

## Appendix C | Online survey

Comments were not edited for spelling or grammar; they were edited only to remove personal-identification information such as people's names, street addresses and email addresses.

### C-1: Question #3

**Did we forget any general challenges or obstacles to walking in Daly City? (85 responses)**

1. Difficulty in knowing where sidewalks are, and traffic lights that are hard to navigate/understand
2. No sidewalks between Pointe Pacific and Village in the Park
3. Yes, streets and parks are not dog friendly. We lot to walk with our dog, and we always end up in SF. Daly city streets and parks are missing either marked as not dog-friendly or there is no garbage bag, its full of poop and no signs or bags to encourgae people to clean after their pets. There is no water fountain for dogs either.
4. No regular bus service to San Bruno Mountain Park
5. Mostly covered above
6. Lack of safe sidewalks at top of Crocker Avenue
7. Cars parked on the sidewalks
8. Dirty sidewalks lined with litter (old furniture, mattresses, etc) make it unappealing to walk about. More trees on sidewalks would make it more pleasant and inviting to walk.
9. Bicyclists not following the rules of the road and creating dangerous conditions for pedestrians and vehicles.
10. No bike lanes
11. Illegally parked cars on sidewalks, especially up and down Crocker
12. Business should be held accountable for not keeping their premises free of litter
13. There are no sidewalks or bike lanes at the top of Crocker Avenue
14. Lack of sidewalks on Crocker Ave between 1001-1041
15. Not enough crosswalks making it difficult for people that travel by walking. Also, if there is a crosswalk, at night it's hard to see pedestrians due to lack of lighting on the crosswalk and on the street in general.
16. Crocker, past Pacific Pointe, has no sidewalk. This is an extrememlhy dangerous situation. Also stop sign enforcement is a big problem in DC!
17. Crocker Ave on top of the hill. No side walk in areas
18. Pet feces on sidewalk/street.
19. drivers that text/hand-helf phones; drivers that do not allow you to finish crossing before proceeding; speedy drivers; drivers that do not look both ways before crossing the intersection
20. Non-functioning street lughts
21. Drivers are too aggressive, wont stop for pedestrians, just go rolling stops so scary specially for seniors
22. lots of unfixed and dirty unmaintained roads
23. For the handicap
24. Aggressive drivers who do not yield to pedestrians, don't stop at intersections, bad/disrespectful/inconsiderate drivers/parkers such as Lyft/Uber drivers doublepark blocking sidewalk/streets, etc. Not respectful/responsible pet owners and their feces.
25. san jose avenue is pretty challenging
26. Crime/Safety Concerns
27. Clearly signed directions to and from recreational destinations and routes, including the Bay Area Ridge Trail.
28. Yes! Overgrown and unmaintained bushes that block half of the walkway ESPECIALLY on Hickey and Gellert (the sidewalk that runs alongside Bank of America and Moonstar). It's a main pathway when to Junipero Serra Elementary and to Gellert Park. The street is already narrow to begin with, but with the added blockage and the fast traffic, it's incredibly dangerous. My kids and I have almost gotten hit on multiple occasions. I tried walking with my daughter while pushing a stroller and had to push the bushes aside so that my stroller wouldn't go on to oncoming

traffic. We notified and complained to the businesses and the city, but was either ignored or was stated that the responsibility was deflected to the other entity. So frustrating and not pedestrian friendly at all. FYI - we have pictures to prove it.

29. Cars blocking sidewalks
30. Homeless people. Drug and alcohol users
31. Please make crosswalks and intersections near schools safer to walk. Ex. Southgate and the street in front of Daniel Webster Elementary School.
32. sidewalks are full of parked cars and force us to walk on the streets risking our lives.
33. Dog Droppings
34. The sidewalks are narrow and the frequent neckdowns are annoying. Also pedestrians are so infrequent many drivers back out of their driveway without looking for joggers.
35. Too much dog poop
36. uneven sidewalks
37. Some crossing lights high up so cars do not notice them and do not stop.
38. Dangerous crossings on Skyline and John Daly, cuts off neighborhoods
39. Weather: too cold and foggy making it difficult for drivers to see pedestrians
40. Crosswalks aren't marked
41. Fog, bicyclists asserting their right to disobey laws of common sense.
42. Lack of rule enforcement for aggressive and distracted drivers
43. Narrow streets
44. Cars parking on sidewalks
45. Infrastructure was built for cars at the expense of all other modes.
46. Narrow sidewalks
47. Bicyclists ride on sidewalks because there are no bike lanes
48. It would be nice to have more trees, to provide shade as I walk.
49. Hi, I am 8 years old and I feel like people drive too fast on my street.
50. Visibility issue when it comes to fog and mist discourages me to walk because drivers are unable to see me.
51. Debris and hedges overgrown on sidewalk especially by CVS on Sullivan
52. Fear of being mugged or attacked
53. Too foggy, too windy and too cold
54. Thick Fog and too many broken street lights make for extreme unsafe for both pedestrians and bicyclists.
55. Near Thomas Edison around, the sidewalk are very poor conditions, not safe for elderly too with roots out of ground, dirty, and broken path
56. Fog, in general is our greatest obstacle, making visibility a challenge for most drivers. An

illuminated/flashing crosswalk and or bike lane would be beneficial for the safety of those who are on the streets.

57. Too much people leaving animal scat on the sidewalks, inconsiderate drivers
58. crosswalks need to be more clearly marked - especially near schools and we need more police presence for speeders and crosswalk runners
59. Longer count down for pedestrians crossing long or busy intersections.
60. Drivers speeding through intersections or stop signs, even those that are next to schools.
61. Pedestrian and bike crossings over the freeway and freeway entrances are scary.
62. Bike paths need to be coordinated with neighboring areas
63. bike racks
64. These aren't streets, they're highways.
65. My answers above are based on if I walked. I don't walk because it's too far between my home and kids' school.
66. Trash everywhere!
67. Lack of pedestrian sidewalks, crosswalks, and footbridges in some locations, especially in areas of high vehicular traffic
68. LACK OF BIKE LANES on Junipero Serra, Mission, John Daly, Hillside, etc...NOTHING to traverse bike safely across town. No discrete bike lane on El Camino Real. SAD.
69. I believe that public service announcement and Ads about pedestrian and bicycle awareness has to be invested in by the city. Also, there has to be an emphasis on enforcing traffic rules in this city. Far too many drivers do not stop completely at lights, stop signs, and crosswalks. Also, pedestrians often do not cross the street in crosswalks. There has to be a clear message from enforcement that if one does not care about public safety, then you'll be fined for failure to follow laws.
70. light cycles are very long at large intersections, making it very unfavorable for walkers
71. Yes, there are no paths, walkways, parks trees or areas in the central and eastern side of Daly City. It's just all heavy traffic with zero parks or areas to safely walk.
72. Some sections of sidewalks are wheel unfriendly. If you have a stroller or a wheelchair, there are narrow walkways, uneven surfaces, nasty water logged intersections, steep or missing ramps. Another challenge is what you have to walk in front of. As a woman, walking in front of vape shops, a series of autoshops, etc makes me tense.
73. Wide roads that are difficult to cross, e.g. Serra Blvd, Serramonte Blvd, Alemany/Mission
74. I live at 120 block of Santa Barbara Ave and many cars park in the sidewalks blocking it. I have repeatedly

asked the Police/Traffic Enforcement to patrol and clear the sidewalks at least once a day and they are NOT doing that. Pedestrians, especially the disabled have to walk in the middle of the road instead of sidewalks. I believe that is a shame.

75. Yes; piles of garbage; biohazard waste such as needles; dead foliage and trees, which could cause accidents if the foliage falls into traffic or, hopefully not, on a pedestrian; short duration traffic lights.
76. More stoplights on busy streets and thoroughfares
77. Some areas do not have curbs, you have to on the road, such as juniper sera going toward colma
78. too many vehicles parked on sidewalks or blocking sidewalks
79. trash trash trash everywhere. Chronic Dumping of furniture and junk, very few police citing reckless irresponsible drivers
80. As a pedestrian, I have been hit by cyclists three times!!
81. There is not a pedestrian friendly cross walk to thorton look out from John Daly
82. Thorton Beach lookout point is gorgeous but accessing it on foot is VERY dangerous. A pedestrian bridge would be GREAT. A walkway along John Daly would be safe too.
83. There should be more areas for dogs and receptacles for poop bags. I have seen many dogs and their owners dodge or picking up poop.
84. There are no obstacles STOP raising the taxes on business and just be motre fiscally responsible!
85. Traffic light changes so fast for disabled persons.

