existing roadway network is relatively free flowing during peak traffic periods.

**Task CE-1.2:** Regularly monitor traffic at intersections to identify timing of improvements by analyzing intersections currently operating at LOS C or worst on a regular basis.

It is recommended that intersection counts are collected every five years on a typical mid-week day at these locations and analyzed per Daly City's Local Thresholds of Significance Guidelines to determine if and when improvements are needed. Unsignalized intersections should also be analyzed using the most current California Manual on Uniform Traffic Control Devices (California MUTCD) to determine if and when a traffic signal is warranted. Monitoring of intersections currently operating at LOS C or worse would continue through 2035, or until an improvement is warranted and implemented, whichever comes first.

Proposed General Plan policies listed under Impact 3.12-1 which support public transit, bicycle, or pedestrian facilities within the city also help reduce traffic impacts.

***Mitigation Measures***

None.

**TABLE 3.12-8: INTERSECTION LEVELS OF SERVICE- FUTURE (AM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	AM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
1 John Daly Blvd/Skyline Blvd <sup>2</sup>	Signalized	Caltrans	D	B	14.4	<b>E</b>	<b>60.0</b>	D	41.8	-	-
2 John Daly Blvd/Lake Merced Blvd	Signalized	Daly City	D	C	33.6	<b>D</b>	<b>42.2</b>	<b>D</b>	<b>42.3</b>	C	24.2
3 John Daly Blvd/Park Plaza Dr	Signalized	Daly City	D	C	31.2	<b>E</b>	<b>58.3</b>	<b>E</b>	<b>58.3</b>	C	23.3
4 John Daly Blvd/I-280 SB On-Ramp	Signalized	Caltrans	D	B	10.4	A	6.2	A	6.2	-	-
5 John Daly Blvd/Junipero Serra Blvd	Signalized	Caltrans	D	C	24.5	C	27.1	C	27.2	-	-
6 John Daly Blvd/BART Exit	Signalized	Daly City	D	A	3.7	A	3.4	A	3.4	-	-
7 John Daly Blvd/DeLong St	Signalized	Daly City	D	C	30.2	C	30.9	C	30.8	-	-
8 John Daly Blvd/Mission St/Hillside Blvd <sup>2</sup>	Signalized	Caltrans	D	C	33.1	<b>F</b>	<b>84.7</b>	<b>F</b>	<b>101.4</b>	<b>n/a</b>	<b>n/a</b>
9 Mission St/Hillcrest Dr	Signalized	Caltrans	D	A	0.7	A	0.7	A	0.7	-	-
10 Mission St/Crocker Ave/Flournoy St	Signalized	Daly City	D	C	23.3	C	25.6	C	25.7	-	-
11 Mission St/Templeton Ave	Stop	Daly City	D	A	8.5	B	11.7	B	11.7	-	-
12 Mission St/Westlake Ave	Signalized	Caltrans	D	B	10.8	B	12.6	B	12.9	-	-
13 Mission St/School St	Signalized	Caltrans	D	C	21.1	C	26.7	C	27.1	-	-

**TABLE 3.12-8: INTERSECTION LEVELS OF SERVICE- FUTURE (AM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	AM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
14 Mission St/E Market St/San Pedro Rd	Signalized	Caltrans	D	D	43.0	<b>E</b>	<b>61.3</b>	<b>E</b>	<b>61.5</b>	<b>n/a</b>	<b>n/a</b>
15 El Camion Real/F St	Signalized	Caltrans	D	B	10.5	B	14.7	B	14.7	-	-
16 Hillside Blvd/A St/Chester St	Stop	Unincorporated San Mateo Co	D	B	10.3	B	10.8	B	10.8	-	-
17 Hillside Blvd/E Market St	Signalized	Daly City	D	C	28.8	C	29.6	C	29.5	-	-
18 Junipero Serra Blvd/North Garage	Signalized	Daly City	D	A	0.6	A	3.3	A	3.3	-	-
19 Junipero Serra Blvd/Westlake Ave	Signalized	Daly City	D	A	9.4	B	11.1	B	11.0	-	-
20 Junipero Serra Blvd/School St/87 <sup>th</sup> St	Signalized	Daly City	D	C	27.1	C	29.2	C	29.4	-	-
21 Junipero Serra Blvd/Washington St	Signalized	Daly City	D	C	27.9	C	32.3	C	32.5	-	-
22 Junipero Serra Blvd/San Pedro Rd	Signalized	Daly City	D	C	30.2	D	52.2	D	52.8	-	-
23 Junipero Serra Blvd/D St	Signalized	Caltrans	D	B	13.3	B	17.6	B	17.6	-	-
24 Junipero Serra Blvd/Southgate Ave	Signalized	Colma	D	C	20.5	C	21.5	C	21.5	-	-
25 Junipero Serra Blvd/Colma Blvd	Signalized	Colma	D	B	17.2	B	14.9	B	14.9	-	-

**TABLE 3.12-8: INTERSECTION LEVELS OF SERVICE- FUTURE (AM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	AM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
26 Junipero Serra Blvd/Serramonte Blvd	Signalized	Caltrans	D	C	23.9	C	29.5	C	29.5	-	-
27 Sullivan Ave/Washington St	Signalized	Daly City	D	B	16.1	B	17.9	B	17.9	-	-
28 Sullivan Ave/Pierce St	Signalized	Caltrans	D	B	13.6	B	14.0	B	14.0	-	-
29 Sullivan Ave/San Pedro Rd/Eastmoor Ave	Signalized	Daly City	D	C	31.0	C	34.3	C	34.4	-	-
30 Sullivan Ave/I-280 SB On-Ramp	Signalized	Daly City	D	B	11.1	B	11.2	B	11.3	-	-
31 Sullivan Ave/Southgate Ave	Signalized	Daly City	D	B	16.0	B	14.7	B	14.7	-	-
32 Southgate Ave/Callan Blvd	Stop	Daly City	D	B	12.3	B	14.7	B	14.7	-	-
33 Southgate Ave/St Francis Blvd	Signalized	Daly City	D	B	13.2	B	13.4	B	13.4	-	-
34 Serramonte Blvd/I-280 NB On-Ramp	Signalized	Caltrans	D	A	3.3	A	3.0	A	2.9	-	-
35 Serramonte Blvd/I-280 SB Off-Ramp	Signalized	Caltrans	D	A	8.0	A	7.9	A	7.9	-	-
36 Serramonte Blvd/Gellert Blvd	Signalized	Daly City	D	C	31.1	C	31.7	C	31.7	-	-

