

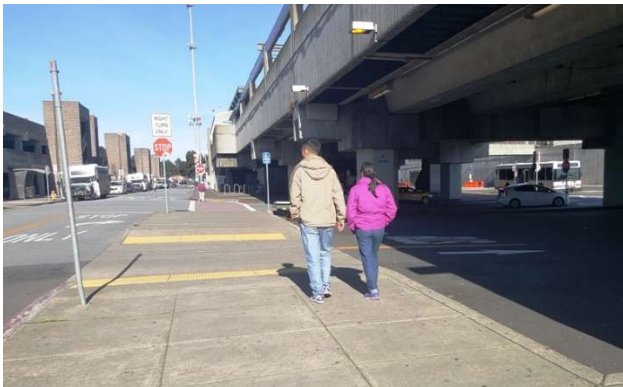
Appendix A | Equity analysis

This appendix contains the equity analysis that was conducted for the Walk Bike Daly City plan.

Equity analysis

Chapter overview

Certain communities and populations have been marginalized to varying extents by society's over-reliance on cars. Children and many seniors, for example, cannot drive. Lower-income individuals are less likely to own cars and more likely to be stretched financially by transit costs. Limited mobility restricts people's access to jobs, school, and other crucial destinations and services. Providing active transportation options can begin to address some of these challenges, as biking, and especially walking, are both affordable and accessible to most people.



In California, the largest source of grant funds for walking and bicycling projects is the California Transportation Commission's Active Transportation Program (ATP). In recognition of transportation's social and equity impacts, the grant-application scoring criteria under the ATP strongly favor projects that improve access for disadvantaged communities to community resources such as schools, employers, parks, medical facilities and community centers. Under the ATP's third funding cycle, in 2017, all of the approximately 50 projects selected for funding under the program's two state-level competitions qualified as directly benefitting disadvantaged communities.

For purposes of the ATP, disadvantaged communities are generally defined as: (i) having a median household income that is less than 80% that of California's as a whole; (ii) being among the 25% most disadvantaged communities statewide in terms of exposure and sensitivity to environmental pollution; or (iii) having 75% or more of public-school student eligible for free or reduced-price school meals.

This chapter presents the results of a citywide equity analysis that was conducted as part of Walk Bike Daly City. The analysis examined the ATP's three indicators listed above relating to disadvantaged communities, plus three additional measures regarding vulnerable populations. These six indicators are:

1. Median household income.
2. Exposure and sensitivity to environmental pollution.
3. Students eligible for free or reduced-price school meals.
4. Seniors in the population.
5. School-age youth in the population.
6. Households with no vehicles available.

The sources of the data provided in this section are:

- Median household income, seniors in the population, school-age youth in the population and vehicle availability: U.S. Census Bureau's 2016 American Community Survey 5-year estimates (covering 2012–2016).
- Exposure and sensitivity to environmental pollution: CalEnviroScreen 3.0.
- Students eligible for free or reduced-price school meals: 2017–18 California Longitudinal Pupil Achievement Data System (CALPADS).

Equity indicator 1

Household income

Income is a strong predictor of health and other life outcomes. Higher income increases access to healthcare, options for active living, and fresh, healthy food, and is associated with lower exposures to environmental pollution.

As shown in **Table EQ-1**, below, Daly City's median household income (MHI) is lower than San Mateo County's as a whole and those of three neighboring peer cities (Pacifica, San Bruno and South San Francisco) but is higher than California's.

Table EQ-1 | Median household income

California	\$ 63,783
San Mateo County	\$ 98,546
Daly City	\$ 79,346
Pacifica	\$ 103,545
San Bruno	\$ 89,000
South San Francisco	\$ 85,076