## C-2: Question #4

**Are there specific streets or intersections in Daly City that are especially challenging or intimidating for pedestrians? Or do you have specific ideas or suggestions for improving walking conditions in the city? (148 responses)**

1. LACK OF SIDEWALKS on the winding stretch of road from 1001-1041 Crocker Avenue, between Village in the Park and Pointe Pacific HOAs. Very dangerous for pedestrians.
2. The route up/down Crocker Avenue from Mission to South Hill Boulevard is very frightening as a pedestrian. It is hard to find the paths (and many times they are missing... or move from one side to the other...) and often we must enter the traffic lane itself. Most of the drivers are unaware that there are non-existent or poor walking paths and travel much too quickly and with too little thought of possible pedestrians. In several locations between Pointe Pacific and Village in the Park home owners have been allowed to plant into the walkway or obstructing what little visibility is there for the pedestrians (or perhaps simply have presumed it is ok?) making a dangerous walking situation much, much worse. Many of the pedestrians must walk this area as the bus access was removed over 10 years ago, and for those with no cars, the only options are Taxis, Ubers or Walking. On a nice day, it's a great walk from Village in the Park to Mission Street and the transit options; but in the winter, when it is cold, wet and slippery... or during the foggy seasons... or after dark, walking that hill and that winding path between Village in the Park and Mission Street is a terrifying and dangerous thing. It would be a horrible thing if what it takes to fix this is someone being seriously injured or killed. The alternative route is just as dangerous as many of the cars park on their driveways on the west side of South Hill, which means the pedestrians must go into the traffic, and there is no walkway on the east side of the street. As these are the only paths onto and off the mountain, we desperately need someone to fix this. On the Crocker Street side at least 100 people walk this every day. Please, please do something to help us!
3. Sidewalk needed between Pointe Pacific and Village in the Park mostly for safety reasons.
4. On price st, the crossing on luasanne or wyandotte. There is no stop sign so the cars driving on price tend to drive fast. There should be a cross stop signs.
5. LACK OF SIDEWALKS from 1001 – 1041 Crocker Avenue
6. Yes, San Bruno county park and the cricket area.
7. Crocker Avenue between Templeton and Hana Vista. There are either no sidewalks or narrow and poorly maintained sidewalks.
8. Daly city in general isn't a walking/biking friendly town in the bay area because of its geography, narrow streets and traffic congestion.
9. Crocker to South Hills
10. Please build a sidewalk and biking lane that will connect the top of Crocker Avenue SAFELY to the rest of Daly City by foot and by bike.
11. A cross walk on Crocker at the entrance gate of San Bruno Mtn Park would be nice. Vehicles rarely stop at the stop sign on Southhill and Crocker, then speed down Crocker. There is no sidewalk on the south side of Crocker, so one needs to walk on the north side of Crocker and cross the street to the gate. There are always cars parked on the street so it is difficult to see oncoming traffic. And the only walkable access to BART from Village in the Park requires one to walk on a narrow twisty road, as there is no sidewalk from Hana Vista Ln to Pointe Pacific Dr. It is a scary walk, especially in low visibility.
12. The section of Crocker from Pointe Pacific Dr to Hana Vista Ln has no sidewalk, and is very narrow and twisty. It is the only access for walking to BART from Village in the Park. It is a very scary section to transverse. It is amazing the planning dept. allowed the construction of these huge houses so close to the road. A cross walk from the entrance of San Bruno Mtn Park would be nice, too. People tear around the corner of Southhill and Crocker without stopping at the sign. A lot of speeding on that section of Crocker.
13. Crocker Ave between Pointe Pacific Dr and Hana Vista Lane is especially intimidating because there is no sidewalk and there are lots of blind corners.
14. Enforce the rules upon bicyclists on the mission street corridor and John Daly blvd, specifically.
15. The winding stretch of road from 1001-1041 Crocker Avenue, between Village in the Park and Pointe Pacific HOAs
16. Doesn't feel bike friendly
17. no sidewalk on upper Crocker
18. crocker ave does not have adequate sidewalks
19. More parking enforcement on the streets in the Crocker area. I walk for exercise since my hip and knee replacement and I like to walk to the bottom of the hill near Crocker and Mission and sometimes beyond, and in the nights and evenings especially, it is dangerous to maneuver the cars without having to walk sometimes a full block in the street.
20. We live near Crocker Ave. and Point Pacific. There is no sidewalk there and it is very dangerous to go around the curves. Houses should of never been built that close to the road. Please put in a sidewalk for that area.

21. There is a complete lack of sidewalks on the winding stretch of road from 1001-1041 Crocker Avenue, between Village in the Park and Pointe Pacific HOAs. I believe a sidewalk and biking lane should be built that will connect the top of Crocker Avenue SAFELY to the rest of Daly City by foot and by bike.
22. Top of Crocker Ave has no sidewalks so pedestrians have to walk on the narrow/winding street where the speed limit is 30mph.
23. There are no sidewalks on Crocker Ave along the 1001-1041 home numbers. This is dangerous.
24. Crocker, which now has a designated bike lane from Mission to South Hill, was crazy before and it's even worse now. The section above Pointe Pacific that has no shoulder and no pedestrian sidewalk, and poor visibility because of the many curves, is treacherous even in a car. I don't like to walk there and would never consider biking, even though it's now supposed to be an official bike lane. And the bikes coming downhill go faster than the cars...
25. Lack of sidewalk on Crocker Ave between 1000 and 1050ish
26. On the corner of Brunswick & Hillside Blvd, a lot of traffic runs through there especially during commute hours and there's no proper guidance on who goes first. People are just going when they want to go and can't see pedestrians especially at night.
27. There are NO sidewalks/safe places to walk at the top of Crocker Hill. I live in Village in the Park and the stretch of Crocker Rd between VIP and Pointe Pacific is very dangerous...curvy AND no sidewalks. Can this area be added to the plan?
28. Crocker has no sidewalk going up the hill. This is extremely dangerous.
29. There's a short section of Crocker where there is no sidewalk at all.
30. The stretch of road between 1001-1041 Crocker Avenue
31. Crocker past Pacific Pointe approaching Village in The Park.
32. 1001 - 1041 Crocker Avenue has NO SIDEWALKS. This short 0.1 mile stretch of road at the top of Crocker is EXTREMELY DANGEROUS for pedestrians and bikers. There are several blind curves and NO margins on the side of the road. The city needs to extend the road over the hillside or build a cantilevered sidewalk over the edge of the hill to make this a safe place to walk and bike. It will also open up much safer recreation access to the Crocker entrance of San Bruno Mountain Park. This would also be a BEAUTIFUL place for a few park benches overlooking the Guadalupe Parkway. Thank you for doing this survey! Mark Poirier, Vice President, Village in the Park HOA, representing 300 homeowners, 82 Cityview Drive, 415-577-3386
33. The intersection of John Daly and BART is very bad.
34. John Daly - the cars entering 280S next to Boulevard Cafe are aggressive. John Daly - the intersection with Junipero Serra has pedestrian light that turns flashing red very soon after it's okay to walk. There needs to be a counter to count down the time.
35. The pedestrian crosswalks located at both Glenbrook Avenue/Southgate Ave and Carleton Ave/Southgate Ave (leading up to Skyline Plaza shopping center) are in desperate need of lighting. Both these crosswalks lack either lighted crosswalks signs and/or flashing lights and it has been countless times that myself and my family has come close to being hit by vehicles that are either not paying attention or unable to see due to poor visibility. This has occurred even during the daytime .....as many times, it can get extremely foggy in this area. My family has had to carry our own flashlights to cross the streets safely in order to make our way up to Skyline Plaza. Daly City Westlake shopping center has lighted crosswalks and it has shown to be a positive effect to both pedestrians and driver. The Skyline Plaza area is just as busy at times, if not more during the weekends.
36. Margate Street - Cars come rushing down from the hill towards Gellert, and you can't see them because it's a blind spot. Perhaps a stop sign or a bump to slow down the cars can be placed?
37. Gellert @ Westborough Shopping Center; Serramonte @ Gellert; Hickey @ Gellert; Callan @ King Dr. Wherever there is a right/left turn the drivers do not allow you to complete safely.
38. The pedestrian light at the right turn from John Daly Blvd. (Eastbound) onto the Hwy. 280 onramp should be modified. It should have a green arrow light to allow cars to turn unimpeded by pedestrians, as well as the "Walk/Don't Walk" sign. Currently, cars line up all the way down John Daly past the intersection at Sheffield Dr. stop light to turn right. At times, the backup causes cars to inadvertently stop in the middle of the intersection at John Daly/Sheffield Dr. and those cars are tagged by the cameras resulting in traffic tickets costing in excess of \$300 and DMV points against drivers. These backups are very problematic, as traffic has increased dramatically in John Daly.
39. Westridge & Skyline Blvd. is challenging/intimidating. Westmoor & Southgate can be dicey.
40. Mission/ el Camino and John Daly Blvd
41. Spend more money on fixing roads. Lots of potholes that have never been fixed.
42. Mission Street near the John Daly Library. Now a bigger problem with the pedestrian light removed. Even before with the pedestrian light on/blinking, many drivers still don't stop and yell/honk at the pedestrians while they cross, and sometimes the drivers stop so suddenly (driving fast/aggressive), that they skid or make sounds when trying to stop. It is not