**TABLE 3.12-8: INTERSECTION LEVELS OF SERVICE- FUTURE (AM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	AM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
37 Serramonte Blvd/Callan Blvd	Stop	Daly City	D	C	20.3	<b>F</b>	<b>52.7</b>	<b>F</b>	<b>53.0</b>	B	19.4
38 Serramonte Blvd/SR-1 On/Off-Ramp	Stop	Caltrans	D	D	25.1	<b>E</b>	<b>47.0</b>	<b>E</b>	<b>49.2</b>	C	24.7
39 Serramonte Blvd/St Francis Blvd	Stop	Daly City	D	B	14.7	C	24.0	C	24.0	-	-
40 St Francis Blvd/Clarinada Ave	Stop	Daly City	D	B	13.4	C	19.1	C	19.1	C	29.5
41 St Francis Blvd/Eastmoor Ave	Stop	Daly City	D	C	16.6	C	25.6	C	25.6	-	-
42 Clarinada Ave/SR-1 On/Off-Ramp	Stop	Caltrans	D	C	12.7	C	17.7	C	17.7	B	14.9
43 Clarinada Ave/Callan Blvd	Stop	Daly City	D	A	9.3	B	10.3	B	10.4	-	-
44 Hickey Blvd/Skyline Blvd	Signalized	Caltrans	D	C	25.4	C	26.6	C	26.6	C	25.9
45 Hickey Blvd/St. Francis Blvd	Stop	Daly City	D	C	15.9	C	19.4	C	19.4	-	-
46 Hickey Blvd/Callan Blvd	Signalized	Daly City	D	C	22.1	C	22.8	C	22.8	-	-
47 Hickey Blvd/I-280 SB On/Off-Ramp	Signalized	Caltrans	D	A	6.8	A	7.9	A	7.9	-	-
48 Hickey Blvd/I-280 NB On/Off-Ramp	Signalized	Caltrans	D	B	18.1	B	20.0	B	20.0	-	-

**TABLE 3.12-8: INTERSECTION LEVELS OF SERVICE- FUTURE (AM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	AM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
49 Skyline Blvd/Westmoor Ave	Signalized	Caltrans	D	C	21.5	C	20.9	C	21.0	-	-
50 Geneva Ave/Carter St	Signalized	City of San Francisco	D	B	13.1	B	8.3	B	9.6	-	-
51 Geneva Ave/Schwerin St	Signalized	Daly City	D	B	15.5	B	18.3	B	18.3	-	-
52 Geneva Ave/Bayshore Blvd <sup>2</sup>	Signalized	Daly City	D	C	21.3	<b>E</b>	<b>77.3</b>	<b>F</b>	<b>117.7</b>	D	46.7
53 Carter St/Martin St	Signalized	Daly City	D	A	5.7	A	5.8	A	5.8	-	-
54 Guadalupe Canyon Parkway/Carter St	Signalized	Partially in Brisbane	D	B	14.7	B	14.7	B	14.6	-	-

<sup>1</sup> For Stop-Controlled intersections, LOS/Delay reported for worst case approach.

<sup>2</sup> San Mateo County CMP Locations

Bold = Exceeds LOS

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-9: INTERSECTION LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	PM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
1 John Daly Blvd/Skyline Blvd <sup>2</sup>	Signalized	Caltrans	D	B	16.2	D	43.2	D	40.4	-	-
2 John Daly Blvd/Lake Merced Blvd	Signalized	Daly City	D	D	40.5	<b>E</b>	<b>74.2</b>	<b>E</b>	<b>70.1</b>	D	41.2
3 John Daly Blvd/Park Plaza Dr	Signalized	Daly City	D	C	29.9	<b>E</b>	<b>62.1</b>	<b>E</b>	<b>62.6</b>	D	44.5
4 John Daly Blvd/I-280 SB On-Ramp	Signalized	Caltrans	D	A	5.3	A	7.4	A	7.5	-	-
5 John Daly Blvd/Junipero Serra Blvd	Signalized	Caltrans	D	<b>E</b>	<b>59.3</b>	<b>F</b>	<b>112.9</b>	<b>F</b>	<b>113.5</b>	<b>n/a</b>	<b>n/a</b>
6 John Daly Blvd/BART Exit	Signalized	Daly City	D	A	4.0	A	3.7	A	3.7	-	-
7 John Daly Blvd/DeLong St	Signalized	Daly City	D	C	29.8	D	35.1	D	35.1	-	-
8 John Daly Blvd/Mission St/Hillside Blvd <sup>2</sup>	Signalized	Caltrans	D	D	37.6	<b>F</b>	<b>134.6</b>	<b>F</b>	<b>148.6</b>	<b>n/a</b>	<b>n/a</b>
9 Mission St/Hillcrest Dr	Signalized	Caltrans	D	A	1.4	A	1.3	A	1.3	-	-
10 Mission St/Crocker Ave/Flournoy St	Signalized	Daly City	D	C	23.4	C	28.6	C	28.6	-	-
11 Mission St/Templeton Ave	Stop	Daly City	D	A	9.5	B	12.0	B	11.9	-	-
12 Mission St/Westlake Ave	Signalized	Caltrans	D	B	11.6	B	18.9	B	18.9	-	-
13 Mission St/School St	Signalized	Caltrans	D	C	22.9	C	29.9	C	30.0	-	-

