



**US 101 Part-time Transit Lanes Feasibility Study  
Comment Log**

Document:		Feasibility Study				
Version:		Draft (May 2021)				
COMMENTS						
#	Report Page # or Section	From	Comment	Disposition	Response	Status
1	2	CHP	The document notes 22 different buses travel in the peak direction. How many of these agencies would require training?	A	Two transit operators are anticipated to use the PTTL system and would require training - Golden Gate Transit and Marin Transit	Added text in section 3.6.1 to more clearly identify agencies that will require driver training (pg. 16)
2	2	CHP	It is noted that PTTL operations would be permitted at any time that the operational parameters are met, resulting from recurring or non-recurring congestion. Is it the intent that PTTL operations could occur outside of expected operational guidelines? If so, the CHP is very concerned for the safety impact to motorists not expecting these operations.	A	The intent is that PTTL operations can occur at any point throughout the day when certain operating conditions are met. Text was added to the report to note that this will be further refined as part of the ConOps as part of a future project phase. Future project phases and anticipated State and Caltrans guidance on PTTL design, enforcement, and signage will further assess safety impacts and identify tools for educating the public on appropriate use.	A sentence referencing the need for a ConOps to define the operational parameters was added to page 2 and to Section 3.6
3	15 (3.5)	CHP	Table 3-1: Under Proposed Restriping it relates there could be restriping eliminating up to three feet from the inside shoulder. Taking any width from the inside shoulder could limit emergency response to incidents. Additionally, there is a possibility to reduce lane width by one foot in the #2 and/or #3 lanes, which could lead to an increase in crashes.	N	Inside shoulder width was only modified where it is either very wide and a reduction would not impact emergency vehicle access or where it was already too narrow for emergency vehicle use. Design configuration of the inside shoulder will be further developed in coordination with the CHP in future project phases. Lane reductions to 11' lanes are done throughout the state in congested corridors on the highway system for both temporary and permanent conditions. We are maintaining a minimum 12' outside lane to facilitate truck movements.	
4	15 (3.5.1) & Appendix B	CHP	It should be noted this section calls for four CHP enforcement locations. Appendix B only accounts for three enforcement locations	A	Correct number of enforcements locations is 4.	Updated cost estimate (Appendix B, Section 4a), and costs in Section 4.1 and 4.1.1 (pg. 18)
5	16 (3.6)	CHP	Stalled vehicles may legally parked in the PTTL outside of operational hours and can remained parked for up to four hours per CVC 22651 (f). Once the PTTL operations begin, the immediate removal of these vehicles is problematic. This issue will need to be vetted as part of the Con-Ops process.	A	Comment noted. A bus in the PTTL would merge out of the PTTL to bypass a stalled vehicle. The removal of vehicles is added to the report as an issue for resolution in the ConOps.	Updated text in Section 3.6.2 to reflect the issue described in this statement (pg. 17)
6	16 (3.6.1)	CHP	Bus driver training will need further development, and may include input from DMV, CHP, Caltrans, etc.	A	Involvement of DMV and further definition as part of ConOps added to the report.	Updated text in Section 3.6.1 (pg. 17)
7	17 (3.6.2)	CHP	Clarification is needed regarding removal of vehicles legally parked in the PTTL outside of operational hours. Please see Section 3.6 Operations, comment above.	A	See response to comment #5	
8	27	CHP	The document states that the PTTL "is not anticipated to create any new safety problems." We are concerned with this statement. Buses driving on the shoulder create several safety problems which will need to be addressed as part of the Con-Ops process.	N	We could not locate the statement identified in quotes in the comment. The report does include the following statement on safety: California Streets and Highway Code Section 149 requirements, to the extent applicable by state statute, concerning impacts on safety, congestion, and highway capacity will need to be addressed during the Caltrans approval process in subsequent project phases.	

INITIAL DISPOSITION  
A: Agree/Changes To Be Made  
C: Clarify  
D: Disagree/No Change  
N: No Action Required

7/13/2021



**US 101 Part-time Transit Lanes Feasibility Study  
Comment Log**

Document:		Feasibility Study				
Version:		Draft (May 2021)				
COMMENTS						
#	Report Page # or Section	From	Comment	Disposition	Response	Status
9	4 (Project Costs)	GG (Rsantiago)	Should this be referred to as the "initial PTTL"? Wouldn't this be the first phase of a potentially more expansive effort? Aren't there opportunities for additional operational improvements through more costly and complex modifications and technologies that may be attained with additional funding?	A	The feasibility study was prepared for a "pilot" project for PTTL. A note emphasizing such is added to the project cost section. No subsequent phases are currently proposed.	Clarified that project costs are for PTTL pilot implementation (pg. 4)
10	4 (Highway Systems Plan)	GG (Rsantiago)	Does this include Caltrans efforts to improve ADA access at the interchanges?	N	Yes, the Highway 101 Interchanges and Approaching Roadway Study is considering needed ADA accessibility upgrades at the interchanges.	
11	10	GG (Rsantiago)	How about PTTL for special events and traffic congestion due to extraordinary circumstances (i.e., traffic collisions, lane closures, landslides, etc.)?	A	PTTL is proposed to occur when mainline operating speeds drop below 35 MPH. This could occur outside of the morning peak period. The use of PTTL during special events and extraordinary circumstances can be further defined as part of the ConOps in a subsequent project phase.	Deleted text in Section 3.1 (pg. 9) to avoid potential misinterpretation
12	13 (3.3. Corridor Transit Network)	GG (Rsantiago)	Should it be mentioned that maintaining the in-line transit stops are essential to maintaining a successful PTTL plan as proposed?	A	Added	Revised text in Section 3.3 (pg. 13)
13	16 (3.6. Operations)	GG (Rsantiago)	most frequently be met?	A	Revised	Revised text
14	16 (3.6. Operations)	GG (Rsantiago)	We have some concerns about the safety of this weave.	N	Further consideration of safety for specific movements will occur in subsequent project phases.	
15	17 (3.6.1. Transit Communications and Operator Training)	GG (Rsantiago)	Who would be responsible for facilitating this discussion?	N	Further definition of the training program would occur during the ConOps preparation effort as part of a future project phase. See section 6.3.6 for additional information about the ConOps.	
16	18 (4.1.3. Maintenance)	GG (Rsantiago)	How was this amount determined? Will Caltrans maintain the signing as well?	A	The maintenance cost estimate is an estimate only based on experience on previous PTTL projects in San Diego. The text will be revised to emphasize that it is an estimate only and will be further refined in subsequent project phases.	Revised text in Section 4.1.3 (pg. 18)
17						
18						

INITIAL DISPOSITION

A: Agree/Changes To Be Made  
 C: Clarify  
 D: Disagree/No Change  
 N: No Action Required

7/13/2021