

Existing Conditions

Introduction

The City of Daly City is in the process of updating its Bicycle and Pedestrian Master Plan, the latest version of which was adopted in 2013. That plan has helped the City make progress in recent years toward creating a more bikeable and walkable community. The current planning process, called Walk Bike Daly City, will advance the City's livability efforts by recommending the next generation of pedestrian and bicycle improvements. These improvements will aim to expand the City's network of facilities, complete gaps, enhance connections to key community destinations and, more generally, make biking and walking in Daly City safer, easier and more popular than ever.



The first substantive task in the Walk Bike Daly City planning process consisted of surveying local issues and topics relevant to walking and biking. We examined such issues as the key destinations for pedestrians and cyclists in Daly City; data on commuting and on traffic collisions; the city's street and bikeway networks; connectivity with adjacent jurisdictions; integration with other forms of transportation; and previous planning efforts with a bearing on walking and biking in the city.

This report presents the key findings from the existing conditions task. It establishes the context surrounding non-motorized transportation in Daly City and provides the consultants and City staff with initial insights into the local walking and bicycling experience.

The existing conditions survey also provides the context for understanding and making sense of the next task in the planning process: the needs assessment. Relying heavily on input from the public and key stakeholders, that assessment will examine in detail the needs and concerns of local pedestrians and cyclists; the obstacles, barriers and challenges to walking and biking in Daly City; and the opportunities to improve conditions, including the public's ideas and suggestions.

This report uses "city," in lower case, to refer to the geographic area of Daly City and to its community. "City," in upper case, is used to refer to the government entity that administers the area of Daly City.

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1 Setting and urban form

Daly City is located at the northern edge of San Mateo County—hence its nickname as the “Gateway to the Peninsula.” It has an area of 7.7 square miles, characterized by somewhat consistently hilly terrain. The city stretches in a boomerang shape from the Pacific Ocean on the west to nearly San Francisco Bay on the east (see **Figure 1**). Clockwise from the north, the city is bordered by the city and county of San Francisco, the city of Brisbane, San Bruno Mountain State and County Park, the town of Colma, the city of South San Francisco, the city of Pacifica and the Pacific Ocean. The city completely surrounds the unincorporated community of Broadmoor, a residential enclave of county land

located between the Westlake and St Francis Heights neighborhoods.

The city is bisected in the north–south direction by Interstate 280 (I-280), with significant differences in land use patterns between the eastern and western sides of the city. While a majority of the city’s land area is made up of residential development, the area east of I-280 consists of mostly older neighborhoods developed with medium-density detached single-family residences. In contrast, the area west of I-280 is newer (developed mostly after 1949) and consists of lower-density single-family homes and higher-density apartment complexes.



Commercial areas, and civic and community facilities such as schools, parks and government buildings are scattered throughout the city (see “Key destinations” section). Large swaths of land are taken up by open space in the form of Lake Merced Golf Club and Mussel Rock Open Space Preserve, both

of which are located west of I-280. Other large land uses include Serramonte Center (a shopping mall), the Cow Palace (an arena and events center) and several cemeteries in the Serramonte neighborhood.

Daly City enjoys the mild Mediterranean climate typical of the San Francisco Bay area: cool, dry summers and chilly, wet winters. However, the city has a preponderance of fog due to its location along the ocean.

2 Demographics

Daly City is the largest city in San Mateo County by population (106,000 people in 32,000 households) and also the most densely populated (almost 14,000 people per square mile). Of the city's residents, 13,000 people, or 13%, are children between the ages of 5 and 17. Another 16,000 people (16%) are seniors ages 65 and older. Just about a third of households include children under the age of 18. (The data in this section comes from the American Community Survey, or ACS, an ongoing demographic survey conducted by the U.S. Census Bureau. The data covers 2012–2016, the most recent five-year period for which ACS data is available. All figures have been rounded.)

In comparison, children's share of the population is lower in Daly City (13%) compared with San Mateo County as a whole (16%) and with California (17%). In contrast, seniors' share of the population is slightly higher in the city (16%) than in the county (15%) and in the state (13%). (In other words, Daly City's age profile is somewhat older than both the county's and the state's.)



Of the city's population ages 5 and older, 70% speak English only or speak English "very well" while 30% speak English less than very well. The most common languages spoken in Daly City other than English are Tagalog (spoken by 24% of the population), Spanish (18%) and Chinese (including Mandarin and Cantonese; 16%).

3 Key destinations

Typically, the most important destinations in a city are residential neighborhoods, commercial areas, employment sites and community facilities such as schools, parks, libraries and transit hubs. The main destinations in Daly City are listed below and are shown in **Figure 1**.

The city's **neighborhoods** east of Interstate 280 (I-280) include:

- **Original Daly City** (at the northern end of the city between I-280 and Mission Street).
- **Hillside** (east of Mission Street).
- **Crocker** (east of Crocker Avenue).
- **Southern Hills** (between Crocker and Bayshore Heights).
- **Bayshore Heights** (easternmost neighborhood, near San Francisco Bay).

Neighborhoods west of I-280 include:

- **Westlake** (in the city's northwest corner).
- **Broadmoor** (not a neighborhood of Daly City proper but rather an enclave of unincorporated County land).
- **St. Francis Heights** (south of Broadmoor).
- **Serramonte** (south of St. Francis Heights and Highway 1).

The main **commercial and employment areas** in Daly City are:

- **Geneva Avenue** commercial corridor, between Santos Street and Schwerin Street.
- **Mission Street** commercial corridor east of John Daly Boulevard, roughly between San Jose Avenue and Templeton Avenue.
- **Daly City Station**, a complex of theaters and restaurants along Junipero Serra Boulevard south of John Daly Boulevard, and an adjacent office complex near Westlake Avenue.
- **Westlake Shopping Center**, outdoor shopping mall at the corner of John Daly and Lake Merced Boulevards, and an adjacent shopping strip along **Southgate Avenue**.

- **Mission Plaza**, shopping center on Mission Street between Gambetta Street and Bismark Street.
- Commercial cluster around the intersection of **San Pedro Road, Market Street and Mission Street**.
- **Skyline Plaza**, shopping center at the corner of Skyline Boulevard and Westmoor Avenue.
- **St. Francis Square**, shopping center at the corner of St. Francis Boulevard and Southgate Avenue.
- **Serramonte Center**, regional shopping center at the juncture of I-280, Highway 1 and Serramonte Boulevard.
- Commercial area along Gellert Boulevard between Serramonte and Hickey Boulevards, including **Gellert Marketplace**, a shopping center.
- **1000 King Drive**, shopping center at the corner of King Drive and Callan Boulevard.



Pedestrians at Westlake Shopping Center

- **Seton Medical Center**, the largest employer in Daly City, with over 1,600 employees, located in St. Francis Heights.
- **Kaiser Permanente** medical offices, on Hickey Boulevard.

The city has numerous **schools**, both public and private:

- **Public elementary schools (14)**: Bayshore, Daniel Webster, Franklin Delano Roosevelt, George Washington, John F. Kennedy, Junipero Serra, Margaret Pauline Brown, Marjorie H. Tobias, Panorama, Skyline, Susan B. Anthony, Thomas Edison, Westlake and Woodrow Wilson.
- **Public intermediate/middle schools (3)**: Benjamin Franklin, Fernando Rivera and Thomas R. Pollicita.
- **Public high schools (3)**: Jefferson, Summit Shasta Public School, Thornton and Westmoor.
- **Private/parochial schools (3)**: Hilldale School, Our Lady of Mercy and Our Lady of Perpetual Help.

The main **recreational facilities** in the city are:

- **City parks (20)**, of which the largest are Gellert, Hillside, Marchbank and Westlake. Other, smaller parks include Arden, Bayshore Heights, Broderick-Terry Duel Site, David R. Rowe, Edgewood, Frankfort (Dan Gilbrech), Kelloch/Velasco, Lincoln, Longview, Mission Hills, Northridge, Palisades, Polaris, Sullivan (skate park) and Thornton (scenic beach and ocean overlook). In addition, there are several tot lots scattered around the city.
- **Mussel Rock Open Space Preserve**, large shoreline park at the city's southern end, featuring a network of trails.

- Several **community centers, club houses and other event spaces**, many of them located in city parks. These include Albert Teglia Community Center (next to Hillside Park), Bayshore Community Center (at Bayshore Heights Park), Doelger Senior Center (in Westlake Park), Larcombe Clubhouse (in Westlake Park), Lawson Hall (off Geneva Avenue), Lincoln Park Community Center, Pacelli Event Center (in Westlake Park) and War Memorial Community Center (on Mission Street at Alp Avenue).
- **Giammona Pool**, a year-round indoor, heated swimming facility, located at Westmoor High School.
- Two private **golf and country clubs**, both in the Westlake neighborhood: Lake Merced Golf Club and San Francisco Golf Club (which straddles Daly City and San Francisco).
- **Westlake School for the Performing Arts**, a dance school.