**TABLE 3.12-9: INTERSECTION LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	PM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
14 Mission St/E Market St/San Pedro Rd	Signalized	Caltrans	D	D	42.0	<b>E</b>	<b>67.1</b>	<b>E</b>	<b>67.3</b>	<b>n/a</b>	<b>n/a</b>
15 El Camion Real/F St	Signalized	Caltrans	D	B	10.9	B	11.3	B	11.3	-	-
16 Hillside Blvd/A St/Chester St	Stop	Unincorporated San Mateo Co	D	B	11.0	B	13.2	B	13.2	-	-
17 Hillside Blvd/E Market St	Signalized	Daly City	D	C	27.9	C	30.1	C	30.2	-	-
18 Junipero Serra Blvd/North Garage	Signalized	Daly City	D	A	2.9	A	9.4	A	9.4	-	-
19 Junipero Serra Blvd/Westlake Ave	Signalized	Daly City	D	B	10.9	B	14.1	B	14.1	-	-
20 Junipero Serra Blvd/School St/87 <sup>th</sup> St	Signalized	Daly City	D	C	30.2	D	41.0	D	41.3	-	-
21 Junipero Serra Blvd/Washington St	Signalized	Daly City	D	C	33.8	<b>E</b>	<b>65.6</b>	<b>E</b>	<b>66.4</b>	<b>n/a</b>	<b>n/a</b>
22 Junipero Serra Blvd/San Pedro Rd	Signalized	Daly City	D	C	30.2	D	35.9	D	36.5	-	-
23 Junipero Serra Blvd/D St	Signalized	Caltrans	D	B	15.8	C	24.1	C	24.2	-	-
24 Junipero Serra Blvd/Southgate Ave	Signalized	Colma	D	C	21.8	C	29.4	C	29.4	-	-
25 Junipero Serra Blvd/Colma Blvd	Signalized	Colma	D	C	25.1	C	28.5	C	28.4	-	-

**TABLE 3.12-9: INTERSECTION LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	PM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
26 Junipero Serra Blvd/Serramonte Blvd	Signalized	Caltrans	D	C	26.2	D	39.7	D	39.8	-	-
27 Sullivan Ave/Washington St	Signalized	Daly City	D	B	17.5	C	20.4	C	20.4	-	-
28 Sullivan Ave/Pierce St	Signalized	Caltrans	D	B	15.7	B	17.1	B	17.1	-	-
29 Sullivan Ave/San Pedro Rd/Eastmoor Ave	Signalized	Daly City	D	C	25.6	C	30.9	C	31.3	-	-
30 Sullivan Ave/I-280 SB On-Ramp	Signalized	Daly City	D	B	14.8	B	15.5	B	15.5	-	-
31 Sullivan Ave/Southgate Ave	Signalized	Daly City	D	B	17.5	B	19.1	B	19.1	-	-
32 Southgate Ave/Callan Blvd	Stop	Daly City	D	B	14.7	C	24.1	C	24.1	-	-
33 Southgate Ave/St Francis Blvd	Signalized	Daly City	D	B	12.8	B	13.0	B	13.0	-	-
34 Serramonte Blvd/I-280 NB On-ramp	Signalized	Caltrans	D	A	4.8	A	4.9	A	4.9	-	-
35 Serramonte Blvd/I-280 SB Off-Ramp	Signalized	Caltrans	D	A	8.7	B	10.3	B	10.3	-	-
36 Serramonte Blvd/Gellert Blvd	Signalized	Daly City	D	D	35.5	D	35.9	D	35.9	-	-

**TABLE 3.12-9: INTERSECTION LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	PM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
37 Serramonte Blvd/Callan Blvd	Stop	Daly City	D	D	33.8	<b>F</b>	<b>164.8</b>	<b>F</b>	<b>171.3</b>	C	31.0
38 Serramonte Blvd/SR-1 On/Off-Ramp	Stop	Caltrans	D	B	13.3	C	19.1	C	20.1	C	23.4
39 Serramonte Blvd/St Francis Blvd	Stop	Daly City	D	B	10.4	B	12.9	B	13.0	-	-
40 St Francis Blvd/Clarinada Ave	Stop	Daly City	D	C	19.4	<b>E</b>	<b>41.6</b>	<b>E</b>	<b>42.0</b>	C	32.5
41 St Francis Blvd/Eastmoor Ave	Stop	Daly City	D	C	17.0	C	23.9	C	23.6	-	-
42 Clarinada Ave/SR-1 On/Off-Ramp	Stop	Caltrans	D	D	22.8	<b>F</b>	<b>72.6</b>	<b>F</b>	<b>73.0</b>	C	25.1
43 Clarinada Ave/Callan Blvd	Stop	Daly City	D	A	11.0	C	21.1	C	21.2	-	-
44 Hickey Blvd/Skyline Blvd	Signalized	Caltrans	D	<b>F</b>	<b>95.6</b>	<b>F</b>	<b>127.8</b>	<b>F</b>	<b>127.9</b>	<b>E</b>	<b>71.2</b>
45 Hickey Blvd/St. Francis Blvd	Stop	Daly City	D	C	21.0	D	26.2	D	26.3	-	-
46 Hickey Blvd/Callan Blvd	Signalized	Daly City	D	C	24.6	C	25.0	C	25.0	-	-
47 Hickey Blvd/I-280 SB On/Off-Ramp	Signalized	Caltrans	D	B	11.8	B	18.7	B	18.6	-	-
48 Hickey Blvd/I-280 NB On/Off-Ramp	Signalized	Caltrans	D	C	24.5	C	32.9	C	32.9	-	-