safe to cross there anymore. I have often walked down 1 extra block to the traffic light where it is safe to cross the street. The fast/aggressive drivers are dangerous to the community and discourage walking activity or not good for a walk/bike activities or community that Daly City and most urban development. I was previously involved with similar urban development (better or improvement design) for walkability = pedestrian friendly in another city that I lived in. I would be happy to participate in such development/improvement efforts for my community. Thank you for trying to improve our community.

43. Hard to cross major intersections like John Daly, Gellert, Junipero Serra, Mission on foot, and I imagine, on bike. Streets next to schools have one crossing guard at most and drivers do not take pedestrians into account when making turns, double parking or speeding. I work on Southgate Avenue where traffic builds up near Tobias Elem. and Thomas Edison Elem and as a thoroughway to Westmoor HS and Daniel Webster Elem. An education campaign in Tagalog, Chinese and Burmese might reach parents; more police presence, school announcements that have the same message for all Daly City schools.
44. John Daly Blvd. There should be a sidewalk on the north side near the BART station, and a safe and legal way to cross that doesn't involve long detours or tunnels.
45. The problem I have when walking is too many cars parked on the sidewalk. They block the sidewalk. Daly City does a poor job enforcing this. Especially in busy streets that lead to school, parks and churches.
46. san jose avenue, between top of the hill and the freeway exit.
47. Westlake shopping center is a hot spot for bad drivers and LOTS of foot traffic.
48. Hwy 35 is an intimidating force along numerous intersections.
49. Hickey and Gellert, especially scary when cars are making a right turn from Hickey on to Gellert because they do not stop. The pedestrian corner is so narrow. Not safe for families and children who have to cross on that intersection.
50. I prefer to walk and take public transportation. One issue that I notice on a daily basis are cars parked on the sidewalk or in their driveways and blocking the sidewalk. The pedestrian is forced to go into the street to get around. To report any traffic violations, you have to call the DC Police Department non-emergency phone number but they are only open from 8:00am-5:00pm. San Francisco has a phone number you can call 24x7 to report traffic violations and they dispatch meter maids right away. Daly City should implement something similar. Also, pedestrians don't usually call to complain about cars blocking sidewalks, the city

should be pro-active about having enforcement out canvassing the streets. Another issue I see are cars making U turns in driveways near school zones. I live near a preschool and see a lot of traffic when parents are dropping/picking up kids. Drivers don't want to go around the block, instead they use driveways to make U turns. Making U turns in driveways is dangerous for pedestrians on the sidewalk and it creates more traffic on the street (other cars have to stop and wait for the car to complete the U turn). Signs should be posted near school zones prohibiting U turns in driveways. I have seen this done in other cities that have busy streets.

51. Serramonte Blvd. at Hwy. 1 North entrance; Clarinada at Hwy. 35 entrance.
52. Serramonte Ave and Junipero Serra is very busy intersection. We would want to see more clearly marked pedestrian crossings. Street festivals. Block parties to encourage residents to come out onto the streets on foot rather than by car.
53. Some drivers from the inside streets going into Midvale St. do not have the intention of stopping. Lots of us with kids walk along Midvale specially after school.
54. I walk my child to school everyday, and there are intersections that are very dangerous, not to mention the drivers don't obey the stop sign and excessive speed just one block away from school, I think traffic lights or cameras are needed. to be exactly is at: Santa Barbara St. at Parkview and Miriam St. at Parkview. sometimes when there are a lot of cars parked in this street they block my view and I am unable to look for cars coming toward Mission st. Another issue is that people park their cars on the sidewalks even in sidewalks I feel unsafe. plus sometimes there are plenty of trash on the sidewalks like old sofas, old tvs, mattresses, soil, mechanics working in the garages also also blocks the sidewalk. etc, but I worry the most is the drivers not making their stops and speeding near the school we walk everyday.
55. Brunswick and Crocker - A lot of cars do not make full stops.
56. Intimidating Intersections: John Daly and Cliffside; Junipero Serra and John Daly; and, John Daly and Mission. Other Possible Improvements: In partnership with Inventory/Identify safe walking routes to major public and private activity and transportation centers. Develop a system of walking routes throughout the city which introduce community members to the history, culture and amenities of Daly City. In conjunction with neighborhood associations/community groups, ensure sidewalks are clear of impediments-debris, personal, shopping carts, vegetation, etc. Ensure that vehicles are not blocking sidewalks or are not parked at corners effecting safe

street crossing through review of current traffic code and enforcement.

57. A problem place is the cross walk at Palomar and Southgate. There are various drivers driving and not stopping, even when I am in obvious view. One way you guys can fix this is possibly adding a camera to take a picture of cars not stopping.
58. South hill blvd
59. Hwy 5 and Westridge Ave
60. Washington and Junipero Serra. It's dangerous enough with people making right turns when the walk light turns green but people should not walk on the freeway entrance side. They are too lazy to use the crosswalk.
61. Skyline/hwy 35 - too dangerous, lights and signals don't work, it's a death trap
62. Hickey Blvd on the side of the road by the AAA building has a sidewalk that ends at the parking garage.
63. Adding sidewalks where they are missing and retiming traffic lights to prevent congestion of traffic, blocking crosswalks
64. Mission and Market is a 5-way intersection that's hard to navigate with the traffic flow and lights.
65. The corner of Junipero Serra and Washington St. (by the Planet Fitness)
66. SanPedro & Mission, Citrus & Mission, Westlake Av. and Niantic
67. There is a lot of traffic on Hanover Street between Acton and Whittier during school days. A lot of cars double park in front of the General Pershing State Pre-School (this is an ongoing problem). I live in this area and my neighbors parked cars (and mines) are constantly side swiped because of this mostly hit and runs. This is extremely dangerous because it's a narrow street and other cars and bicyclist have to maneuver into ongoing traffic to go around the parked cars. There are streets that are extremely narrow and dangerous such as Winchester near Lincoln Park. The city needs to consider making a lot of these streets one way streets, like they do in San Francisco. In general, cars are speeding more and more in residential areas, especially at night. Cars don't always make full stops and this is dangerous for the kids that walk to/from school. The city also needs to consider putting small speed bumps (reflective rubber speed bumps – similar to the ones used in the Daly City Kaiser parking lot) or rumble strips to deter speeding near school zones. Signs alone do nothing to deter people from speeding. Another issue I see is on the corner of Acton and Mission. The Samtrams bus passes by there and it's a narrow and a heavy traffic street. There are no parking zones on both corners but because of the corner store (Platinum Wireless) people constantly park in the no parking zones making it difficult for the bus and cars to pass. This is another zone that is extremely dangerous for bicyclist. The city needs to paint the curb red (on the corner near the bus stop) to emphasize the no parking because the sign alone is not enough. The city also needs to add permanent cones similar to the ones SF added on the corners of Mission and Sickles (ARCO gas station) to stop people from parking on the corner of the Platinum Wireless shop.
68. Junipero Serra from San Pedro Road and further
69. Most intersections with El camino!
70. John Daly Blvd (whole thing), Skyline, Junipero Serra, Serramonte Blvd - everywhere there is significant auto traffic or any interactions with a freeway
71. I think if the sidewalks were paved better pedestrians would be able to walk a little bit more comfortable being on the streets and sidewalks. I also believe that if bigger intersections were properly managed accidents will be less prone and there will be less traffic
72. A lot of the larger intersections can be challenging especially around schools.
73. Dedicated Bike Lanes on busy streets. Decrease 2 way stops and increase 4 way stops.
74. Wider sidewalks
75. John Daly Blvd between Sheffield Dr and BART needs sidewalks on the north side of the street, and the whole thing could use bike lanes. Bicyclists usually ride on the sidewalk here.
76. Intersections of John Daly Blvd and Hwy 280 South entrance. The lighting is very poor and cars don't see pedestrians crossing the street. I have been almost hit numerous times and I'm a careful pedestrian. People will run instead of walk across the intersection due to fear. There needs to be lights on the crosswalk that flash just like the ones on Lake Merced and on Park Plaza by Westlake Shopping Center. There needs to be better lighting on the actual corner. The crosswalk buttons don't always work either. In addition, there are several signs missing (do not turn on red, etc...) John Daly Blvd has a great walking path, but there is trash everywhere along it. There should be City crews cleaning up the area at least once a week.
77. Westmoor and Skyline Dr, especially now that the gas station has gone in on Skyline and cars just zip in. Cars also treat Westmoor and 35 as if it's a airport runway. No attention to pedestrians. Westmoor and Southgate, very congested and distracted drivers around the mall entrances. Sullivan Ave and Eastmoor, difficult crossing San Pedro and Junipero Serra, cars make a right turn onto Junipero without a glance for pedestrians Gellert and Serramonte, difficult crossing All the malls (Westlake, Serramonte, Skyline Plaza are private but, geez, they don't make it easy for pedestrians. These should be awesome spaces for pedestrians, pretty well lit, low car speeds.
78. The entrance to the shopping area where Lucky's California on top of the hill needs to be more