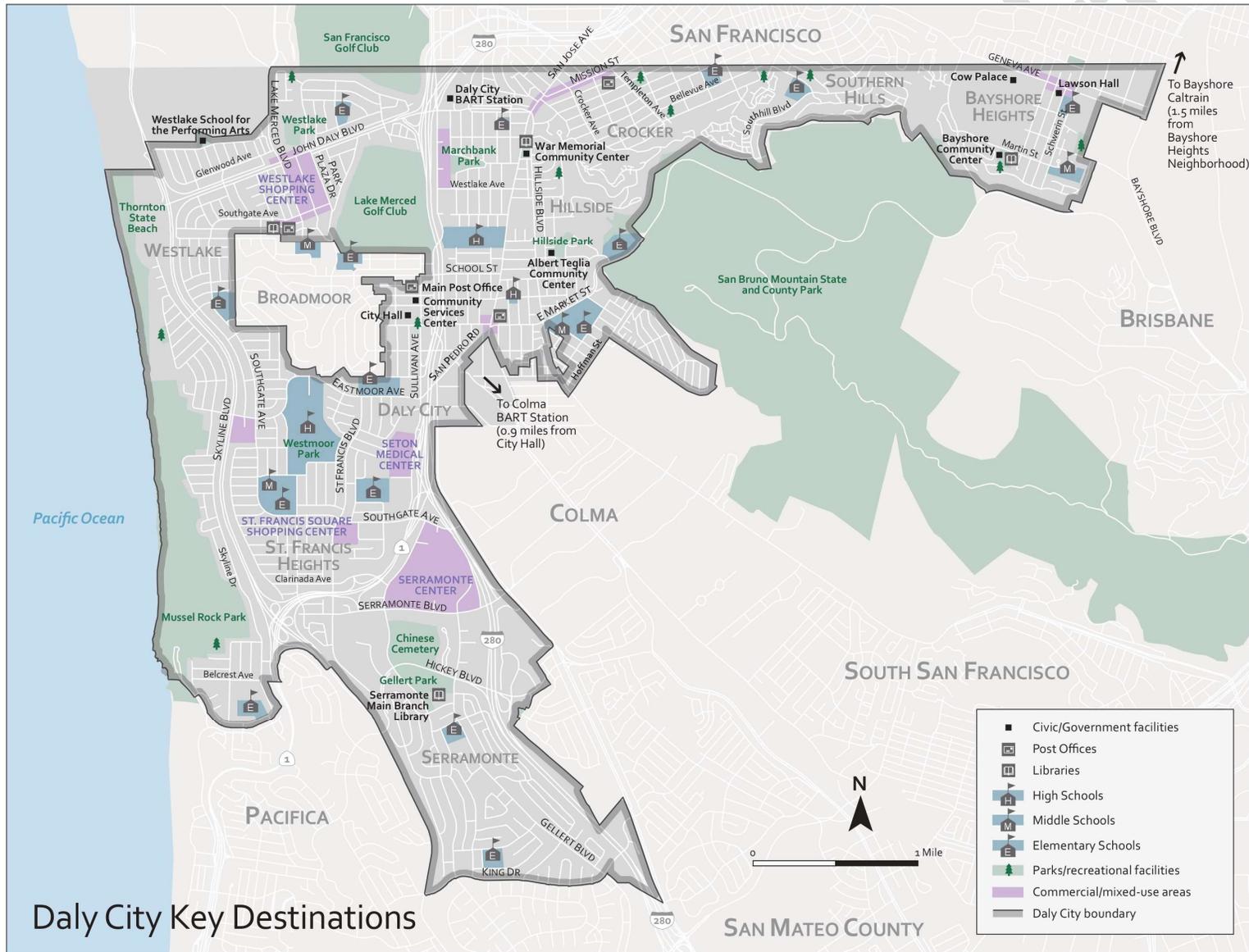
The main **civic and government** facilities serving visitors are:

- **City Hall**, which houses several City departments, located at 90th Street and Sullivan Avenue. Across the street is the **Community Service Center**, the City's social services agency.
- **Public libraries (4)**, including Serramonte (the main facility) and three branches: Bayshore, John Daly and Westlake.
- **Post offices (4)**, including the main facility, on Sullivan Avenue, and three satellite locations: Colma Station, Vista Grande Station and Westlake Station.
- **Department of Motor Vehicles** office, at Sullivan Avenue and 92nd Street.
- **North County Mental Health Center**, at 89th Street and Edgeworth Avenue.

Other important destinations or destinations worthy of note include:

- **Daly City BART station**, located on the north side of John Daly Boulevard east of I-280. In addition, the Colma BART station, Bayshore Caltrain station and Muni Metro's Sunnydale light-rail station are all located just outside the city limits.
- **Cow Palace**, large indoor arena and events center in Bayshore Heights, with approximate capacity of up to 16,500 persons.
- Several large **cemeteries** in the Serramonte neighborhood, between Serramonte and Hickey Boulevards.

Figure 1 | Setting and key destinations



Daly City Key Destinations

4 Commuting

This section looks at the number of pedestrian and bicycle commuters in Daly City. According to the Census Bureau's 2012–2016 American Community Survey, 2.0% of Daly City workers, or 1,151 people, commute primarily on foot while 0.2%, or 128 people, do so by bike (see **Table 1**, below). In comparison, Daly City's pedestrian commute share of 2.0% is lower than San Mateo County's as a whole (2.5%) and also lower than California's (2.7%). Similarly, the bicycling commute share of 0.2% is also lower than both the county's (1.3%) and the state's (1.1%).

The ACS is our best source of comprehensive travel data for Daly City. However, the data has two significant limitations.

First, it provides information on work-related travel only, which in most communities makes up a relatively small share of trips. Second, because the numbers of pedestrian and bicycle commuters in Daly City are small, the margin of error for these estimates is quite large. (Margin of error is a measure of the variability or range of an estimate. The larger the margin of error, the lower the accuracy of the estimate and the less likely it is to be close to the true value). Based on the margins of error for the data, the likely true range of pedestrian commuters in Daly City is between 790 and 1,512 people (1.4% – 2.7% of all commuters) while the likely true range of bicycle commuters is between 9 and 247 people (0.0% – 0.4% of all commuters; again, see **Table 1**).

Table 1 | Commute mode split*

	Daly City		Likely true range	San Mateo	California;
	Commuters	%		County; %	%
Drove alone	34,931	62.1%			
Carpooled	7,039	12.5%			
Public transportation	11,269	20.0%			
Walked	1,151	2.0%	790 – 1,512	2.5%	2.7%
Bicycled	128	0.2%	9 – 247	1.3%	1.1%
Worked from home	1,312	2.3%			
Other**	394	0.7%			
Total	56,224	100%			

* Numbers might not add up due to rounding

** Includes taxicab, motorcycle and other means.

5 Traffic collisions

This section analyzes traffic collisions in Daly City involving pedestrians or cyclists. The data for the first part of this section comes from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. The analysis covers the period from 2013 through 2017, the most recent five-calendar-year period for which SWITRS data is available. It should be noted that minor collisions, especially those involving property damage only, are less likely to be reported to a police officer and to lead to police response. For this reason, the incidents in SWITRS represent only a portion of all traffic collisions and are more likely to be serious ones.

Collisions involving pedestrians

According to SWITRS, there were 235 traffic collisions in Daly City from 2013 through 2017 that involved a motor vehicle and a pedestrian. These collisions resulted in 242 victims: seven pedestrian fatalities (including four on Mission Street alone), 37 pedestrians severely injured and 198 pedestrians suffering lesser injuries (see **Table 2**).

The 242 pedestrian victims identified above constitute an average of almost 50 victims annually. Also, despite making up only 2% of commuters (see previous section), pedestrians represented almost 13% of the almost 1,900 people injured or, much less frequently, killed as a result of traffic collisions in Daly City during 2013–2017 (again, according to SWITRS).

Table 2 | Pedestrians killed or injured

	<i>Killed</i>	<i>Severely injured</i>	<i>Other injured</i>	<i>Total</i>
2013	1	3	46	50
2014	2	4	30	36
2015	1	8	39	48
2016	2	14	48	64
2017	1	8	35	44
Total	7	37	198	242

Annual average of pedestrian victims: 48.4.

Pedestrians as percentage of all traffic victims: 12.8%.

Figure 2 shows the location of collisions that involved pedestrians. A large percentage of these collisions happened on Mission Street. This is probably not surprising: Mission Street is flat, central and connects many key destinations and, as such, is Daly City's most popular pedestrian route. As shown on the map, noticeable clusters of collisions occurred at the locations listed below. These clusters indicate collision hotspots, or areas of concern:

- Mission Street.
- San Jose Avenue.
- Brunswick Street.
- Hillside Boulevard for several blocks south of Mission Street.
- Around Jefferson High School.
- E. Market Street.
- San Pedro Road.

- Geneva Avenue.
- John Daly Boulevard as it crosses I-280.
- Junction of John Daly and Skyline Boulevards.
- Around Westlake Shopping Center and along the adjacent commercial strip on Southgate Avenue.
- Southgate Avenue between St. Francis Boulevard and I-280.
- Serramonte Boulevard.
- The intersection of Hickey and Gellert Boulevards.