**TABLE 3.12-9: INTERSECTION LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Intersection	Existing Traffic Control	Jurisdiction	LOS Standard	PM Peak Hour							
				Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
				LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay	LOS <sup>1</sup>	Average Delay
49 Skyline Blvd/Westmoor Ave	Signalized	Caltrans	D	C	21.7	C	26.8	C	26.8	-	-
50 Geneva Ave/Carter St	Signalized	City of San Francisco	D	B	12.3	B	10.4	B	10.6	-	-
51 Geneva Ave/Schwerin St	Signalized	Daly City	D	B	18.5	B	17.2	B	17.1	-	-
52 Geneva Ave/Bayshore Blvd <sup>2</sup>	Signalized	Daly City	D	C	20.7	<b>F</b>	<b>178.0</b>	<b>F</b>	<b>184.4</b>	<b>E</b>	<b>78.2</b>
53 Carter St/Martin St	Signalized	Daly City	D	A	4.4	A	5.2	A	5.2	-	-
54 Guadalupe Canyon Parkway/Carter St	Signalized	Partially in Brisbane	D	C	20.4	B	15.3	B	15.3	-	-

1 For Stop-Controlled intersections, LOS/Delay reported for worst case approach.

2 San Mateo County CMP Locations

Bold = Exceeds LOS

Source: Kittelson & Associates, Inc., August 2012

### **Impact 3.12-2**

**Future development under the proposed General Plan, along with regional population and employment growth, will not result in a significant conflict with San Mateo and San Francisco Congestion Management Program standards. (*Less than Significant*)**

#### ***San Mateo County CMP***

All freeways segments are presently operating at an acceptable San Mateo CMP LOS during both of the peak hours except for I-280 NB from Hickey Boulevard in South San Francisco to Daly City limits; this segment of I-280 is operating at LOS E during the PM peak hour.

In the 2035 Cumulative With Project scenario, six roadway segments are projected to operate at a LOS below the SM/CMP standard for each respective roadway. Table 3.12-10 lists the roadway segments that will exceed the SM/CMP LOS. In five of the six freeway segments, the traffic volume in the 2035 Cumulative With Project scenario is less than the 2035 Cumulative No Project scenario, indicating that the proposed General Plan is not causing an increase in traffic volumes, resulting in a less than significant impact. On I-280 SB from the San Francisco/San Mateo County line to John Daly Boulevard, traffic volume in the 2035 Cumulative With Project scenario is more than the traffic volume in the 2035 Cumulative No Project scenario; however, the proposed General Plan does not increase the traffic demand on the freeway segment or cause the v/c ratio to increase by one or more percent, resulting in less than significant impacts. (Data Tables 3.12-12 through 3.12-14 show LOS for all the study roadway segments at the end of this Impact discussion).

**TABLE 3.12-10: SAN MATEO COUNTY CMP IMPACT SUMMARY**

Segment	CMP LOS Standard	Exceed San Mateo County CMP LOS?			2035 Cumulative With Project Traffic Volume Less than Cumulative No Project?	Significance
		Existing	2035 Cumulative With Project			
			PM	AM		
I-280 SB SR-1 to Serramonte	D	-	Yes	-	Yes	Less than Significant
I-280 SB Serramonte to Hickey	D	-	Yes	Yes	Yes	Less than Significant
I-280 NB City Limits to Hickey	D	Yes	-	Yes	Yes	Less than Significant
I-280 NB Hickey to Serramonte	D	-	-	Yes	Yes	Less than Significant
I-280 SB Co Line to John Daly	E	-	-	Yes	No	The proposed General Plan does not increase the traffic demand on the freeway segment or cause the v/c ratio to increase by one or more percent, resulting in less than significant impacts.
SR-35 SB n/o John Daly	E	-	-	Yes	Yes	Less than Significant

Source: Kittelson & Associates, Inc., August 2012; Dyett & Bhatia, 2012.

**San Francisco CMP**

In the 2035 Cumulative With Project scenario, five roadway segments are operating at a LOS below the San Francisco/CMP standard of LOS E. Table 3.12-11 below lists the roadway segments that will exceed the SF/CMP LOS. In one of the five roadway segments, the traffic volume in the 2035 Cumulative With Project scenario is less than the 2035 Cumulative No Project scenario, indicating that the proposed General Plan is not causing an increase in traffic volumes, resulting in a less than significant impact.

The remaining freeway segments are located within Infill Opportunity Zones (IOZs) and therefore the exceedance of the established LOS standard will be a less than significant impact.

(Data Tables 3.12-15 and 3.12-16 show LOS for all the study roadway segments at the end of this Impact discussion).

**TABLE 3.12-11: SAN FRANCISCO CMP IMPACT SUMMARY**

<i>Segment</i>	<i>Exceed San Francisco CMP LOS?</i>		<i>2035 Cumulative With Project Traffic Volume Less than Cumulative?</i>	<i>Significance</i>
	<i>2035 Cumulative With Project</i>			
	<i>AM</i>	<i>PM</i>		
Junipero Serra Blvd NB at County Line	Yes	Yes	No	Segment within an IOZ and is Exempt; Less than Significant
Junipero Serra Blvd SB at County Line	Yes	Yes	No	Segment within an IOZ and is Exempt; Less than Significant
Skyline Blvd at County Line	-	Yes	Yes	Less than Significant
I-280 SB at County Line	-	Yes	No	Segment within an IOZ and is Exempt; Less than Significant
US 101 NB at County Line	Yes	Yes	No	Segment within an IOZ and is Exempt; Less than Significant

Source: Kittelson & Associates, Inc., August 2012; Dyett & Bhatia, 2012.