- pedestrian friendly. (additional comment on pinnable map)
79. Junipero Serra Blvd., southbound, between Eastmoor Ave., to approximately Metro 280 shopping, has no sidewalk. It is very scary as I walk along side of street with oncoming traffic as I walk to appts or shopping. Often I go over Sullivan Ave from 87th Ave to Southgate, then down Southgate to get back to Junipero Serra. It is very hilly and out of my way. I walk from my home near Daly City BART down to Junipero Serra, southbound. I prefer to stay on Junipero Serra, a straight path for me.
  80. Gellert and Hickey. Gellert and Serramonte.
  81. Drivers drive too fast when especially in curvy streets like on Alta Vista Way. I feel unsafe when I want to bike, I only see cars on the streets in my neighborhood with the addition of bad weather and fast cars I would rather drive my kids instead biking or walking to school just to be safe.
  82. One time I was walking with my mommy and a car almost hit us because they were driving very fast were not stopping for us.
  83. Panorama Elementary School needs immediate features to make it safe for students and their families to walk. Bellevue Ave is curvy and hilly and it is used as a major street to travel to San Francisco daily. It needs to have a speed feedback signs along with a bulb out extension to increase visibility of young children when crossing, and lastly re-enforcing speed limit with warning signs of "Fines are doubled in School Zone".
  84. Junipero Serra in general (notably between Serramonte Blvd & Hickey)
  85. Intersection on Junipero Serra near Chase bank and Krispy Creme Donuts. Too many cars converging and exiting.
  86. East market and Hillside Blvd
  87. Dog poop on sidewalk around Westmoor Park, Thomas Edison and Fernando Rivera school along Southgate. Some dog owners don't pick up after their pets.
  88. Mariposa Ave near Westmoor club house. There is no stop sign on this turn and many car do a sharp turn going down the street.
  89. Serramonte Blvd Hwy 1
  90. The intersection at El Dorado Dr. and Southgate Ave. is a super dangerous intersection. I have seen people and kids get hit by cars. You really need to at least put up stop signs on Southgate. I told my daughter to never try and cross that intersection. Something must be done especially because of all the kids that cross there going to Daniel Webster Elementary.
  91. The sidewalks in Daly City are too narrow as they are always next to fast moving traffic. The sidewalks need to be wider with some kind of buffer (landscaping, street furniture, etc.) and we are losing out on the opportunity for wider sidewalks by not requiring developers have a larger setback when they build new projects.
  92. Crosswalks, specifically on skyline blvd. With increasing speed of drivers and often times, low visibility, pedestrians and bikers are very difficult to spot. In general, just need better lighting, especially when fog is hindering our drivers better view of the road.
  93. The intersection of Sylvan St. and Chester St. has had many crashes, probably because the intersection is a blind spot for drivers coming from Sylvan since there are cars parked that are blocking the view of incoming traffic. I think there should be stop signs or something else to slow people down at Chester to prevent car crashes.
  94. I think that we need a multiple and very clearly marked and lit crosswalks near MH Tobias Elementary, Ben Franklin Middle School and Fernando Rivera Middle School and a much more consistent police presence so that drivers know to slow down and stop
  95. I think there should be zebra crossing for road crossing. People should be aware about safety. There should be more space in sidewalk.
  96. John Daly and Skyline - there are cross walks at the top but there are no walkways to go up from Dorchester.
  97. Daly City in general is not a safe city especially at night. I would never walk during the day because of all the bad drivers. I definitely would not walk around at night. Are you serious? This isn't Foster City or Hillsborough. You want more people to walk? Do better zoning and attract tech and gentrification. Town is ugly and undesirable to anyone wanting to raise a family here. It's filled with autorows, dollar stores, and thugs. Fund more into education, libraries, and parks.
  98. There should be a stop sign for cars driving down on Carter street and Alexis Cr. or at least add speed bumps. It's down hill so cars drive especially faster than the speed limit. That goes for all the hilly streets in the district of Bayshore. Thus making it dangerous for pedestrians and other drivers.
  99. Speed bumps or humps on the street of Sherwin and Geneva. Along side of The Bayshore School in Daly City.
  100. I walk my son to school every morning. It would be nice to see crossing guards for his school at George Washington Elementary School.
  101. John Daly, it has an underpass leading from BART to the other side of John Daly. There is a lack of signage to inform the public. Very often pedestrians try to walk or bike across John Daly even though it is a highly trafficked intersection (BART, Buses, Cars exiting freeway). It's very dangerous.
  102. In the more residential areas, I've seen drivers speed right now stop signs. My daughter attends Thomas