Pedestrians crossing Hillside Boulevard at E. Market Street

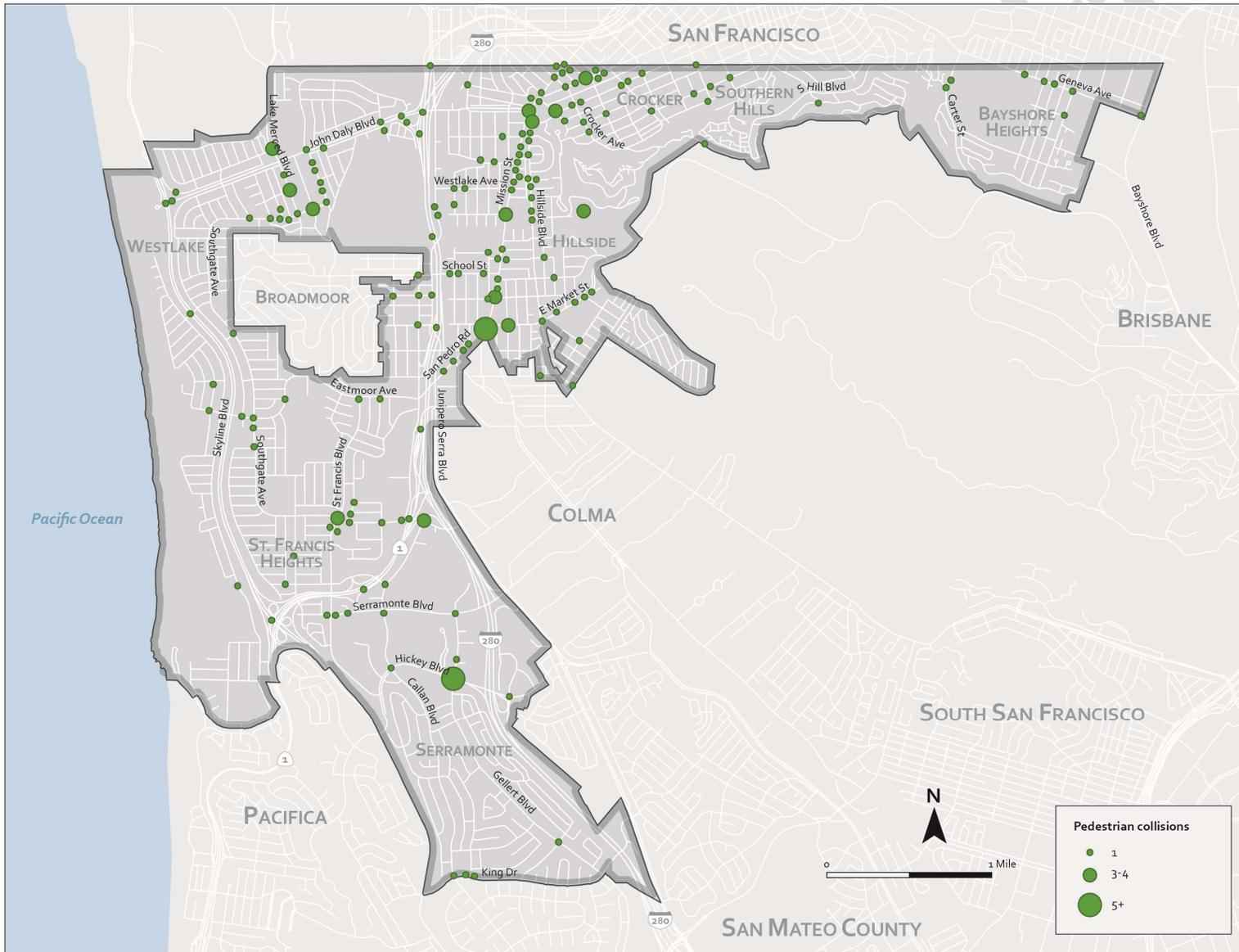
Table 3, below, categorizes by age group the pedestrians injured or killed in collisions. Of the 227 victims whose age was recorded (out of 242 victims total), 17% were children or teenagers; this is higher than their 13% share of Daly City's population (see "Demographics" section). Fourteen percent were seniors, somewhat lower than their 16% share of the city's population.

Table 3 | Pedestrian victims by age group

	Number	% of total
Pre-school (0–5)	6	3%
School-age (5–17)	38	17%
Young adult (18–34)	72	32%
Middle-aged (35–64)	80	35%
Senior (65 and older)	31	14%
Total	227	100%

In collisions for which the party at fault is known, the driver was at fault approximately 80% of the time while the pedestrian was at fault approximately 20% of the time. By far the most common violation behind collisions involving pedestrians was failure by the driver to yield the right-of-way to a pedestrian at a crosswalk. This violation occurred in just under half of the collisions. The times of day with the most pedestrian collisions were 8–9 am, which corresponds to the morning commute, and 5–8 pm, which corresponds to the afternoon/evening commute and when daylight fades during the winter months.

Figure 2 | Collisions involving pedestrians



Collisions involving bicyclists

During the five-year period from 2013 through 2017, there were 58 traffic collisions in Daly City that involved a motor vehicle and a bicyclist. These collisions resulted in 57 victims: one bicyclist fatality (in 2015, on Skyline Boulevard at Highway 1), seven bicyclists severely injured and 49 bicyclists suffering lesser injuries (see **Table 4**).

These 57 victims constitute an average of over 11 victims annually. Also, despite making up only 0.2% of commuters (see previous section), bicyclists represented 3% of the almost 1,900 people injured or, much less frequently, killed as a result of traffic collisions in Daly City during 2013–2017.

Table 4 | Bicyclists killed or injured

	<i>Killed</i>	<i>Severely injured</i>	<i>Other injured</i>	Total
2013	0	1	10	11
2014	0	1	16	17
2015	1	1	8	10
2016	0	2	8	10
2017	0	2	7	9
Total	1	7	49	57

Annual average of bicyclist victims: 11.4.

Bicyclists as percentage of all traffic victims: 3.0%.

Figure 3 shows the location of collisions that involved bicyclists. Noticeable clusters of collisions occurred at these locations:

- Geneva Avenue.
- Junction of John Daly and Skyline Boulevards.
- Mission Street around Jefferson High School.
- E. Market Street.
- Eastmoor Avenue.
- King Drive around Gellert Boulevard.

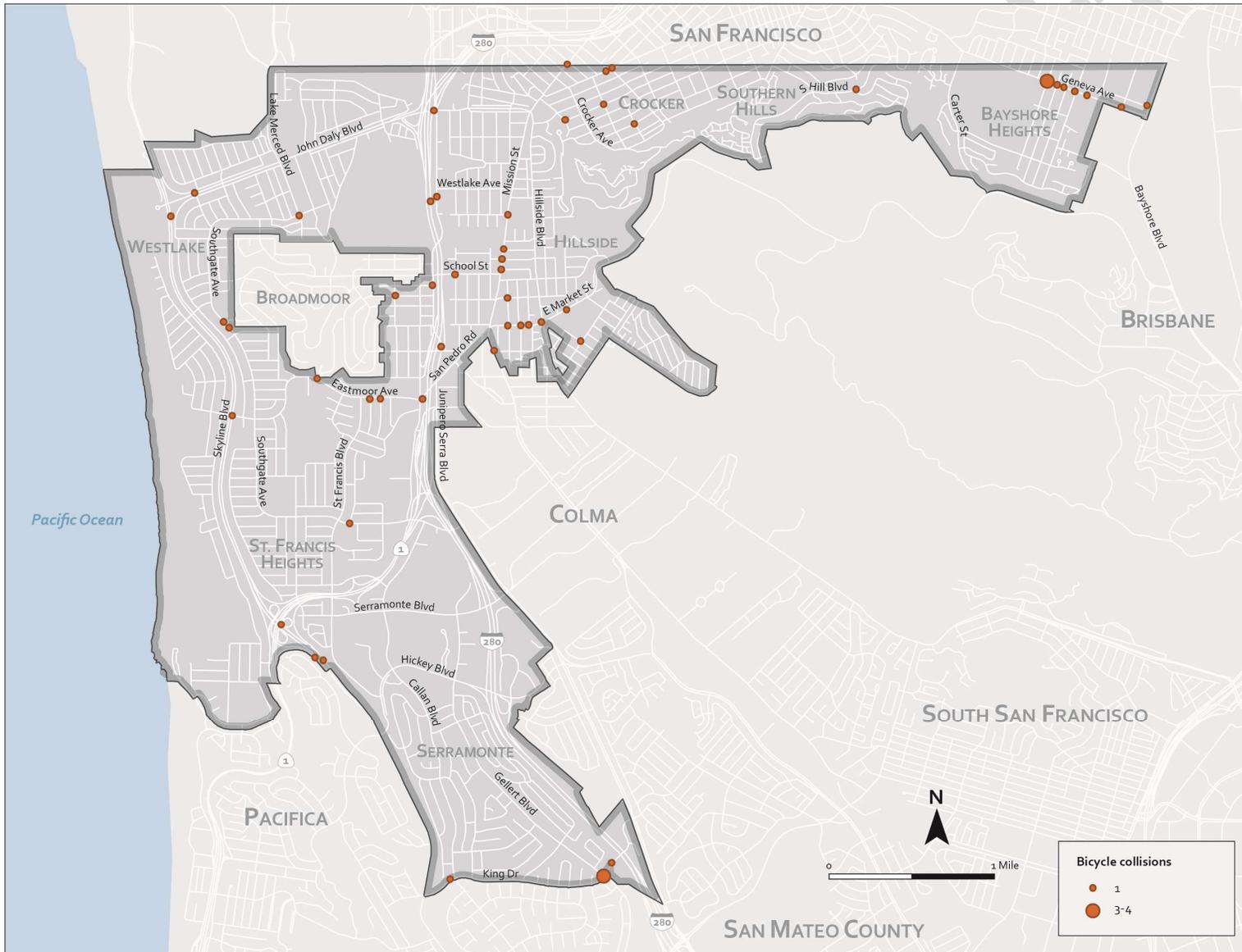
Table 5, below, categorizes by age group the bicyclists injured or killed in collisions. Of the 56 victims whose age was recorded, almost a quarter were school-age children.

Table 5 | Bicyclist victims by age group

	<i>Number</i>	<i>% of total</i>
Pre-school (0–5)	0	0%
School-age (5–17)	13	23%
Young adult (18–34)	19	34%
Middle-aged (35–64)	22	39%
Senior (65 and older)	2	4%
Total	56	100%

In collisions for which the party at fault is known, the driver was at fault approximately half of the time, with the bicyclist being at fault approximately the other half. The times of day with the most bicycle collisions were 7–8 am, which corresponds to the morning commute; and 3–7 pm, which corresponds to the afternoon/evening commute and when daylight fades during the winter months.

Figure 3 | Collisions involving bicyclists



OTS rankings

Each year, the California Office of Traffic Safety ranks the state's cities against other cities with similar-sized populations on various types of traffic safety statistics. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources, including SWITRS.