***Proposed General Plan Policies and Tasks that Reduce the Potential Impact***

**Policy CE-5:** Work with MTC to coordinate the transportation planning efforts of the City with those of adjacent jurisdictions.

*Task CE-5.1:* Support MTC’s efforts to coordinate regional transportation planning insofar as they contribute to the accomplishment of the goals and policies of the General Plan.

*Task CE-5.2:* Ensure that the programs contained in MTC’s Regional Transportation Plan are in accord with the needs of the City by participating in the yearly revisions of the plan.

**Policy CE-6:** Support regional efforts to improve traffic while accommodating future development.

*Task CE-6.2:* Participate in regional planning efforts conducted by C/CAG and ensure the Countywide Congestion Management Program reflects the future transportation needs of Daly City residents and businesses.

*Task CE-6.3:* Actively participate in the multi-agency Bi-County Transportation Study currently being undertaken by the San Francisco County Transportation Authority to ensure that the study adequately identifies traffic improvements in and adjacent to Daly City necessary to accommodate future development in Bi-County study area.

***Mitigation Measures***

None Required.

**TABLE 3.12-12: FREEWAY LEVELS OF SERVICE – FUTURE (AM PEAK HOUR)**

Freeway Segment	AM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
I-280 NB City Limits to Hickey	2,200	4	8,800	6,095	0.693	C	2,200	5	11,000	8,720	0.793	D	8,710	0.792	D
I-280 NB Hickey to Serramonte	2,200	4	8,800	5,951	0.676	C	2,200	4	8,800	7,697	0.875	D	7,629	0.867	D
I-280 NB Serramonte to SR-1	2,200	5	11,000	6,757	0.614	C	2,200	5	11,000	8,676	0.789	D	8,681	0.789	D
I-280 NB SR1 to Washington	2,200	6	13,200	8,159	0.618	C	2,200	6	13,200	9,655	0.731	D	9,661	0.732	D
I-280 NB Washington to Junipero Serra	2,200	7	15,400	9,323	0.605	C	2,200	7	15,400	11,007	0.715	D	11,022	0.716	D
I-280 NB Junipero Serra to John Daly	2,200	6	13,200	8,373	0.634	C	2,200	6	13,200	10,252	0.777	D	10,290	0.780	D
I-280 NB John Daly to Co Line	2,200	4	8,800	3,978	0.452	B	2,200	4	8,800	7,347	0.835	D	7,328	0.833	D
I-280 SB Co Line to John Daly	2,200	4	8,800	6,017	0.684	C	2,200	4	8,800	6,749	0.767	D	6,646	0.755	D
I-280 SB John Daly to Eastmoor	2,200	6	13,200	7,514	0.569	C	2,200	6	13,200	10,853	0.822	D	10,876	0.824	D

**TABLE 3.12-12: FREEWAY LEVELS OF SERVICE – FUTURE (AM PEAK HOUR)**

Freeway Segment	AM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
I-280 SB Eastmoor to SR-1	2,200	6	13,200	6,628	0.502	C	2,200	6	13,200	9,472	0.718	D	9,481	0.718	D
I-280 SB SR-1 to Serramonte	2,200	5	11,000	8,124	0.739	D	2,200	5	11,000	<b>9,903</b>	<b>0.900</b>	<b>E</b>	<b>9,877</b>	<b>0.898</b>	<b>E</b>
I-280 SB Serramonte to Hickey	2,200	4	8,800	7,324	0.832	D	2,200	4	8,800	<b>8,725</b>	<b>0.991</b>	<b>E</b>	<b>8,697</b>	<b>0.988</b>	<b>E</b>
I-280 SB Hickey to City Limits	2,200	4	8,800	7,557	0.859	D	2,200	5	11,000	9,252	0.841	D	9,205	0.837	D
US 101 NB Oyster Point	2,200	4	8,800	7,349	0.835	D	2,200	5	11,000	9,274	0.843	D	9,285	0.844	D
US 101 SB Oyster Point	2,200	4	8,800	6,485	0.737	D	2,200	5	11,000	8,724	0.793	D	8,616	0.783	D
SR-1 NB City Limits to SR-35	2,200	2	4,400	2,532	0.575	C	2,200	2	4,400	3,287	0.747	D	3,312	0.753	D
SR-1 NB SR-35 to Serramonte	2,200	4	8,800	3,729	0.424	B	2,200	4	8,800	5,291	0.601	C	5,270	0.599	C
SR-1 NB Serramonte to SB I-280 Off Ramp	2,200	4	8,800	4,027	0.458	B	2,200	4	8,800	5,606	0.637	C	5,629	0.640	C

**TABLE 3.12-12: FREEWAY LEVELS OF SERVICE – FUTURE (AM PEAK HOUR)**

Freeway Segment	AM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
SR-1 NB SB I-280 Off Ramp to NB I-280	2,200	3	6,600	3,059	0.463	B	2,200	3	6,600	3,927	0.595	C	3,966	0.601	C
SR-1 SB SB I-280 to Clarinada	2,200	4	8,800	1,680	0.191	A	2,200	4	8,800	3,759	0.427	B	3,734	0.424	B
SR-1 SB Clarinada to SR-35	2,200	4	8,800	1,470	0.167	A	2,200	4	8,800	3,807	0.433	B	3,773	0.429	B
SR-1 SB SR-35 to City Limits	2,200	2	4,400	823	0.187	A	2,200	2	4,400	2,345	0.533	C	2,352	0.535	C
SR-35 NB City Limits to SR-1	2,200	2	4,400	1,552	0.353	B	2,200	2	4,400	1,893	0.430	B	1,890	0.430	B
SR-35 NB SR-1 to end of Fwy	2,200	2	4,400	1,206	0.274	A	2,200	2	4,400	2,734	0.621	C	2,737	0.622	C
SR-35 SB n/o SR-1	2,200	2	4,400	1,289	0.293	A	2,200	2	4,400	2,957	0.672	C	2,947	0.670	C
SR-35 SB SR-1 to City Limits	2,200	2	4,400	1,085	0.247	A	2,200	2	4,400	1,574	0.358	B	1,564	0.355	B