- Edison elem school and I've seen drivers roll through stop signs or turn at red lights even when parents and kids are crossing the street.
103. I do not know specifically the name of the streets, but it's a pleasure to know that they are working so that there is facility to walk and ride a bike without announcements or worries, thank
  104. Could you guys like make the streets less hilly and more street lamps when it's dark at night.
  105. John Daly and Junipero Serra, John Daly and Sheffield
  106. Serramonte Blvd. at the Hwy. 1 entrances, both North and South
  107. Southgate @ Westridge. This is a very dangerous crosswalk. I have almost been run over several times while walking with my 3 children to get them to school at MHT. People speed, run the stop signs and just aren't paying attention. Skyline @ Westridge is also very dangerous. Cars on Skyline are often speeding, paired with going downhill, this intersection is extremely dangerous.
  108. Take low cost action to increase the cyclists sense of safety which increases bike usage: - Paint key bike paths green where they are next to traffic - like Embarcadero in SF. - Create green painted boxes on the road with separate cycle signs and lights to facilitate left turns by bikes across traffic flow. Where a physical barrier between cycle paths and traffic is not possible put up plastic reflective vertical strips that bend without causing damage if hit - it very much increases the sense of safety for cyclists (at low cost)
  109. The intersection on John Daly Blvd up by Boulevard Cafe
  110. Mission vs ECR vs Market vs San Pedro. Nothing could improve it, really. It's just inherently terrifying.
  111. Can the lighted street walking signage be placed on intersection of Brunswick and Templeton and also at Mission and Templeton. For intersection Mission St and Templeton Ave and on Mission St the pedestrian crosswalk between Goethe and Wilson Streets the motorists drive so fast there that maybe the light signal when pedestrian is crossing will help them slow down. It was scary crossing that Mission street to get to Walgreens from the Laundromat across the street. Also, it would be great to have a bike lane along Mission street in this area leading to the park on Templeton Ave by the SamTrans main bus stop.
  112. Crosswalk at Carter/Geneva in Daly City. When it's green light for traffic going straight, cars making a right turn onto Carter can easily hit a pedestrian who is not paying attention or crosses at the wrong time.
  113. hickey and skyline
  114. No pedestrian path on Carter south of Martin, to give better access to San Bruno Mountain SP.
  115. BART station area, Mission Street.
  116. Mission St. and John Daly Blvd. can be intimidating because turning drivers often do not respect pedestrian right of way or do not notice pedestrians. Hillside Blvd. and Castle St. is challenging because drivers don't seem to notice pedestrians.
  117. Some intersections that are especially challenging/intimidating for pedestrians to walk through include John Daly Blvd & Junipero Serra Blvd (possible solution: pedestrian overpass); Serramonte Blvd & Junipero Serra Blvd (possible solution: elevated pedestrian ramp to Serramonte Center); Junipero Serra Blvd & San Pedro Rd (possible solution: add sidewalk or pedestrian overpass all the way down Junipero Serra Blvd to connect to existing sidewalk); Junipero Serra Blvd & Southgate Ave. (possible solution: create pedestrian pathway or overpass around traffic intersection)
  118. John Daly + Junipero Serra -- this is VERY busy and dangerous all times of the day including nighttime lack of lighting, Junipero Serra + San Pedro to Serramonte there is no bike lane and freeway entrances are dangerous Mission street from top of the hill, through Colma to Serramonte NO BIKE LANE.
  119. I think the major intersections already have crosswalks, but it's the lack of adherence to the laws that are a severe problem. Also, the neighborhoods on "Top of the Hill" are extremely dangerous for pedestrians, children, and drivers where there are no crosswalks, and many blind spots due to obstructions in crowded neighborhoods. In my opinion, there needs to be speed bumps that ensure slow speeds for the safety of the community. Furthermore, as a teacher, and resident, in Daly City, I am shocked that there is not a 15 mile an hour speed limit in front of schools, with signs posted. Even people in their own community speed through streets where children are crossing. As a person who rides a bike to work, and is extremely careful, I have a close up view of the driving, and pedestrian habits of the community. I am extremely concerned, and, honestly feel unsafe on the streets of Daly City. Thank you very much.
  120. Provide parks and walking paths near mission, west market, hill San Pedro rd. There was a tiny grass area that was more recently ripped apart to put up solar paneling for food preparation at an old school that is no longer usable. What a waste of space, put a Park here instead!!!
  121. San Jose avenue and Wilson St. Hard to cross during the day and just plain scary at night.
  122. El Camino/Mission from top of the hill down to Colma.
  123. John Daly Blvd & 280 on/off ramp area. Skyline Blvd & John Daly Blvd has no sidewalks or crosswalks. There is also no way to walk up skyline to get to Ocean Beach.
  124. Yes, intersection of Crocker and Winchester where there are only Stop Signs on Winchester

125. posted on pinnable map, but most the area to the east of 280 at Washington (other side of In N Out). San Pedro is a nightmare as a pedestrian from Junipero Serra all the way up to Mission/ECR.
126. Serra boulevard, Serramonte Blvd,
127. There's always trash to walk around on Price Street between 1st and 2nd Ave. Looks unattractive for the city
128. Sidewalks on both sides of the street are always blocked day and night by cars on Santa Barbara Ave. between Hillcrest Dr and Shakespeare St make it impossible for pedestrians to walk on the sidewalks and the Law Enforcement has failed to do anything about it for many years.
129. Westlake and Southgate
130. First, my wife and I love Daly City, but we are alarmed at what we see: Trash everywhere; we see discarded needles at the eastbound SamTrans bus stop at John Daly Blvd. and Park Plaza. More landscape, less hardscape, with regular landscape maintenance. We want to end our comments on a positive note: we love the weather here, and realize Daly City government is taking pedestrian/bicycle safety seriously. We find public transportation is efficient and affordable (we don't own a car). We really appreciate SamTrans! This survey is excellent.
131. 1) pedestrian crossing at John Daly Blvd and Sheffield Drive for BART access. 2) pedestrian and bicycle safety over 280 on John Daly Blvd. 3) pedestrian crossing at John Daly Blvd and Junipero Serra Blvd
132. Gellert Blvd there are a few busy and major intersections with no lights. Gellert and King.
133. Top of the Hill, Mission and Market/San Pedro
134. John Daly Blvd from Lake Merced Blvd (Joe's). to Mission St. Mission St from John Daly Blvd to School St.
135. The cross walk right in front of Joe's of Westlake. Cars do not allow you to cross in the cross walk and a lot of times you hope they will stop for you.
136. San Pedro Road and Washington Street-- I think it takes too long for the pedestrian light to come on, and then it stops traffic in all directions, which just piles up cars and encourages drivers to drive even faster and crazier once the light turns green. San Pedro Road and Mission Street-- this intersection isn't marked very clearly for the cars, and I've seen pedestrians nearly hit a number of times. Also, cars will illegally turn left out of the rightmost lanes, almost hitting other cars. It's a complicated intersection and people not from the area don't know what they're doing, and it makes it dangerous for everyone. Castle Street and 2nd Avenue- please add stop sign on Castle Street here. People drive much too fast on these small streets. East Market Street and 2nd Avenue-- this could also benefit from a stop sign or light for pedestrians. People drive really fast up and down between Mission Street and Guadalupe Canyon Parkway, and there are schools with children present much of the time. Mission Street where Vale Street turns into Castle Street-- people try to drive across or turn left onto Mission in their vehicles, and many times people don't see pedestrians here. I'd like to see a stoplight put in for safety.
137. Comment left on the pinnable map, #A6E04B.
138. The crosswalk at Camelia Dr and Eastmoor Ave should have a stop sign and be a designated school crosswalk. It is a very congested area and many times a close call where students that are walking are not being seen by drivers. Additionally drivers are making illegal turns at this intersection.
139. Intersection of Hillside and Brunswick is very dark at night. Due to changed traffic patterns, a lot more drivers are making a left turns there.
140. Skyline ( hwy 35 ) and John Daly.
141. Thorton Beach lookout point is gorgeous but accessing it on foot is VERY dangerous. A pedestrian bridge would be GREAT. A walkway along John Daly would be safe too. Although there is a crosswalk, once on the East side of skyline, there's no place to safely walk
142. I was waiting to cross John Daly Blvd. when a young vision impaired lady waited with me to cross. I believe these 3 adjacent cross walk signs are the only to not have an audible alert for the blind. I was scared for her safety.
143. There are no conditions that need to be addressed as far as walking what needs to be addressed is the wanton waste of the taxes you already charge...You mention a free bus service! somebody is paying! STOP IT!!!!
144. On Bay Ridge Dr. there is a problem with drivers not stopping at the intersection stop signs. Maybe an option is to install speed bumps. At least this would slow drivers. Some drivers literally do not even tap the breaks at these stop signs.
145. Alp ave and mission street very dangerous because when some cars stop but not all while pedestrians are crossing they ignore the yield sign.
146. John Daly Blvd and Poncetta in front of Boulevard Cafe is extremely dangerous as drivers do not understand the light system and where to wait. This is the major walk route from Westlake to Daly City BART. Also the cross walk in on Park Plaza near Safeway. If it could get the flashing lights so cars will stop like the crosswalk closer to John Daly that would be nice.
147. Comments of a senior person with disability: 1) Intimidating to cross John Daly Blvd @ Lake Merced Blvd, including making a right into Lake Merced Blvd. from John Daly Blvd. 2) Traffic light to cross Lake Merced Blvd from Doelger Senior Center to SamTrans bus stop is too fast for a disabled person. 3) Equally confusing & intimidating is the intersection from