In 2015—the latest year for which OTS has published rankings—Daly City generally ranked in the middle of the pack in terms of traffic hazards. In its group of cities with a population between 100,001 and 250,000, Daly City's composite, or overall, ranking was 36th out of 57 cities (see **Table 6**). A ranking of 1 is considered the lowest, or “worst” in terms of traffic safety while a ranking of 57th would be the highest, or “best,” for this group of cities. In other words, Daly City ranked better than 61% of other cities in its peer group. It ranked 27th in terms of traffic safety for pedestrians as a whole (better than 46% of other cities), 38th for pedestrians under 15 years old and 26th for pedestrians 65 and older. In terms of traffic safety for bicyclists as a whole, it ranked 45th (better than 77%) and 29th for bicyclists under 15 years old.

Table 6 | Office of Traffic Safety rankings (2015)

<i>Type of collision</i>	<i>Ranking</i>	<i>Better than ... of peer cities</i>
Composite	36 / 57	61%
Pedestrians	27 / 57	46%
Pedestrians <15	38 / 57	65%
Pedestrians 65+	26 / 57	44%
Bicyclists	45 / 57	77%
Bicyclists <15	29 / 57	49%

OTS notes that its “rankings are only indicators of potential problems” and that “there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.”

6 Street network

A city's streets are most often classified by their function, which typically corresponds to the amount and speed of traffic on them. This functional classification includes, from busiest to least busy: freeways, highways, arterials, collectors and local streets.

Freeways are designed to carry large traffic volumes over long distances and are controlled-access routes, meaning that only high-speed motor-vehicle traffic is allowed on them. Two freeways run through Daly City. Both are owned, operated, and maintained by Caltrans, the California Department of Transportation:

- **Interstate 280 (I-280)**, which bisects the city in a north–south direction.
- **Highway 1**, which splits off I-280 near Southgate Avenue, heading south toward Pacifica.

Highways carry heavy traffic volumes at moderately high speeds. Typically, cross traffic is at the same grade, access to fronting properties is provided by frontage roads, intersections have traffic signals and parking is not permitted. Skyline Boulevard (Highway 35) is the only highway in the city.¹ Like the two

freeways, Highway 35 is owned, operated, and maintained by Caltrans.



John Daly Boulevard, one of the city's arterials

Arterials are designed to carry heavy traffic volumes at lower speeds than highways. They generally connect to freeways, highways and other arterials. Arterials typically have 4–6 lanes of traffic and posted speed limits of 25–40 miles per hour; they incorporate medians to control cross traffic, and provide separate turn lanes and traffic signals at major intersections. Daly City's arterials include:

¹ There are discrepancies between the text and the street-network map of the Circulation Element in how streets are classified. For example, the text describes Highway 35 as the only highway in Daly City, whereas the map also shows San Jose Avenue and Mission Street south

of it as highways. Similarly, the text describes Eastmoor Avenue and Southgate Avenue as arterials and Crocker Avenue and South Mayfair Avenue as collectors, whereas the map shows them respectively as collectors and local streets.

- Bayshore Boulevard
- Geneva Avenue
- San Jose Avenue
- Mission Street east of San Jose Avenue
- John Daly Boulevard
- Junipero Serra Boulevard

Collectors are lower-speed, lower-volume streets than arterials. They are intended to serve short trips within neighborhoods and to channel traffic from local, neighborhood-serving streets to the arterials. Collectors in Daly City include:

- 87th Street (running mostly through Broadmoor)
- Callan Boulevard
- Eastmoor Avenue
- Gellert Boulevard
- Hickey Boulevard
- Hillside Boulevard
- King Drive
- Lake Merced Boulevard
- E. Market Street
- St. Francis Boulevard
- San Pedro Road
- Serramonte Boulevard
- Southgate Avenue
- Westridge Avenue between Southgate Avenue and Skyline Boulevard

Along with arterials, collectors form the backbone of Daly City's roadway system. The rest of the city's street network is made up of **local streets**. These are low-speed, low-volume, neighborhood-serving streets, typically with on-street parking on both sides of the street. Their main purpose is to provide access to fronting properties.

7 Pedestrian facilities

The main facilities for walking are sidewalks, off-street paths and trails, and crosswalks. As an older, established and mostly built-out city, Daly City has an extensive system of sidewalks, marked crosswalks and pedestrian crossing signals, particularly on the arterials and collectors, and at main intersections. Many of the residential streets also have sidewalks, at least on one side, and marked crosswalks, especially at crossings with major streets. In addition, in recent years the City has been installing curb ramps at key locations to improve access for persons with disabilities.

In terms of **paths and trails**:

- There is a multi-use (pedestrian/bicycle) path on the south side of John Daly Boulevard between Ashland Drive (near Skyline Boulevard) and Sheffield Drive/Poncetta Drive (near I-280)—a distance of approximately one mile—with a gap in front of Westlake Shopping Center.
- Approximately a dozen walkway paths scattered around the city provide cut-throughs between blocks and through the street grid. Most but not all of these paths are found south of Hickey Boulevard:
 - Mira Vista Court to S. Hill Boulevard.
 - Vendome Avenue north to the city limit, along the rear of properties on Santa Barbara Avenue.
 - Wilshire Avenue north to the city limit, along the eastern edge of San Francisco Golf Club.
 - St. Francis Boulevard/Hickey Boulevard to Wembley Drive.
 - Penhurst Court to Hickey Boulevard.

- Norwood Avenue to Marbly Avenue, just south of Norwood Tot Lot.
- Lycett Circle to Margate Street.
- Lycett Circle to Shipley Avenue, through Lycett Tot Lot.
- Western end of Beverly Street at Morton Drive to Callan Boulevard.
- Camelot Court curve to Gellert Boulevard.
- Bromley Court to Gellert Boulevard.
- Paved recreational paths are found in the city parks, especially in the largest ones: Gellert, Hillside, Marchbank and Westlake.



Walking paths in Hillside Park

- Mussel Rock Open Space Preserve features a zigzagging series of unpaved recreational hiking trails down to the coast.
- The vast complex of hiking trails that crisscross San Bruno Mountain can be reached off trailheads and access points

along Guadalupe Canyon Parkway, Alta Vista Way (in the Southern Hills neighborhood), Crocker Avenue (across from Village in the Park) and the Royce Way cul-de-sac (near Susan B. Anthony Elementary School).

- Lastly, short footpaths provide internal access between the apartment blocks on either side of Westlake Shopping Center; and within the Village in the Park residential complex off Crocker Avenue/S. Hill Boulevard.

The City has completed a number of pedestrian improvements since adoption of the 2013 Bicycle and Pedestrian Master Plan and is in the process of implementing others. These completed or in-progress projects include:

- Crosswalk warning light systems on Geneva Avenue at Oriente Street; on San Pedro Road at Reiner Street; and on Southgate Avenue at Crestwood Drive.
- Streetscape and pedestrian safety project on Mission Street between Crocker and Templeton Avenues (includes a widened, landscaped median; high-visibility stamped crosswalks; and yield-to-pedestrians signs).
- Sidewalk bulb-outs, or extensions, at several crossing locations along Mission Street. (Caltrans)
- Streetscape improvement project on John Daly Boulevard from the Daly City BART station (De Long Street) to Mission Street.
- New sidewalk on the west side of Mission Street/El Camino Real between San Pedro Road and A Street.

- More than 50 accessible curb ramps at various locations along Junipero Serra Boulevard, E. Market Street and Eastmoor Avenue.
- Sidewalk on the east side of Junipero Serra Boulevard from San Pedro Road to D Street.
- Corner bulb-outs on Eastmoor Avenue at and across the street from Margaret P. Brown Elementary School.
- Recreation trail improvements and amenities at Mussel Rock Open Space Preserve.

Daly City, like most cities, does not have a comprehensive inventory of sidewalks and crosswalks. Such an inventory is beyond the scope of Walk Bike Daly City, as it is not necessary for the purposes of our plan. We will ultimately need to examine the condition and functionality of only a small set of sidewalk segments and street crossings. Our examination will be focused on particular segments and crossings of concern identified by stakeholders and the broader public through the community needs assessment process, and will be conducted with an eye toward recommending specific pedestrian improvements.

8 Bicycle facilities

The greatest challenges and barriers to bicycling in Daly City are the hilly topography, high traffic volumes and major north-south thoroughfares (especially I-280 and, to a lesser extent, Skyline Boulevard). There are few flat or even relatively flat routes in the city, and cyclists must compete for space on these streets with cars, trucks and buses.

While bicyclists may use any public street in Daly City other than the two freeways, the City's 2013 Bicycle and Pedestrian Master Plan nevertheless designated a set of streets as a citywide bikeway network. These streets are intended to provide a higher level of comfort, convenience or connectivity for cyclists than other streets. The citywide bikeway network is shown on the map in **Figure 4. Table 7**, below, breaks down the mileage of the network based on bikeway type (Class I, II or III, defined further below) and on completion status (existing/in progress or proposed in the 2013 Bicycle and Pedestrian Master Plan). (The completion status of bikeways as shown or discussed in this section is as of December 2018.)

Table 7 | Length of bikeway network (miles)

<i>Bikeway type</i>	<i>Existing or in progress</i>	<i>Proposed in 2013 BPMP</i>	<i>Total</i>
Class I (paths)	0.8	--	0.8
Class II (bike lanes)	12.5	--	12.5
Class III (bike routes)	14.0	5.1	19.1
	27.3	5.1	32.4

Class I bikeways are **paved paths** separated from cars and for use exclusively by bicyclists and, in the case of multi-use paths, also by pedestrians. Class I paths are typically found in parks, through open space, on abandoned and converted railroad corridors, or along surplus easements and rights-of-way. The only existing Class I facility in Daly City is the multi-use path mentioned in the previous section that runs along the south side of John Daly Boulevard. The path consists of two 0.4 mile segments separated by a gap in front of Westlake Shopping Center. The 2013 Bicycle and Pedestrian Master Plan did not propose any additional Class I facilities.