Bold = Exceeds San Mateo County CMP LOS Standard

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-13: FREEWAY LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Freeway Segment	PM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Vol (veh /hr)	V/C	LOS
I-280 NB City Limits to Hickey	2,200	4	8,800	<b>8,044</b>	<b>0.914</b>	<b>E</b>	2,200	5	11,000	<b>9,972</b>	<b>0.907</b>	<b>E</b>	<b>9,814</b>	<b>0.892</b>	<b>E</b>
I-280 NB Hickey to Serramonte	2,200	4	8,800	7,546	0.858	D	2,200	4	8,800	<b>8,959</b>	<b>1.018</b>	<b>F</b>	<b>8,884</b>	<b>1.010</b>	<b>F</b>
I-280 NB Serramonte to SR-1	2,200	5	11,000	9,215	0.838	D	2,200	5	11,000	<b>9,794</b>	<b>0.890</b>	<b>E</b>	9,757	0.887	D
I-280 NB SR1 to Washington	2,200	6	13,200	7,974	0.604	C	2,200	6	13,200	10,942	0.829	D	10,825	0.820	D
I-280 NB Washington to Junipero Serra	2,200	7	15,400	9,197	0.597	C	2,200	7	15,400	11,820	0.768	D	11,693	0.759	D
I-280 NB Junipero Serra to John Daly	2,200	6	13,200	8,075	0.612	C	2,200	6	13,200	11,294	0.856	D	11,202	0.849	D
I-280 NB John Daly to Co Line	2,200	4	8,800	6,094	0.693	C	2,200	4	8,800	7,642	0.868	D	7,685	0.873	D
I-280 SB Co Line to John Daly	2,200	4	8,800	6,529	0.742	D	2,200	4	8,800	<b>8,837</b>	<b>1.004</b>	<b>F</b>	<b>8,881</b>	<b>1.009</b>	<b>F</b>
I-280 SB John Daly to Eastmoor	2,200	6	13,200	8,329	0.631	C	2,200	6	13,200	13,145	0.996	E	13,075	0.991	E

**TABLE 3.12-13: FREEWAY LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Freeway Segment	PM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Vol (veh /hr)	V/C	LOS
I-280 SB Eastmoor to SR-1	2,200	6	13,200	7,115	0.539	C	2,200	6	13,200	11,444	0.867	D	11,388	0.863	D
I-280 SB SR-1 to Serramonte	2,200	5	11,000	7,682	0.698	C	2,200	5	11,000	9,438	0.858	D	9,383	0.853	D
I-280 SB Serramonte to Hickey	2,200	4	8,800	6,339	0.720	D	2,200	4	8,800	<b>8,688</b>	<b>0.987</b>	<b>E</b>	<b>8,628</b>	<b>0.980</b>	<b>E</b>
I-280 SB Hickey to City Limits	2,200	4	8,800	6,227	0.708	C	2,200	5	11,000	9,260	0.842	D	9,372	0.852	D
US 101 NB Oyster Point	2,200	4	8,800	7,150	0.813	D	2,200	5	11,000	9,989	0.908	E	10,026	0.911	E
US 101 SB Oyster Point	2,200	4	8,800	6,412	0.729	D	2,200	5	11,000	9,713	0.883	D	9,650	0.877	D
SR-1 NB City Limits to SR-35	2,200	2	4,400	1,377	0.313	B	2,200	2	4,400	2,650	0.602	C	2,680	0.609	C
SR-1 NB SR-35 to Serramonte	2,200	4	8,800	1,958	0.223	A	2,200	4	8,800	4,867	0.553	C	4,641	0.527	C
SR-1 NB Serramonte to SB I-280 Off Ramp	2,200	4	8,800	2,057	0.234	A	2,200	4	8,800	5,190	0.590	C	4,988	0.567	C
SR-1 NB SB I-280 Off Ramp to NB I-280	2,200	3	6,600	1,487	0.225	A	2,200	3	6,600	4,020	0.609	C	3,890	0.589	C

**TABLE 3.12-13: FREEWAY LEVELS OF SERVICE – FUTURE (PM PEAK HOUR)**

Freeway Segment	PM Peak Hour														
	Network (Existing)			Existing			Network (Future)			2035 Cumulative No Project			2035 Cumulative With Project		
	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Cap per lane	# lanes	Total Cap	Vol (veh /hr)	V/C	LOS	Vol (veh /hr)	V/C	LOS
SR-1 SB SB I-280 to Clarinada	2,200	4	8,800	3,867	0.439	B	2,200	4	8,800	5,929	0.674	C	5,679	0.645	C
SR-1 SB Clarinada to SR-35	2,200	4	8,800	3,515	0.399	B	2,200	4	8,800	5,596	0.636	C	5,677	0.645	C
SR-1 SB SR-35 to City Limits	2,200	2	4,400	2,012	0.457	B	2,200	2	4,400	3,213	0.730	D	3,540	0.805	D
SR-35 NB City Limits to SR-1	2,200	2	4,400	949	0.216	A	2,200	2	4,400	2,276	0.517	C	2,249	0.511	C
SR-35 NB SR-1 to end of Fwy	2,200	2	4,400	1,583	0.360	B	2,200	2	4,400	3,074	0.699	C	3,080	0.700	C
SR-35 SB n/o SR-1	2,200	2	4,400	1,338	0.304	B	2,200	2	4,400	2,939	0.668	C	2,936	0.667	C
SR-35 SB SR-1 to City Limits	2,200	2	4,400	1,626	0.370	B	2,200	2	4,400	2,308	0.525	C	2,281	0.518	C