Southgate into Westlake Shopping Center; all intersections that the perpendicular road crosses between John Daly Blvd. and Southgate Blvd inside the Westlake Shopping Center. 4) Too intimidating and feels unsafe is crossing the intersection on Southgate and Westmoor Avenue; crosswalk on Southgate @Higate into Skyline Shopping Ctr. (Ranch 99); vehicles exiting Skyline Shopping Ctr. into Southgate Avenue. 5) Very intimidating and unsafe is the pedestrian crossing on Gellert @Westborough Blvd. into the Westborough shopping Ctr. It seems there is a 'blind spot' for vehicles turning right into Gellert from Westborough Blvd. 6) Truly confusing and accident prone is the entrance/exit from Gellert into In & Out or Shell Station. 7) I feel unsafe crossing Mission at top of the hill into San Jose Ave. 8) unsafe is the crossing on Southgate Ave. @Sullivan (St. Andrew's Church); 9) the crossing on Southgate Ave. entering into and exiting from St. Francis Square (near Lab Corp.) 10) How about painting the pedestrian crossings in solid and luminous color so both pedestrians and drivers could see them immediately, especially in the thick fog and night time. 11) Louder ""alerting sound"" to safely guide the elderly, disabled or sight-impaired to cross the pedestrian crossing. 12) pedestrian crossings at busy intersections, especially 4-way traffic, should be lighted very brightly, to be visible especially at night time and when there's thick fog 13) Discipline or enforce the law prohibiting pedestrians and drivers TO NOT USE THE CELL PHONE while crossing the street or driving! 14) Enforce a law that pet owners/walkers should clean the mess their pets make, especially on sidewalks/bus stops. 15) Enforce a law not to leave old bed mattresses/furniture on the sidewalk (common sight along Southgate @Lincoln Avenue school fence. 16) Street lights should be very well-lighted (unlike the present street lights) which give the pedestrians, drivers, and the community at large much more confidence and more safety when they are out in the Daly City streets, especially at night and when the fog is thick.

148. John Daly Blvd. and Junipero Serra Blvd.: Crosswalk signal is far too quick to change. John Daly Blvd. and Sheffield Dr./Poncetta: Cars turning onto westbound John Daly Blvd. may not pay attention to the pedestrian crosswalk.

## C-3: Question #6

### Did we forget any general challenges or obstacles to biking in Daly City? (37 responses)

1. Need sidewalk at the top of Crocker Avenue.
2. Already covered in the list but I want to call out that bike lanes bunch cyclists together giving them a stronger presence (and hence, safer environment).
3. Bicyclists creating dangerous riding conditions by not stopping at red lights, interfering with pedestrians' right of way, and maneuvering in blind spots of vehicles.
4. Cars often don't stop completely at Crocker and South Hill. Then they speed down Crocker
5. Lack of safety space between traffic and bicyclists.
6. Biking is not a very important issue in Daly City as the population is older. I hardly EVER see people bicycling in DC.
7. Traffic lights sensors sometimes fail to detect bikers are waiting for the green light.
8. We have installed bike racks and skateboard racks at schools; but have not encouraged students to use them. Parents drive their kids to school even if they are a block away!
9. Clearly signed and well designed bike routes between popular destinations, including recreational rides. Destinations and routes should include Coastal Trail, Bay Area Ridge Trail, and those outside city boundaries, e.g. San Bruno Mtn, Hwy 1/Coastside, and Ocean Beach.
10. seems like sidewalks full of parked cars is not an issue for Daly City. distracted people driving in the sidewalks is scary too.
11. Skyline/hwy
12. Weather: too cold and foggy making it difficult for drivers to see bikers
13. Fog, distracted pedestrians not expecting quiet bicycles moving at speed.
14. Disconnected bike network - the network drops where people on bikes need the most help.
15. Narrow streets
16. poor bike lanes, and poor signage for bikes
17. Entirely too much auto traffic and all its attendant infrastructure
18. unclear main route, no cycle-focused dates (like sunday streets in San Francisco)
19. If there were safe bike paths, I might, maybe, use my bike.
20. No bike lanes. Do not like biking between parked cars and traffic. When biking in the street, not wide enough to feel comfortable. Do most of my riding on the sidewalk. But courteous to the walkers.
21. for my kids to ride a bike, we have to drive the bikes to a park. No place safe where we live. Another challenge: most residential streets are lined with parked cars, so bikers have to ride in traffic.
22. Too foggy, too windy and too cold to bike in DC
23. People not picking up after their pets.
24. It's hard to find a bike route that avoids roads with high vehicle speeds.
25. The need for a greater sense of safety from traffic
26. separate bike lanes
27. Death is a pretty big obstacle.
28. I don't bike.
29. To me it is the lack of safe bike lanes, distracted drivers that speed, and fail to stop or yield. Also, there needs to be public safety announcements more frequently and severe penalties for traffic violations.
30. No protected bike lanes
31. Way too dangerous in central Daly City. Drivers are too aggressive and have no respect for pedestrians or bikes.
32. Car parking! Some streets are dangerously narrow with parked cars on each side and two way traffic.
33. Once again, garbage, which can get trapped in spokes; needles and other sharp objects that puncture tires; heavy metal objects which can get bent, or hopefully not, snap a spoke.
34. double parked vehicles.
35. Not enough space, no shoulder, inexperienced drivers
36. I bike almost everyday in Daly City, I try, on weekdays to get out before 7:30 a.m. What I notice along my ride is the depressing lack of maintenance of Daly City. Trash everywhere. I strongly suggest, although this is somewhat unrelated, a program be put in place to educate school kids to not litter. There are no trash cans in Daly City. Burger joints need to maintain the surrounding areas cause burger joint customers litter everywhere. I suggest you take a look at the Chase Bank on any Sunday for example, trash from burger joints have been left. City Council approves burger joints but doubt they require the businesses to take responsibility to pick up trash left by their customers in surrounding areas.
37. Bike riders need to be given tickets for their rude and inconsiderate way in which they impede traffic

## C-4: Question #7

**Are there specific streets or intersections in Daly City that are especially challenging or intimidating for cyclists? Or do you have specific ideas or suggestions for improving biking conditions in the city? (93 responses)**

1. I am not a cyclist at this point in my life, but if I were, I would want to have a bus option to bring my bike back up the mountain. I would not be able to utilize a bike for transit around Daly City or in the neighboring cities if I had to bring it back up the hill every night.
2. Crocker Avenue is too dangerous to ride down from Village in the Park
3. Crocker Ave. between Pointe Pacific and Hana Vista. It is a curved street with two blind curves that make biking a challenge. There are no sidewalks, so traffic mirrors would help. But I think more is needed.
4. Crocker to South Hill
5. Please build a sidewalk and biking lane that will connect the top of Crocker Avenue SAFELY to the rest of Daly City by foot and by bike.
6. The section of Crocker from Hana Vista Ln to Pointe Pacific Dr
7. All streets in Daly city, because it has constant, heavy traffic.
8. 1001-1041 Crocker Avenue has no sidewalks, no median on either side of the road, and no room for bicyclists to safely avoid traffic around several blind curves. This stretch of road is CRITICAL for 1000+ homeowners who live at the top of Crocker to be able to access services, businesses and resources right at the bottom of the hill.
9. There is no need to improve biking conditions and certainly no need for bike lanes. They reduce car lanes needlessly and, in turn, increase traffic dramatically.
10. The traffic light sensor on intersection San Pedro Rd and Junipero Serra Blvd fails detecting the biker who is waiting for the green light. I was stuck there one time until a car came behind me.
11. Both Skyline Blvd. and Skyline Dr. are scary to me.
12. Bike lane on Mission st would be nice, it's wide enough. Hillside would be nice too, but it's just too narrow for a dedicated bike lane.
13. all streets that crosses mission street are very dangerous
14. I'm a Senior and have a back issue that prohibits me from walking far, & I never learned to ride a bike.
15. Hard to cross major intersections like John Daly, Gellert, Junipero Serra, Mission - same as the walking intersections. Many students want to visit Serramonte Mall or Westlake Mall, but with all the traffic, it seems dangerous to try and bike there. There is also a fear of getting bikes and skateboards stolen. I have heard multiple people tell me Ranch 99 mall on Southgate and Westmoor is dangerous for car break ins - and to watch your stuff.
16. John Daly Blvd. All of it. It is scary to bike on, and for most of it, there is no real alternative. I think, in my admittedly non-expert opinion, that John Daly Blvd., along with the parking lots, medians, frontage roads (N/S Mayfair Blvd), and freeway ramps along it, form a right of way wide enough to add a protected bikeway, going between the BART station and the beach, that is truly safe and inviting, with little effect on car traffic or parking. If some changes were made to Mayfair Ave, mostly near intersections, it could maybe be turned into something like this:  
<https://chi.streetsblog.org/2016/05/27/rotterdams-boulevards-show-how-to-make-chicagos-bike-friendly/>. On parts of John Daly that do not have a frontage road, room for a protected bikeway can be added by narrowing lanes, removing lanes, narrowing the median, or maybe slightly encroaching on the surrounding parking lots. Cyclists on N Mayfair Ave should be able to go all the way to Skyline Blvd. There should be more safe and legal places for cyclists to cross Skyline Blvd. It is unreasonable, in my opinion, to have to bike 2.1 miles to reach a point 0.15 miles away:  
<https://www.google.com/maps/dir/37.6710857,-122.4854448/37.6706074,-122.4881189/@37.6770467,-122.4969432,15z/data=!3m1!4b1!4m2!4m1!3e1>
17. san jose avenue
18. Gellert Boulevard between Serravista Avenue and Wembly Drive
19. Navigating around highways is very difficult and dangerous, including Hwys 1 and 35. Also Junipero Serra.
20. I'm hesitant to bike in the city because cars drive too fast. I see cars speeding in residential zones all the time. Another issue is narrow streets; some streets are so narrow two cars can't pass at the same time. It's not a good combination when you have narrow streets and cars that speed. The city also does not have enough bike lanes.
21. Protected bike lanes. More bike parking.
22. John Daly Blvd, all 280 crossings
23. The corridor from E. Market - San Pedro - Eastmoor is a key cycling route, but has some tricky parts, especially going west because of the uphill (so speeds are slow when cars are thinking freeway).
24. Santa barbara at Parkview. Miriam St. at Parkview
25. John Daly and Mission St. Cars move too quickly and in many directions to safely bike in this area.
26. Identify those streets whose width is appropriate for a bike lane, and create a dedicated, designated bike lane, when undertaking street re-paving/re-surfacing projects.