Class II bikeways are conventional **bike lanes**, designated by painted white stripes, stenciled bike symbols and signage. Bike lanes are usually 4-7 feet wide and are placed next to car lanes. They are recommended only on certain streets that are sufficiently wide to accommodate them.

The 2013 Bicycle and Pedestrian Master Plan proposed bike lanes on more than a dozen streets. The City has installed all the bike lanes since then, or is in the process of doing so. **Table 8**, following the map on the next page, lists the existing bike lanes in Daly City (in unshaded rows) as well as those that are in progress (in shaded rows).

Figure 4 | Bikeway network

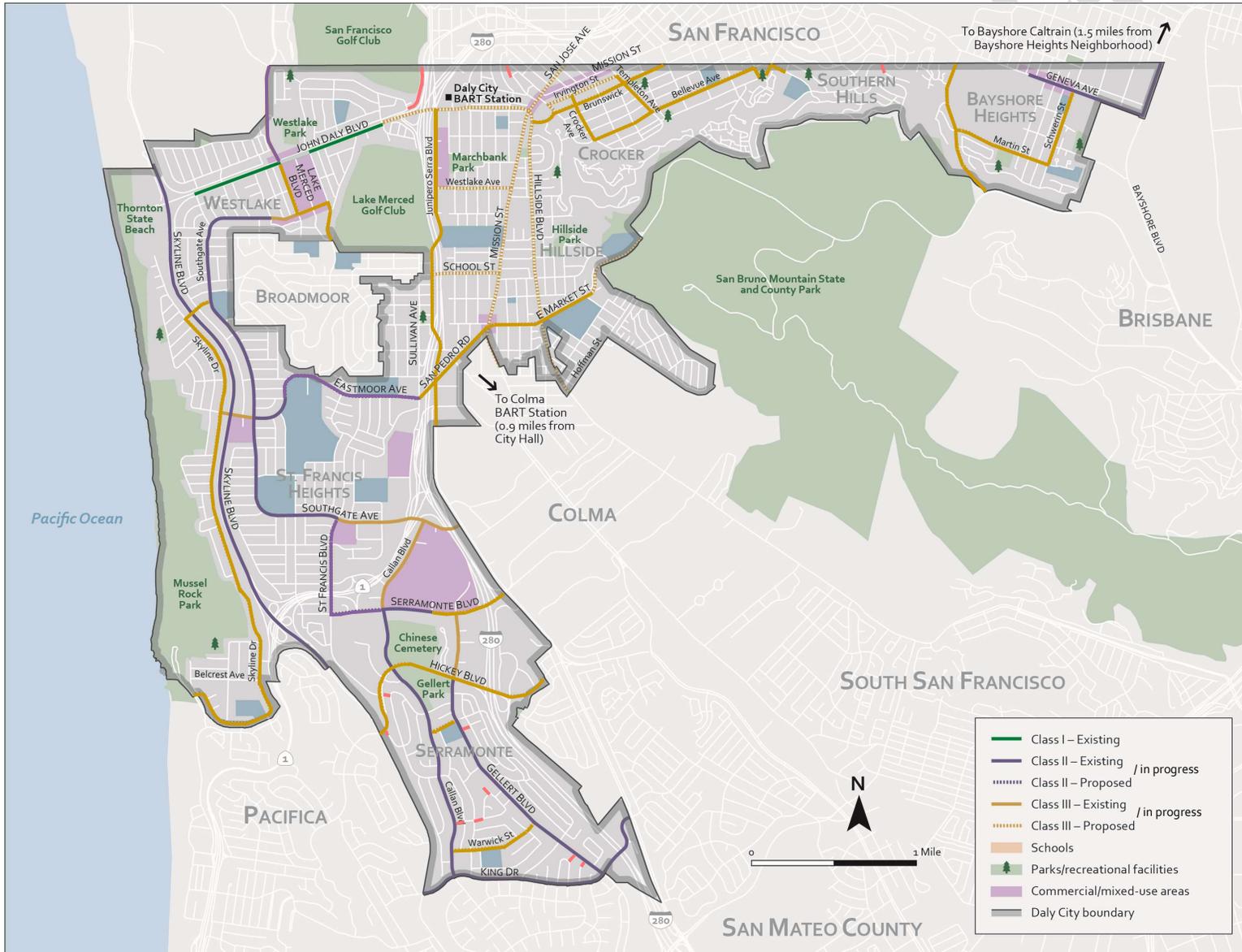


Table 8 | Existing or in-progress bike lanes (Class II; in-progress bike lanes are in shaded rows)

<i>Street</i>	<i>From</i>	<i>To</i>	<i>General direction</i>	<i>Length (miles)</i>
Bayshore Boulevard	Just south of Sunnysdale Ave.*	Geneva Ave.	N-S	0.3
Callan Boulevard	Serramonte Blvd.	King Dr.*	N-S	1.4
Eastmoor Avenue	Ocean Grove Ave.	Sullivan Ave. / San Pedro Rd.	E-W	0.7
Gellert Boulevard	Hickey Blvd.	King Dr.*	N-S	1.3
Geneva Avenue	Just east of Santos St.*	Bayshore Blvd.	E-W	0.7
King Drive	Skyline Blvd.*	Junipero Serra Blvd.*	E-W	1.3
Lake Merced Boulevard	John Muir Dr.*	John Daly Blvd.	N-S	0.5
Serramonte Boulevard	St. Francis Blvd.	Callan Blvd.	E-W	0.3
Serramonte Boulevard	Callan Blvd.	Just west of Gellert Blvd.	E-W	0.3
Skyline Boulevard	Just north of Northgate Ave.*	Just south of Crestview Cir.*	N-S	2.7
Southgate Avenue	Windsor Dr.	St. Francis Blvd.	N-S and E-W	2.2
St. Francis Boulevard	Southgate Ave.	Serramonte Blvd.	N-S	0.5
Westmoor Avenue	Southgate Ave.	Baldwin Ave.	E-W	0.2
Westmoor Avenue	Baldwin Ave.	Ocean Grove Ave.	N-S	0.1
			Total	12.5

* Daly City city limit

Class III bikeways are designated **bike routes** on lanes shared with drivers. These are typically narrow lanes on which there is no room for bike lanes unless parking or traffic lanes were removed. Bike routes may be signed with “Bike route” plaques; “sharrows” (these are stencils that indicate travel lanes to be shared by cars and cyclists); and signs reminding drivers and cyclists that bikes may use the full lane.

Table 9 lists the existing or in-progress bike routes in Daly City (existing routes are in unshaded rows; in-progress routes are in shaded rows).

Table 10 lists additional bike routes proposed in the 2013 Bicycle and Pedestrian Master Plan.

Table 9 | Existing or in-progress bike routes (Class III; in-progress bike routes are in shaded rows)

<i>Street</i>	<i>From</i>	<i>To</i>	<i>General direction</i>	<i>Length (miles)</i>
Bellevue Avenue	Pope St.*	Waverly Way	E–W	0.1
Bellevue Avenue	Crocker Ave.	Guttenberg St.*	E–W	0.9
Brunswick Street	Hillside Blvd.	Just west of Oliver St.*	E–W	0.7
Callan Boulevard	Southgate Ave.	Serramonte Blvd.	N–S	0.5
Carter Street	Just south of Geneva Ave.*	Guadalupe Canyon Pkwy.*	N–S	0.7
Crocker Avenue	Irvington St.	Bellevue Ave.	N–S	0.2
E. Market Street	Price St.	Mission St.	E–W	0.7
Fairway Drive	Park Plaza Dr.	S. Park Plaza Dr.	N–S	0.1
Gellert Boulevard	Serramonte Blvd.	Hickey Blvd.	N–S	0.3
Guttenberg Street	Bellevue Ave.*	Frankfort St.	N–S	0.1
Hickey Boulevard	Skyline Blvd.*	Just west of Dunman Way*	E–W	1.2
Junipero Serra Boulevard	John Daly Blvd.	Just south of D St.*	N–S	1.6
Lake Merced Boulevard	John Daly Blvd.	Southgate Ave.	N–S	0.3

<i>Street</i>	<i>From</i>	<i>To</i>	<i>General direction</i>	<i>Length (miles)</i>
Martin Street	Carter St.	Schwerin St.	E–W	0.5
Mission Hills Drive	Guttenberg St.	Pope St.	E–W	< 0.1
Park Plaza Drive	Southgate Ave.	Fairway Dr.	N–S	0.1
Pope Street	Bellevue Ave.*	Mission Hills Dr.	N–S	0.1

Table 9 | Existing or in-progress bike routes (Class III; in-progress bike routes are in shaded rows)

<i>Street</i>	<i>From</i>	<i>To</i>	<i>General direction</i>	<i>Length (miles)</i>
S. Park Plaza Drive	Fairway Dr.	Just south of Palmcrest Dr.*	N–S	0.1
San Pedro Road	Sullivan Ave.	Mission St.	N–S	0.5
Schwerin Street	Geneva Ave.	Martin St.	N–S	0.4
Serramonte Boulevard	Just west of Gellert Blvd.	Junipero Serra Blvd.*	E–W	0.3
Skyline Drive	Westridge Ave.	Westline Dr.*	N–S	2.5
Southgate Avenue	Lake Merced Blvd.	Park Plaza Dr.	E–W	0.2
Southgate Avenue	Windsor Dr.	Lake Merced Blvd.	E–W	0.1
Southgate Avenue	St. Francis Blvd.	Junipero Serra Blvd.*	E–W	0.6
Templeton Avenue	Irvington St.	Bellevue Ave.	N–S	0.2
Victoria Street	Callan Blvd.	Gellert Blvd.	E–W	0.1
Warwick Street	Callan Blvd.	Gellert Blvd.	E–W	0.5
Westmoor Avenue	Skyline Dr.	Southgate Ave.	E–W	0.2
Westridge Avenue	Skyline Dr.	Southgate Ave.	E–W	0.2