Bold = Exceeds San Mateo County CMP LOS Standard

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-14: EXPRESSWAY AND ARTERIAL LEVELS OF SERVICE - FUTURE (AM PEAK HOUR)**

Segment	Capacity	# lanes	Total Cap	AM Peak Hour					
				2035 Cumulative No Project			2035 Cumulative With Project		
				Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
SR-35 NB n/o John Daly	1,500	2	3,000	2,730	0.910	E	2,733	0.911	E
SR-35 SB n/o John Daly	1,500	2	3,000	2,439	0.813	D	2,460	0.820	D
SR 82 NB County Line to John Daly	1,100	2	2,200	897	0.408	A	1,020	0.464	A
SR 82 SB County Line to John Daly	1,100	2	2,200	1,002	0.455	A	941	0.428	A
SR 82 NB n/o Market	1,100	2	2,200	1,774	0.806	D	1,786	0.812	D
SR 82 SB n/o Market	1,100	2	2,200	1,781	0.810	D	1,756	0.798	C
SR 82 NB Hickey to City Limits	1,100	3	3,300	1,186	0.359	A	1,187	0.360	A
SR 82 SB Hickey to City Limits	1,100	3	3,300	2,336	0.708	C	2,349	0.712	C
Mission St NB County Line to SR 82	1,100	2	2,200	1,663	0.756	C	1,644	0.747	C
Mission St SB County Line to SR 82	1,100	2	2,200	1,695	0.770	C	1,705	0.775	C
Bayshore Blvd NB County Line to Geneva	1,100	4	4,400	2,437	0.554	A	2,599	0.591	A
Bayshore Blvd SB County Line to Geneva	1,100	4	4,400	2,361	0.537	A	2,517	0.572	A
Geneva Ave EB County Line to Bayshore	1,100	2	2,200	1,032	0.469	A	1,017	0.462	A
Geneva Ave WB County Line to Bayshore	1,100	2	2,200	890	0.405	A	919	0.418	A

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-15: EXPRESSWAY AND ARTERIAL LEVELS OF SERVICE - FUTURE (PM PEAK HOUR)**

Segment	Capacity	# lanes	Total Cap	PM Peak Hour					
				2035 Cumulative No Project			2035 Cumulative With Project		
				Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
SR-35 NB n/o John Daly	1,500	2	3,000	2,906	0.969	E	2,879	0.960	E
SR-35 SB n/o John Daly	1,500	2	3,000	<b>3,024</b>	<b>1.008</b>	<b>F</b>	<b>3,021</b>	<b>1.007</b>	<b>F</b>
SR 82 NB County Line to John Daly	1,100	2	2,200	1,223	0.556	A	1,271	0.578	A
SR 82 SB County Line to John Daly	1,100	2	2,200	1,281	0.582	A	1,283	0.583	A
SR 82 NB n/o Market	1,100	2	2,200	1,797	0.817	D	1,763	0.801	D
SR 82 SB n/o Market	1,100	2	2,200	1,859	0.845	D	1,863	0.847	D
SR 82 NB Hickey to City Limits	1,100	3	3,300	2,435	0.738	C	2,414	0.732	C
SR 82 SB Hickey to City Limits	1,100	3	3,300	2,243	0.680	B	2,240	0.679	B
Mission St NB County Line to SR 82	1,100	2	2,200	1,926	0.875	D	1,862	0.846	D
Mission St SB County Line to SR 82	1,100	2	2,200	1,808	0.822	D	1,773	0.806	D
Bayshore Blvd NB County Line to Geneva	1,100	4	4,400	3,010	0.684	B	3,008	0.684	B
Bayshore Blvd SB County Line to Geneva	1,100	4	4,400	3,234	0.735	C	3,199	0.727	C
Geneva Ave EB County Line to Bayshore	1,100	2	2,200	1,197	0.544	A	1,181	0.537	A
Geneva Ave WB County Line to Bayshore	1,100	2	2,200	1,463	0.665	B	1,420	0.645	B

Bold = Exceeds San Mateo County CMP LOS Standard

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-16: SFCTA CMP ROADWAY LEVELS OF SERVICE – FUTURE (AM PEAK HOUR)**

CMP Location	Capacity	# lanes	Total Cap	AM Peak Hour					
				2035 Cumulative No Project			2035 Cumulative With Project		
				Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
Alemaný Blvd EB at County Line	1,100	2	2,200	1,354	0.615	B	1,427	0.649	B
Alemaný Blvd WB at County Line	1,100	2	2,200	1,020	0.464	A	1,081	0.491	A
Bayshore Blvd NB at County Line*	1,100	4	4,400	2,437	0.554	A	2,599	0.591	A
Bayshore Blvd SB at County Line*	1,100	4	4,400	2,361	0.537	A	2,517	0.572	A
Geneva Ave EB At County Line *	1,100	2	2,200	1,032	0.469	A	1,017	0.462	A
Geneva Ave WB At County Line *	1,100	2	2,200	890	0.405	A	919	0.418	A
Junipero Serra Blvd NB at County Line	1,500	3	4,500	<b>4,648</b>	<b>1.033</b>	<b>F</b>	<b>4,674</b>	<b>1.039</b>	<b>F</b>
Junipero Serra Blvd SB at County Line	1,500	3	4,500	<b>4,598</b>	<b>1.022</b>	<b>F</b>	<b>4,606</b>	<b>1.024</b>	<b>F</b>
Mission St NB at County Line*	1,100	2	2,200	1,663	0.756	C	1,644	0.747	C
Mission St SB at County Line*	1,100	2	2,200	1,695	0.770	C	1,705	0.775	C
Skyline Blvd NB at County Line*	1,500	2	3,000	2,730	0.910	E	2,733	0.911	E
Skyline Blvd SB at County Line*	1,500	2	3,000	2,439	0.813	D	2,460	0.820	D
I-280 NB at County Line*	2,200	4	8,800	7,347	0.835	D	7,328	0.833	D
I-280 SB at County Line*	2,200	4	8,800	6,749	0.767	D	6,646	0.755	D
US 101 NB ** at County Line	2,200	4	8,800	<b>9,334</b>	<b>1.061</b>	<b>F</b>	<b>9,336</b>	<b>1.061</b>	<b>F</b>

\*C/CAG CMP locations as well.