27. South hill blvd
28. Hwy 5 and Westridge Avenue
29. Skyline
30. Adding more bike lanes
31. The entire area around the BART station is difficult. Access is hard on a bike without dismounting and becoming a pedestrian, and the 280/Daly/Serra intersection is hard to navigate on a bicycle with so many confused drivers.
32. Same as for walking: The corner of Junipero Serra and Washington St.
33. Bicyclists trudging slowly up or flying down hilly streets, running stop signs and other traffic flow create dangerous obstacles for drivers and pedestrians.
34. Mission St., San Pedro
35. There aren't a lot of great streets to ride. Destinations like Daly City and Colma BART, and Westlake Shopping Center should have safe, continuous bike lanes to get people there safely, even if it means parking removal or more traffic at the busier times of day.
36. There is a lot of traffic on Hanover Street between Acton and Whittier during school days. A lot of cars double park in front of the General Pershing State Pre-School (this is an ongoing problem). I live in this area and my neighbors parked cars (and mines) are constantly side swiped because of this mostly hit and runs. This is extremely dangerous because it's a narrow street and other cars and bicyclist have to maneuver into ongoing traffic to go around the parked cars. There are streets that are extremely narrow and dangerous such as Winchester near Lincoln Park. The city needs to consider making a lot of these streets one way streets, like they do in San Francisco. In general, cars are speeding more and more in residential areas, especially at night. Cars don't always make full stops and this is dangerous for the kids that walk to/from school. The city also needs to consider putting small speed bumps (reflective rubber speed bumps – similar to the ones used in the Daly City Kaiser parking lot) or rumble strips to deter speeding near school zones. Signs alone do nothing to deter people from speeding. Another issue I see is on the corner of Acton and Mission. The Samtrams bus passes by there and it's a narrow and a heavy traffic street. There are no parking zones on both corners but because of the corner store (Platinum Wireless) people constantly park in the no parking zones making it difficult for the bus and cars to pass. This is another zone that is extremely dangerous for bicyclist. The city needs to paint the curb red (on the corner near the bus stop) to emphasize the no parking because the sign alone is not enough. The city also needs to add permanent cones similar to the ones SF added on the corners of Mission and Sickles (ARCO gas station) to stop people from parking on the corner of the Platinum Wireless shop.
37. Skyline Blvd and John Daly Blvd
38. Top-of-the-Hill bike lanes, turning from there onto Hillside. Drivers are oblivious, and dangerous. The city should improve, and then do a map!
39. John Daly blvd; Skyline...
40. I was just talking with my friends today how going from SF to Colma (or in general south of Daly City), there are bike lanes in SF and Colma. They disappear once you enter Daly City, and reappear again once you exit. This seems like it's extremely silly. Oh, and John Daly / 280 sucks, especially given that it's in proximity to the BART station. Fast traffic, no bike lanes, and just lots of cars in general.
41. I think the bigger intersections word hurt bicyclist a little bit more but usually Daly City to the streets are not too bad.
42. no me se el nombre de las calles pero me alegro0 mucho que se preocupen por el bienestar de la ciudad de daly city.
43. Bike lanes for John Daly Blvd.
44. Junipero Serra Blvd is one of the flattest north-south routes through Daly City, which makes it very appealing for cyclists. However, it is not currently a bike friendly route. This is especially true when traveling northbound. Improvements are needed at the following intersections: Junipero Serra and Washington St: The freeway on ramp for NB 280 at this intersection makes it challenging to ride north on Junipero Serra. Ideally there would be a separate signal for bikes so that they could start through the intersection before the cars. At a minimum there should be a bike lane separate from the freeway bound lanes. At a bare minimum, put a cross walk that goes to the north east corner of this intersection so that I can walk my bike there without having to ride through cars merging onto the freeway. Junipero Serra at Citrus Ave: it is difficult for cyclists northbound on Junipero Serra to merge with traffic from the 280 off ramp. Ideally there would be a separate bike lane leading to this intersection, a bike box, and separate bike signal at Citrus to allow cyclists to negotiate traffic coming off the freeway. Junipero Serra at 1901 Junipero Serra: A separate bike lane is needed by the movie theater to allow cyclists to safely pass cars that are often parked here to pick up or drop off passengers. Junipero Serra at John Daly Blvd: When traveling north on Junipero Serra, it is stressful to cross John Daly Blvd to get to the Daly City BART station. A bike lane should be added to east bound John Daly Blvd to help cyclists ride up hill to De Long St, where they can cross over to the BART station. Despite the current (unsafe) condition of Junipero Serra Blvd, it is my preferred way to ride north or south in Daly City. Hillside Blvd is a designated bike route but

is a steep climb and a narrow road with too little space between parked cars the right and traffic passing me on the left. Mission Blvd has the same problems as Hillside except the car traffic moves at even higher speeds. Sometimes I'll ride north west on Washington St and Park Plaza Dr, but usually I'm headed to BART and I don't want to have to ride up John Daly Blvd from Park Plaza.

45. I would not bike on any city street unless there was a bike path, and no cars, way to scary.
46. Trying to cross either Gellert or Serramonte Blvd. Also crossing Junipero Serra.
47. Perhaps adding a designated lane for bikers and signs of bikes to suggest sharing the road with bikers.
48. I wish that there were designated bike lanes on my street so my friends and I could bike to school together like in the movies.
49. Lack of bike or share the road discourages me to bike because I am worried about my children's safety and the fact that a neighbor of mine was left with broken ribs due to a hit and run. It is very concerning and discouraging for the locals to utilize biking opportunities to better their physical and mental health.
50. No real bike lanes in Daly City
51. Please don't waste taxpayers' money on putting more bike paths. Most of the streets in Daly City are hilly and not suitable for biking. There is a bike lane along Southgate and I've never seen anyone biking. Also Daly City often gets very foggy, drivers may not see bikers, so it is not safe for biking.
52. more bike lanes, use strava data to see which routes cyclists are riding the most.
53. The intersection at El Dorado and Southgate Dr.
54. WESTMOOR & Southgate intersection. From there to Thomas Edison, Fernando. Poor road conditions as well as lacks safety. Need cross walk personal during school hours for that area.
55. The crosswalk at Southgate and Westmoor is terrifying. We definitely need more signage, better defined and lit crosswalks and a lot more police presence. Any crosswalk on Southgate from top to bottom needs an overhaul because people just fly down that road. Overall - we need very clearly marked bike lanes plus a robust public education campaign - mailers, posters, emails, flyers enclosed in utility bills, etc to help educate the public that Daly City is a bike-friendly city. I particularly would like to see a much much more bike-friendly presence and more bike parking at MH Tobias Elementary, Fernando Rivera Middle School, and Ben Franklin Middle School
56. John Daly off of Skyline does not have any bike lanes.
57. Specific streets include Carter, Rio Verde, Acacia, Oriente and Schwerin in the Bayshore District. These are hilly streets where cars tend to speed driving down.