* Daly City city limit

Total 14.0

Table 10 | Proposed bike routes (Class III; proposed in the 2013 Bicycle and Pedestrian Master Plan)

<i>Street</i>	<i>From</i>	<i>To</i>	<i>General direction</i>	<i>Length (miles)</i>
Guadalupe Canyon Parkway	Just north of JFK Elem. School*	Price St.	E–W	0.2
Hillside Boulevard	Mission St.	Just south of Hoffman St.*	N–S	1.5
Irvington Street	Wellington Ave.	Templeton Ave.	E–W	0.4
John Daly Boulevard	Sheffield Dr.	Mission St.	E–W	0.7
Mission Street	Just south of Bepler St.	Just south of Valley St.*	N–S	1.3
San Jose Avenue	Just south of Goethe St.*	Just south of Bepler St.	N–S	0.2
School Street	Junipero Serra Blvd.	Mission St.	E–W	0.3
Wellington Avenue	Irvington St.	Brunswick St.	N–S	0.1
Westlake Avenue	Junipero Serra Blvd.	Mission St.	E–W	0.4
			Total	5.1

* Daly City city limit

In Daly City, **bicycle parking** can be found at various City government buildings, including City Hall, libraries and community centers; City parks; public high schools and middle/intermediate schools (elementary schools rarely provide bicycle parking); the Daly City BART station; and various private commercial developments, including Westlake Shopping Center and Serramonte Center. The City has not installed bicycle parking on sidewalks (for example, along the Mission Street and Geneva Avenue commercial corridors), and does not have an ordinance requiring bicycle parking in private developments. Traffic signals in the city do not have bicycle-detection technology. Lastly, there are no bicycle shops in Daly City.



Bicycle parked outside the Westlake Branch Library

9 Events and activities

Besides physical infrastructure such as sidewalks and bikeways, special events, activities and other initiatives can help institutionalize and mainstream walking and bicycling by making pedestrians and cyclists feel cared for and catered to. Most such initiatives fall under the categories of education, safety, encouragement/promotion and enforcement.

The most common initiatives are those designed to encourage and make it safer for children to walk and bike to school. In San Mateo County, most such efforts are led by the County's Office of Education, through its Safe Routes to School Program. During the 2016–2017 school year, the program sponsored bicycle rodeos, traffic-safety classes and other activities at four schools in Daly City: Fernando Rivera Middle School and three elementary schools, Thomas Edison, Marjorie H. Tobias and Westlake. (Bike rodeos are clinics to teach children how to ride safely in traffic.) More recently, in May 2018, the program helped organize a “Walk & Roll to School Day” encouragement event at Daniel Webster Elementary School. Students in the class with the most participants received reusable school-branded water bottles and other incentive items.

The City has a seven-member Bicycle/Pedestrian Advisory Committee (B/PAC) consisting of volunteers appointed by the City Council. The committee serves in an advisory capacity, and meets quarterly to discuss and make recommendations on proposed bicycle and pedestrian projects and other issues.



Outside Daniel Webster Elementary School

The City's Police Department has webpages on pedestrian and bicycle safety, and online forms allowing the public to report speeding problems and other traffic violations, and to request traffic enforcement. Also, the department routinely makes public announcements about general traffic safety aimed at drivers, cyclists and pedestrians, and about particular traffic enforcement campaigns and activities.

Perhaps the best-known bicycle-promotion initiative is Bike to Work Day, held annually in May. That day, during the morning and evening commutes, volunteers at a network of “energizer stations” give away refreshments, incentive items, bike-commuting information—and, of course, encouragement—to bicyclists. This year, the nearest energizer stations to Daly City were at Colma Town Hall and at two locations in and near downtown Brisbane.

10 Integration with other modes

Walking and bicycling become more practicable the better they are integrated with other modes, or forms, of transportation, especially transit. This is especially true in Daly City. Because the city is largely residential, most people work outside of the city and can therefore be expected to be less likely to make their trip to work entirely on foot or by bike.

Daly City is well served by transit, with passenger rail service provided by BART (and also by Caltrain and San Francisco Muni Metro, nearby) and bus service provided by samTrans and, to a lesser extent, by Muni. In large part as a result, Daly City has the highest percentage of residents in San Mateo County who take transit to work (20%)—and the seventh highest percentage in the Bay Area—according to the Metropolitan Transportation Commission’s “Vital Signs” database.

The **Daly City BART station** is located on the north side of John Daly Boulevard east of I-280. The interstate’s ramps and the need to traverse a pedestrian tunnel under John Daly Boulevard create significant barriers for pedestrian and bicycle travel to and from the western and southern neighborhoods. Meanwhile, the wide arterials and lack of bike lanes connecting to the station pose other significant obstacles for cyclists. As a result, the station is tied, at 3%, for the lowest share of riders accessing the station by bike from home in the BART system, according to the 2015 BART Station Profile Study.

In addition, the Colma BART station is located just outside the city limits, off D and Hill Streets. Both it and the Daly City station have ample bicycle parking in the form of racks and

lockers. BART allows bikes on all trains at all times with the following exceptions: (i) in the first car; (ii) in any crowded car; and, (iii) during commute hours, in the first three cars. Folded bikes are allowed on any car at any time.

Also just outside the city limits, near the Bayshore Heights neighborhoods, are the Bayshore Caltrain station (accessed from Bayshore Boulevard, then Tunnel Avenue) and Muni Metro’s Sunnydale light-rail station (on Bayshore Boulevard just north of Geneva Avenue).



Bicyclists at the Daly City BART station

Daly City is served by ten regular **samTrans bus routes**, connecting most of the city’s neighborhoods to San Francisco to the north and other San Mateo County communities to the south and east. The destinations served by the most routes are the two BART stations and Serramonte Center. In addition, samTrans runs several school-day-only routes that serve Jefferson and

Westmoor High Schools and Ben Franklin Intermediate School. All samTrans buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for two bicycles. Two additional bikes may be carried inside at the driver's discretion, depending on passenger loads.

The Daly City BART station and the Mission Street and Geneva Avenue corridors are served by a half-dozen or so **Muni bus routes**, providing connections to various points in San Francisco. All Muni buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for 2–3 bicycles. Only folded bikes are allowed inside.

Lastly, there are several free weekday **bus shuttle services** available—in some cases with restrictions—to Daly City residents. These shuttles variously serve the Daly City BART station, Bayshore Caltrain station, Serramonte Center and Seton Medical Center.

11 Related plans

The Walk Bike Daly City plan will be informed by a number of related plans and policies developed by both the City and other agencies. These documents were reviewed and summarized with the goal of identifying recommended projects and specific, “actionable” policies that ought to be reflected in the Walk Bike Daly City.

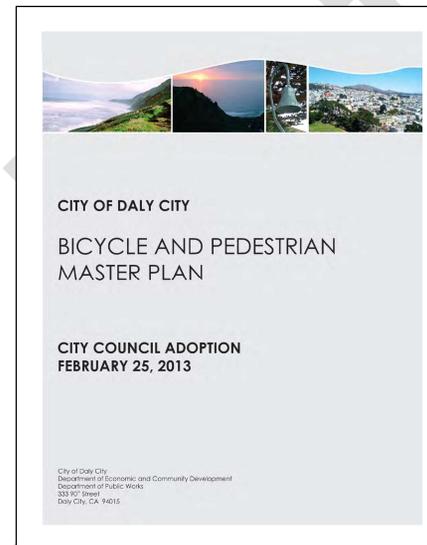
The Daly City plans and policies that were reviewed include:

- Bicycle and Pedestrian Master Plan (2013).
- Circulation Element of the General Plan (2013).
- Vision Zero Resolution (2016).
- Pedestrian Safety Assessment (2013).
- Complete Streets Policy (2012).

The planning efforts of other agencies that were reviewed include:

- San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011).
- Plans of adjacent cities: San Francisco, Brisbane, Colma, South San Francisco and Pacifica.
- Caltrans District 4 Bike Plan (2018).
- Regional Bicycle Plan for the San Francisco Bay Area (2009).
- “Creating Safer Streets near Schools” (2018).

Daly City Bicycle and Pedestrian Master Plan (2013) and Circulation Element of the General Plan (2013)



The 2013 Bicycle and Pedestrian Master Plan—the plan being updated by Walk Bike Daly City—updates and supplements the citywide network of existing and proposed bikeways designated in the Circulation Element. (See the “Pedestrian and Bicycle Facilities” section of this report for more information about the bikeway network). Also, the Master Plan identifies a set of proposed pedestrian improvements:

- I-280 overcrossing improvements at Junipero Serra Boulevard (two locations where the street crosses I-280), School Street and San Pedro Road.
- Sidewalk on the east side of Junipero Serra Boulevard between from San Pedro Road to D Street.
- Sidewalk bulb-outs (extensions) at several crossing locations along Mission Street.
- Thornton Beach access pathway.
- Crossing improvements along Geneva Avenue.

Mussel Rock Park recreational trail improvements. Among the bicycle and pedestrian improvements proposed in the Master Plan, five are identified as priorities for implementation:

- **Priority One:** Signage and pavement markings designating a Class III bike route on John Daly Boulevard between Sheffield Drive and Mission Street.
- **Priority Two:** Signage and pavement markings designating a Class III bike route the entire length of Mission Street / San Jose Avenue within Daly City.
- **Priority Three:** Signage and pavement markings designating Class II bike lanes on Geneva Avenue between Santos Street and Bayshore Boulevard.
- **Priority Four:** Signage and pavement markings designating a Class III bike route on Junipero Serra Boulevard between John Daly Boulevard and the Colma city limit.
- **Priority Five:** Pathway from North Mayfair Avenue to the northeast corner of John Daly Boulevard / Skyline Boulevard and sidewalk on the north side of John Daly Boulevard between Eastgate Drive and Skyline Boulevard.