Bold = Exceeds San Francisco CMP LOS Standard

Source: Kittelson & Associates, Inc., August 2012

**TABLE 3.12-17: SFCTA CMP ROADWAY LEVELS OF SERVICE - FUTURE (PM PEAK HOUR)**

CMP Location	Capacity	# lanes	Total Cap	PM Peak Hour					
				2035 Cumulative No Project			2035 Cumulative With Project		
				Vol (veh/hr)	V/C	LOS	Vol (veh/hr)	V/C	LOS
Alemaný Blvd EB at County Line	1,100	2	2,200	1,572	0.715	C	1,532	0.696	B
Alemaný Blvd WB at County Line	1,100	2	2,200	1,710	0.777	C	1,653	0.751	C
Bayshore Blvd NB at County Line*	1,100	4	4,400	3,010	0.684	B	3,008	0.684	B
Bayshore Blvd SB at County Line*	1,100	4	4,400	3,234	0.735	C	3,199	0.727	C
Geneva Ave EB At County Line *	1,100	2	2,200	1,197	0.544	A	1,181	0.537	A
Geneva Ave WB At County Line *	1,100	2	2,200	1,463	0.665	B	1,420	0.645	B
Junipero Serra Blvd NB at County Line	1,500	3	4,500	<b>5,096</b>	<b>1.132</b>	<b>F</b>	<b>5,061</b>	<b>1.125</b>	<b>F</b>
Junipero Serra Blvd SB at County Line	1,500	3	4,500	<b>5,218</b>	<b>1.160</b>	<b>F</b>	<b>5,224</b>	<b>1.161</b>	<b>F</b>
Mission St NB at County Line*	1,100	2	2,200	1,926	0.875	D	1,862	0.846	D
Mission St SB at County Line*	1,100	2	2,200	1,808	0.822	D	1,773	0.806	D
Skyline Blvd NB at County Line*	1,500	2	3,000	2,906	0.969	E	2,879	0.960	E
Skyline Blvd SB at County Line*	1,500	2	3,000	<b>3,024</b>	<b>1.008</b>	<b>F</b>	<b>3,021</b>	<b>1.007</b>	<b>F</b>
I-280 NB at County Line*	2,200	4	8,800	7,642	0.868	D	7,685	0.873	D
I-280 SB at County Line*	2,200	4	8,800	<b>8,837</b>	<b>1.004</b>	<b>F</b>	<b>8,881</b>	<b>1.009</b>	<b>F</b>
US 101 NB ** at County Line	2,200	4	8,800	<b>9,452</b>	<b>1.074</b>	<b>F</b>	<b>9,424</b>	<b>1.071</b>	<b>F</b>

\*C/CAG CMP locations as well.

Bold = Exceeds San Francisco CMP LOS Standard

Source: Kittelson & Associates, Inc., August 2012

### **Impact 3.12-3**

**The proposed General Plan will not significantly conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. (*Less than Significant*)**

The proposed General Plan is consistent with other adopted transportation-related plans, ordinance, programs, and policies. Proposed tasks in the proposed General Plan that fall under the broader proposed policies below include incorporating pedestrian and bicycle improvements into future plans, updating the Zoning Ordinance to include standards to ensure that new development will accommodate pedestrians and bicyclists, and preparing a Pedestrian Master Plan for the City.

The City's existing Bicycle Master Plan proposes Class II bike lanes to be added along John Daly Boulevard, connecting the existing bike path to Mission Street, which would provide safe and convenient pedestrian and bicyclist travel from the Westlake neighborhood to the Daly City BART area and the Mission Street neighborhood. Class II bike lanes are also be proposed along St Francis Boulevard, Eastmoor Avenue, Serramonte Boulevard, and Carter Street, which would not only increase connectivity for bicyclists but would also serve as additional buffers for pedestrians and create a narrowing effect on the street to discourage speeding. The proposed General Plan includes a policy which calls for continued development of the City's bicycle system through the installation of bicycle facilities identified in the Bicycle Master Plan.

Additionally, by creating opportunities for higher density residential and mixed-use development in areas close to transit, the proposed General Plan is thereby supporting the goals and policies established by BART and the Grand Boulevard Initiative. In addition to allowing residents in proximity to public transit, the proposed Plan also includes policies to support the establishment of an effective transit system through multi-agency planning, ensuring an efficient transit system that people will want to use. Therefore, there will be less than significant impacts.

#### ***Proposed General Plan Policies that Reduce Potential Impact***

- Policy CE-7:** Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.
- Policy CE-8:** Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles.
- Policy CE-9:** Support programs intended to Increase ridership levels for all public transit services and promote public transit programs.
- Policy CE-13:** 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.
- Policy CE-14:** 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 pedestrian and bicycle circulation systems are not impacted.

- Policy CE-15:** Ensure that new buildings along Mission Street and Geneva Avenue are situated so that they are easily accessible by pedestrians.
- Policy CE-16:** Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.
- Policy CE-17:** Work with local school districts to implement projects and activities that promote walking to school among students, parents, and staff.
- Policy CE-18:** Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan.
- Policy CE-19** Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option.
- Policy CE-20:** 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.
- Policy CE-21:** 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.
- Policy CE-22:** Prioritize safety and roadway improvements around schools.

***Mitigation Measures***

None Required.