A suggestion would be adding speed bumps to slow down cars

58. Again. Not safe for bikers or pedestrians in Daly City.
59. My concern will not be changed but it would have been nice if we had wider streets in the residential areas.
60. I don't really bike around.
61. No special street, but real y litte one they're doing a good job. Thanks
62. John Muir street is horribly worn out.
63. John Daly and Junipero Serra, John Daly and Sheffield
64. Mission St.
65. Create low cost and simple ways to increase cyclists perception of safety - which in fact creates safety: a) Paint cycle lanes next to traffic green on the roadway (as has been done on Embarcadero, SF). b) Paint green boxes where cyclists can wait for light change - particularly where turning left across traffic flow. If possible combine this with traffic light adjustment to allow cyclists to cross the street before traffic. c) where a physical barrier cant be put up, install plastic reflective short vertical strips between the cycle lane and traffic - they should bend to prevent damage. This improves the cyclists sense of safety enormously if more permanent physical solutions are not available
66. My most frequent ride is to/from my home in Westlake to the BART station. There is a maximum of about 40 yards of bike lane in a mile and a half. John Daly near the BART station is somewhere between terrifying and impossible - the traffic is too fast to ride in, and there are too many pedestrians on the sidewalk to ride there. Traffic around the mall is distracted and drivers often seem confused by the four-way stops. A solution that would allow people to ride safely between the BART station itself and the spot near Boulevard Cafe where the side streets begin would be wonderful - currently I walk my bike on that stretch and it adds 20+ minutes to my commute time each day.
67. mission to top of daly city, san bruno park
68. Along Mission street leading up to SamTrans main bus stop off Templeton Ave and Brunswick St.
69. hickey and skyline
70. BART area, Mission Street.
71. John Daly Blvd westbound should have a protected bike lane. ESPECIALLY around and on the 280 overpass. I'd like very much to be able to ride on that street safely over the overpass with the car traffic, rather than use the pedestrian route to get to Westlake. Unfortunately, it feels too dangerous currently. A bike "bridge" or tunnel that goes under or above the westbound on-ramp would be nice. See the Caesar Chavez @101 ( San Francisco) bike bridges for a good example.
72. All of Junipero Serra Blvd, Serramonte Blvd, Southgate Ave., Hillside Blvd, Mission St.

73. Coordinate bike routes with neighboring cities and continue bike lanes through Daly City. I pass through Daly City on my commute and the bike lane on San Jose Ave (from San Francisco into Daly City) disappears the moment I cross the city line. There are no bike lanes the entire way through Daly City until I cross into Colma (on Junipero Serra), where the bike lane re-appears at the city line.
74. San Pedro & Washington and mission street
75. San Jose avenue & goeth st where san Mateo county starts The bike lane ends. Zero bike Lanes on mission street and John daly continuing through El Camino real no bike Lanes. Hillside has a sad attempt at bike lane. Hillside is very narrow and intimidating to cycle through.
76. Junipero Serra Blvd between San Pedro Ave and Colma city limit needs a bike lane. San Pedro / Eastmoor / Westmoor corridor needs, at minimum, uphill (westbound) bike lanes. John Daly Blvd west of De Long St needs bike lanes.
77. I used to bike a lot more when I lived in SF and Oakland. The risks of biking around Daly City are too high for me, and definitely for my kids, so we drive elsewhere to bike.
78. John Daly Blvd doesn't feel safe for bikes at all. Skyline also feels very dangerous for bikes.
79. Crossing Evergreen and Mission Street to Bus Stop South bound
80. North south route near airport - major commute route from Peninsula to SFO
81. John Daly and Junipero Serra. Getting to the BART station from my house on the west side of Junipero Serra is awful
82. The Mission St/Hillside/John Daly Blvd intersection is tricky for left turns. Especially if coming up Daly Blvd, the bike lane just ceases to exist a few car lengths just before the lights.
83. I come from the west side of SF to the Daly City Farmers Market pulling a trailer. The problem is the stretch from Westlake to Serramonte. Either I go over the hill on Southgate, which is a lot of climbing even for me, or I take Junipero Serra to the other end of Southgate, which is very dangerous. My chain fell off going under the freeway on Southgate the last time. It's a narrow, steep, blind curve. I thought I was going to get killed for sure. I don't know what to suggest to make it better other than razing the whole place and starting over, but thanks for listening anyway!
84. Mission and John Daly blvd; Mission and San Pedro road ... these intersections are dangerous: they are wide and complex: one distracted driver could injure a bicyclist. Any intersection in or around the Serramonte shopping complex: once again, the drivers can be distracted or aggressive; bicyclists are ignored. This is first hand experience: before my wife and I moved to Daly City, we lived in Burlingame. I rode my bike from Burlingame to San Francisco, often through Daly City, from 2003 through 2006. When I say rode, I mean I got on my bicycle in Burlingame, and got off in San Francisco ... no public transit or any personal rides (meaning: getting a ride in a car).
85. Any busy intersection. Any road with car traffic 30mph and above.
86. School St from Mission to Junipero Serra Blvd
87. Bike lanes that connect Daly City with the other cities around us. I believe that if you can connect with other cities then more people will use their bikes instead of their cars.
88. John Daly Boulevard, going down towards BART from the top of the hill-- I hit a pothole here with my bicycle a few years ago and broke my arm.
89. I should note that I grew up in a small town and always feel uncomfortable biking among cars. It makes me nervous to watch for parked cars opening their doors, also pot holes, and remembering the traffic to my left. My concerns might be a bit over exaggerated just because I'm not used to city biking much so please keep that in mind when reading my answers.
90. More bike lanes would be helpful.
91. The stops on Vista Grande should be a 4-way stop area over all- safer for everyone! The stop for a right turn only onto John Daly Blvd from Willits St is difficult to view on coming traffic; that corner curb should be painted red.
92. There are very few bike lanes outside of the Lake Merced area that I know of.
93. John Daly Blvd. between Sheffield Dr. and Junipero Serra Blvd. Complete lack of biking infrastructure between these two points. Why?

## C-5: Question #8

**What is your connection to Daly City?**  
**Comments in response to "Other" (28 responses)**

---

1. I attend Church, shop and have friends visit me.
2. Very involved homeowner & vice president of Village in the Park HOA, representing 300 homeowners
3. I've lived in Daly city for over 30 yrs. I love DC
4. I have biked in Daly City a few times recreationally, either to go to Thornton State Beach or Cow Palace, or to bike to the top of San Bruno Mountain.
5. I visit recreational destinations in and around Daly City, and regularly travel through Daly City on recreational and fitness rides and to recreational destinations outside Daly City. I also regularly use Daly City transit facilities, and walk and bike to and from those locations.
6. We shop and leave our money in Daly City.
7. I love Daly City
8. I live in SSF, just a few blocks from the Daly City border
9. I visit my family and work and stay for 1-4 weeks at a time.
10. Retired and active @ 79yrs (recent fall, uneven sidewalk, elbow fracture, surgery 10/18)
11. I'm a dog walker and walk my "clients" around Daly City.
12. I often use BART in Daly City
13. I recreate in Daly City but live in SF close to the border.
14. I commute through Daly City via bike.
15. Went to SFSU, bussed or rode to Daly City Bart, which has very poor pedestrian/bike connections to the school.
16. Live elsewhere but I'm always in Daly City.
17. Grew up in Daly City and spend a lot of time here.
18. My children grew up and went to school here and I still live here
19. Advocate to child safety
20. I work at San Francisco State University and frequently take BART to the Daly City station.
21. I pass through Daly City on my commute when I bike (1-2x per week).
22. I ride in Daly city for recreational and commute rides
23. I commute by bike through Daly City.
24. Commute on bike through DC
25. My wife and I are homeowners in Daly City for the past 22+ years
26. Embarrassed to say I live here.
27. My hometown.
28. I do volunteer work in Daly City.