Additionally, the Bicycle and Pedestrian Master Plan includes a goal and a set of policies and specific tasks to support implementation of the plan. The goal “reflects an end-condition which communicates what bicycling and walking will be like in Daly City in the future upon implementation of projects contained in the [plan]:”

Daly City has an interconnected system of safe, convenient and universally accessible bicycle and pedestrian facilities, for both transportation and recreation. These facilities provide access to

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

Most of the policies and tasks were drawn from the Circulation Element. Below are the policies and tasks listed in the Bicycle and Pedestrian Master Plan (and in parentheses, the corresponding policy and task numbers from the Circulation Element).

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

- **Task 1-1:** As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-2.1B), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes (Task CE-13.1).
- **Task 1-2:** Continue to participate in the effort of the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, seek to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan (Task CE-13.2).

- **Task 1-3:** Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted (Task CE-13.3).
- **Task 1-4:** Ensure that as part of any reassessment of the City's Development Impact Fee (AB1600) that adequate and commensurate money is collected and distributed to City projects involving the expansion of Daly City's pedestrian and bicycle network. The amount of this allocation shall be determined at the time of the fee reassessment, should a reassessment occur (Task CE-13.4).
- **Task 1-5:** As part of the effort to unify the Zoning Ordinance into a more broad set of development regulations (as identified in Policy LU 4.1C), review the City's public improvement (i.e., street, curb, sidewalk) standards to ensure that safe and effective bicycle and pedestrian circulation is accommodated to the same extent as the automobile (Task CE-13.5).

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

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

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

- **Task 3-1:** Explore amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, consistent with any City-adopted urban design plan, and which disallow parking within any provided front setback area (Policy CE-15.1).
- **Task 3-2:** Amend the Zoning Ordinance to require, in new development projects located along either Mission Street or Geneva Avenue, that all parking spaces provided for projects located be either underground or placed behind buildings (Policy CE-15.2).

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

- **Task 4-1:** Ensure that the prioritized bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Master Plan are included in the City's Capital Improvement Program (CIP).
- **Task 4-2:** Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic (Task CE-16.3).
- **Task 4-3:** Make street crossings easier and more accessible to pedestrians by widening sidewalks, medians, installing bulb-outs, and/or allowing more time for pedestrians to cross the street (Task CE-16.4).
- **Task 4-4:** Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes

safe pedestrian access from perimeter sidewalks, parking lots to storefronts, and between storefronts (Task CE-16.5).

- **Task 4-5:** Work with BART on providing safe pedestrian access to and from the Daly City BART Station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location (Task CE-16.6).
- **Task 4-6:** Evaluate increasing the City standard for new sidewalk construction to at least five (5) feet wide in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices (Task CE-16.7).
- **Task 4-7:** Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width has been determined by the City to be inadequate and/or less than optimal (Task CE-16.8).
- **Task 4-8:** Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances (Task CE-16.9).
- **Task 4-9:** Develop a policy which minimizes the number of curb-cuts along arterial and collector roadways (Task CE-16.10).

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

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

Policy 6: Continue to install and maintain bicycle facilities throughout the city (Policy CE-18).

- **Task 6-1:** Implement bicycle route improvements, which include signing, striping, paving and provision of bicycle facilities at

employment sites, shopping centers, schools, and public facilities (Task CE-18.2).

- **Task 6-2:** Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also General Plan Resource Management Task RME-12.1). All improvements within the Park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following:
 1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site.
 2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations.
 3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs.
 4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.
- **Task 6-3:** Fully support the provision of a bicycle rental vendor should BART decide to include such a vendor in its facility.
- **Task 6-4:** Continue to work with Caltrans to ensure that all shoulders where bicyclists ride are maintained free of obstructions that could impair bicycle use.

Policy 7: Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option (Policy CE-19).

- **Task 7-1:** Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations. The requirement for such provision shall be detailed in the Zoning Ordinance and may be implemented through either code compliance during major remodel or environmental review

undertaken as a part of the California Environmental Quality Act (Task CE-19.1).

- **Task 7-2:** Encourage provision of showers and lockers for employees as a part of all non-residential development by providing within the Zoning Ordinance a pre-specified parking reduction for projects that provide such facilities in perpetuity (Task CE-19.2).
- **Task 7-3:** Pursue regional funding and other sources for new bikeways to the extent possible under federal and State law (Task CE-19.3).
- **Task 7-4:** Work with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity (Task CE-19.4).
- **Task 7-5:** Work with local school districts to implement projects and activities that promote bicycling to school among students, parents, and staff (Task CE-19.5).

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

- **Task 8-1:** In the design of any new roadway and as a part of any development review, ensure that adequate infrastructure is included that promotes a safe and convenient means of travel for all users. This shall include the provision of sidewalks, shared use paths, and, where practical, bicycle lanes (Task CE-20.1).
- **Task 8-2:** In the review of new residential subdivisions, ensure that sidewalks are provided on both sides of the street where site conditions allow, whether the new street is public or private. Where determined feasible by the City and where minimum lot size can be maintained, new residential development shall provide separated sidewalks to ensure the comfortable and attractive sidewalks. The City shall update and provide a standard cross-section for separated sidewalk to developers (Task CE-20.2).

- **Task 8-3:** Require that new subdivisions be designed to minimize the use of cul-de-sacs, unless pedestrian connections are provided in perpetuity between cul-de-sac ends (Task CE-20.3).
- **Task 8-4:** Require during the design review of all new public or private parking lots and driveways the incorporation of raised sidewalks providing access from the City sidewalk adjoining the development to site interior or, in the case of non-residential development, to the proposed store- or office-front(s) (Task CE-20.4).
- **Task 8-5:** Include infrastructure in new public roadway projects that facilitates safe crossing of the right-of-way, such as accessible curb ramps, crosswalks, refuge islands, and, where necessary, pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages (Task CE-20.5).
- **Task 8-6:** Give strong consideration to mid-block pedestrian crossings where these crossings can be implemented safely and provide facilitate a direct pedestrian connection between properties and uses (Task CE-20.6).
- **Task 8-7:** As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities (Task CE-20.7).
- **Task 8-8:** Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others (Task CE-20.8).
- **Task 8-9:** Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety

and convenience of users can be improved within the scope of the work (Task CE-20.9).

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

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

- **Task 9-1:** Work with the school districts in Daly City to pursue encouragement programs such as Walk and Bike to School Days, as well as “Walking School Bus”/“Bike Train” programs at elementary schools, where parents take turns accompanying a group of children to school on foot or via bicycle (Task CE-21.1).
- **Task 9-2:** Work with the school districts in Daly City and advocates to obtain Safe Routes to School funding to implement educational programs (Task CE-21.2).
- **Task 9-3:** Work with the school districts in Daly City to encourage educational programs that teach students safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving (Task CE-21.3).
- **Task 9-4:** Enforce speed limits and traffic laws, assist in ensuring safe crossings, and promote safe travel behavior within the schools (Task CE-21.4).

Policy 10: Prioritize safety and roadway improvements around schools (Policy CE-22).

- **Task 10-1:** Pursue Safe Routes to School funding to implement infrastructure improvements that facilitate safe travel to school sites (Task CE-22.1).
- **Task 10-2:** Include specific improvements for Mussel Rock Park in the City’s Capital Improvement Program.

Daly City Vision Zero Resolution (2016)

This City Council resolution endorses the goal of the “Vision Zero” movement, which is to eliminate traffic deaths and serious injuries. The document states that such traffic violence “on city streets is unacceptable and preventable” and that “the life, safety and health of residents, employees and visitors to Daly City is the City Council’s highest priority.” Also, it references supporting City efforts, including the Complete Streets Policy and enforcement and education efforts of the Police Department. The resolution concludes by adopting “a vision of reducing traffic deaths to zero by prioritizing safety within current and future infrastructure projects in combination with public education and enforcement practices.”

Daly City Complete Streets Policy (2012)

This policy, which was adopted by resolution of the City Council, generally commits the City to plan, design, build and maintain “Complete Streets” – in other words, streets that provide safe, comfortable and convenient travel for different types of users and for people of all ages and abilities. The policy urges City departments to institutionalize Complete Streets practices and to “approach every relevant project or program as

an opportunity to improve streets and the transportation network for all categories of users.”

The document states that street projects should consider incorporating improvements such as “sidewalks, shared-use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities [and] public transportation stops and facilities.” The policy enables the City’s Bicycle and Pedestrian Advisory Committee or other appropriate advisory body to review transportation projects early in the planning and design so that their comments and recommendations regarding Complete Streets features may be incorporated into the projects. Also, the policy tasks all relevant departments to evaluate how well the city’s streets and transportation network are serving each category of users.

The City Council resolution adopting the policy describes the benefits of Complete Streets in terms of reducing driving, improving transportation options and improving public health and environmental sustainability. The resolution concludes by committing the City to incorporate Complete Streets policies and principles into the next substantial revision of the Circulation Element of the City’s General Plan.

Daly City Pedestrian Safety Assessment (2013)

This study was conducted by a team of experts from the Technology Transfer Program of the Institute of Transportation Studies at UC Berkeley. It consisted of a “benchmarking” analysis of existing pedestrian policies, programs and practices in Daly City; and walking audits at five focus areas.

The benchmarking analysis yielded numerous recommendations, among them:

- Prepare a Pedestrian Master Plan and an Americans with Disabilities Act (ADA) Transition Plan.
- Implement a comprehensive citywide Safe Routes to School program.
- Develop a GIS-based inventory of existing and missing sidewalks and other pedestrian facilities.
- Develop an inventory of crosswalks and ensure that the City’s crosswalk policy reflects best practices and recent research with respect to the installation, removal, and enhancement of crosswalks.
- Implement sustained pedestrian safety enforcement efforts, and use enforcement as an opportunity for education.
- Employ traffic calming strategies where speed surveys suggest traffic speeds are too high for pedestrian areas.
- Explore the use of 15 mile-per-hour school zones.
- Hire or designate a pedestrian / bicycle coordinator to provide interdepartmental coordination, serve as liaison to schools and community groups, and pursue grant opportunities.

The walking audits examined and made site-specific recommendation for the following five locations:

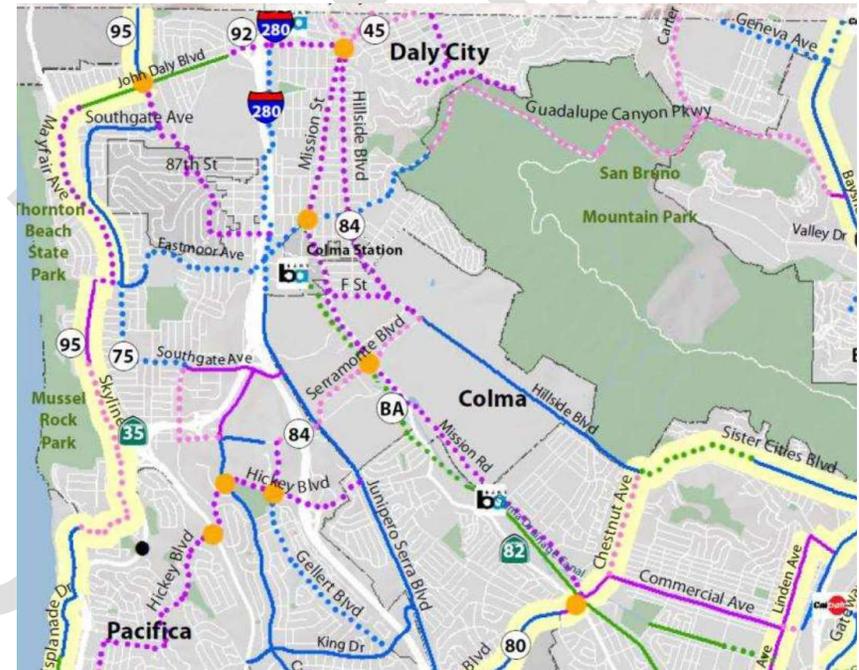
- **John Daly Boulevard** between Junipero Serra Boulevard and Woodrow Street.
- **Lake Merced Boulevard** at Glenwood Avenue.
- **Westridge Avenue** between Skyline Boulevard and South Mayfair Avenue.
- **Junipero Serra Boulevard** at Washington Street.
- **Junipero Serra Boulevard** at San Pedro Road.



San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)

The County plan establishes a Countywide Bikeway Network (CBN) and includes maps of existing and proposed bikeways. The objectives of the CBN are to improve north-south connectivity along El Camino Real and Highway 1; improve east-west connectivity across Highway 1, I-280, El Camino Real, the Caltrain tracks and Highway 101; and provide access

between cities, to San Francisco and Santa Clara Counties, and to significant destinations.



The CBN within Daly City incorporates existing and proposed facilities on Geneva Avenue, Bayshore Boulevard, Hillside Boulevard, San Jose Avenue, Mission Street, E. Market Street, San Pedro Road, Junipero Serra Boulevard, John Daly Boulevard, Lake Merced Boulevard, Skyline Boulevard, Southgate Avenue, Eastmoor Avenue, St. Francis Boulevard, Callan Boulevard, Serramonte Boulevard, Hickey Boulevard, Gellert Boulevard and King Drive.

Specific proposed pedestrian improvements consist of multi-use pathways and highway over- and undercrossings. These proposed improvements were incorporated into the CBN. The only pedestrian project identified within Daly City is the multi-use path along John Daly Boulevard.

Plans of adjacent cities

In addition to bordering unincorporated areas of San Mateo County, Daly City is bordered by five cities: San Francisco, Brisbane, Colma, South San Francisco and Pacifica. Below are highlights of the main studies and documents that address walking and biking in these cities.

Through its WalkFirst planning effort, the **City and County of San Francisco** identified “key walking streets,” several of which connect to Daly City: Bayshore Boulevard, Santos Street, Geneva Avenue, Mission Street and Junipero Serra Boulevard. Two of these are also on WalkFirst’s list of “high-injury corridors,” where safety improvements are most needed: Geneva Avenue and Mission Street.

The San Francisco Bicycle Plan (2009) designated a citywide bicycle route network. The network includes several routes that connect to Daly City: Bayshore Boulevard, Geneva Avenue, Junipero Serra Boulevard, San Jose Avenue, Lake Merced Boulevard and Skyline Boulevard.

In 2017, the **City of Brisbane** published a walking and bicycling brochure that identifies facilities and suggested routes to schools, parks, civic buildings, trailheads, transit/shuttle stops

and other points of interest. The map shows bike lanes on Bayshore Boulevard and Guadalupe Canyon Parkway connecting to Daly City.

The **Town of Colma’s** Circulation Element (2014) mostly reflects the recommendations in the San Mateo Comprehensive Bicycle and Pedestrian Plan (see above). The bikeways map in the Circulation Element shows bikeways on the following streets connecting to Daly City:

- Hillside Boulevard (proposed bike lanes)
- Junipero Serra Boulevard (existing bike lanes).
- Serramonte Boulevard (proposed unclassified on-street bikeway).

The **City of South San Francisco** is in the process of updating its Bicycle and its Pedestrian Master Plans. The existing pedestrian plan proposes a number of projects connecting to or adjacent to Daly City:

- Sidewalk construction along King Drive and on Junipero Serra Boulevard, Gellert Boulevard and Callan Boulevard leading to the Daly City city limits.
- A range of pedestrian-oriented improvements to the Junipero Serra Boulevard / Hickey Boulevard intersection.

Meanwhile, the existing bicycle plan designates several bikeways connecting directly to Daly City:

- Junipero Serra Boulevard (existing bike lanes).
- Hickey Boulevard (existing bike route to Longford Drive and proposed bike route to the city limit).
- Clay Avenue (existing bike route).

- San Felipe Avenue / Newman Drive / King Drive (proposed bike route).
- Arroyo Drive (existing bike route).
- Gellert Boulevard (proposed bike lanes).
- Callan Boulevard (existing bike lanes).

The **City of Pacifica** also is in the process of updating its Bicycle Master Plan, and at the same time developing its first Pedestrian Master Plan. The existing bicycle plan designates bikeways on several streets leading into Daly City: Skyline Boulevard, Gateway Drive, Skyline Drive, Crenshaw Drive and Westline Drive (connecting to Mussel Rock Open Space Preserve).

Caltrans District 4 Bike Plan (2018)

This is a bicycle plan for highways and arterials owned by Caltrans, the California Department of Transportation, within the agency's District 4, which covers the nine-county Bay Area. There are three such state routes within Daly City: I-280, on which bicyclists are prohibited; and Mission Street and Skyline Boulevard, on which cyclists are permitted. A needs analysis showed medium to high levels of non-recreational bicycle demand, collisions and "traffic stress" (a measure of bicycling comfort) along and across these facilities.

The plan identified the following priority projects in Daly City:

- Separated bikeway on Skyline Boulevard (Highway 35) between Shelbourne Avenue and Highway 1.

- Separated bikeway on Mission Street / El Camino Real (State Route 82) between John Daly Boulevard and Collins Avenue in Colma.
- Signage and striping improvements on the I-280 ramps at Serramonte Boulevard.

Regional Bicycle Plan for the San Francisco Bay Area (2009)

This plan, developed by the Metropolitan Transportation Commission, designates a Regional Bikeway Network (RBN) consisting of continuous and connected bicycling corridors of regional significance. Existing and unbuilt RBN routes within Daly City include Geneva Avenue, Bayshore Boulevard, San Jose Avenue, Mission Street, John Daly Boulevard, Lake Merced Boulevard, Skyline Boulevard and a generally north-south route along Westmoor Avenue, Southgate Avenue, St. Francis Boulevard, Serramonte Boulevard and Callan Boulevard.

“Creating Safer Streets near Schools” (2018)

This report by the San Mateo County Health System and the County’s Office of Education identifies 15 public schools in high-poverty neighborhoods with a history of bicycle and pedestrian collisions. On the list are three Daly City elementary schools, including two with a history of “high” levels of collisions: Woodrow Wilson and Bayshore. The third school is Westlake.

school and city staff resources to support “Safe Routes to School” projects. At the same time, the report identifies a number of “opportunities for action.” These include prioritizing infrastructure improvements for student drop-off and pick-up zones, high-collision intersections and mid-blocks; disseminating information about grant opportunities available for transportation safety improvements; increasing dedicated Safe Routes to School staff and funding; and increasing enforcement of traffic laws near schools.



San Mateo County Priority Schools

High Collisions Involving a Person Walking or Biking*

- Bayshore
- Hawes
- Hoover
- Los Cerritos
- North Star
- Woodrow Wilson

From reducing traffic to increasing road safety, active transportation investments in our neighborhoods are critical to improving health outcomes. Addressing the safety of our children is a key strategy in developing long-term habits and a culture of health.

Children are healthier when they have safe active transportation choices such as walking or riding their bikes. Investing in high poverty neighborhoods near the 15 schools identified in this report can advance health and safety in communities that need it most.

The report lists a number of challenges to improving student safety while walking and biking. These include limited funding for programming and infrastructure improvements; limited or non-existent coordination between schools and cities; and lack of