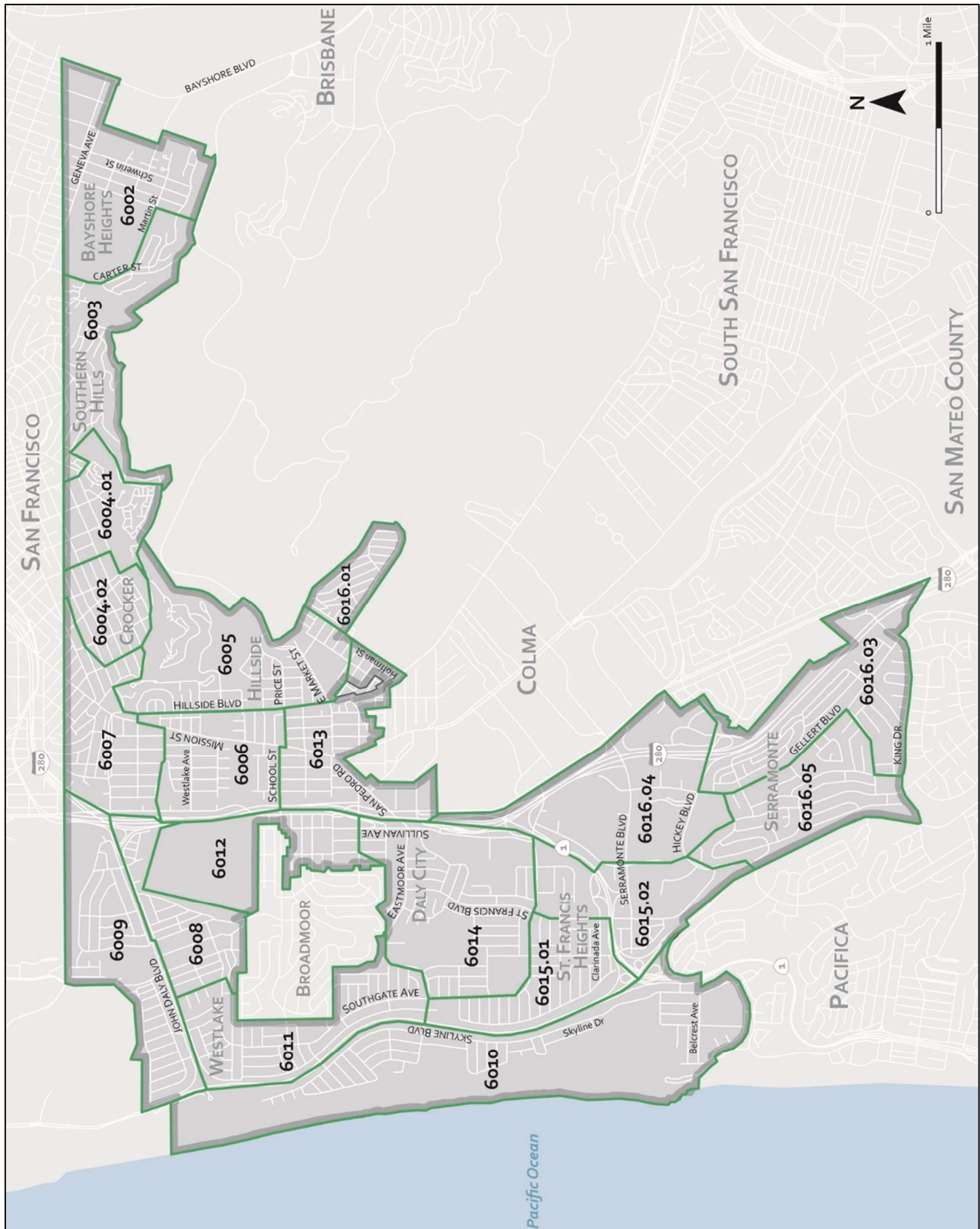
MHI information from the Census Bureau is also available at the census-tract level. (Census tracts are small statistical subdivisions of a county; they average about 4,000 people, and are relatively homogeneous with respect to population characteristics, economic status and living conditions.) **Table EQ-2** lists the 20 census tracts in Daly City along with their MHI (see **Figure 1** on the next page for a map of the city's census tracts).

As can be seen in the table, no census tract in the city meets the ATP's criterion of having an MHI that is less than 80% of California's MHI (\$51,026; one census tract, 6008, which covers the area around Westlake Shopping Center, is just above that mark). The figures for the five census tracts in Daly City with the lowest MHI are outlined in the table.

Table EQ-2 | Median household income, by census tract

<i>Census tract</i>	<i>General location or area covered</i>	<i>MHI</i>
6002	Bayshore Heights	\$67,855
6003	Southern Hills	\$94,640
6004.01	Crocker / Southern Hills	\$80,184
6004.02	Crocker	\$81,063
6005	Hillside	\$104,474
6006	Marchbank Park / Jefferson H.S.	\$76,932
6007	John Daly Blvd. / Mission St.	\$68,685
6008	Westlake Shopping Center	\$51,111
6009	Northwest city limits / Westlake Park	\$99,013
6010	West of Skyline Blvd.	\$92,375
6011	Westlake east of Skyline Blvd.	\$97,708
6012	Broadmoor	\$86,731
6013	Mission St. / Market St. / San Pedro Rd.	\$59,328
6014	Westmoor Park	\$75,104
6015.01	E of Skyline Blvd. and N of Hwy. 1	\$95,357
6015.02	Sholun	\$61,741
6016.01	East of Hoffman St.	\$73,611
6016.03	Southeast city limits	\$105,000
6016.04	Serramonte / Chinese Cemetery	\$95,300
6016.05	Southwest city limits	\$98,793

Figure 1 | Daly City census tracts



Equity indicator 2

Environmental pollution

Some communities are more exposed than others to environmental pollution—for example, areas that are closer to major highways may be vulnerable to increased air pollution. At the same time, some populations, such as children and seniors, are more sensitive to pollution. A State of California online tool called CalEnviroScreen (version 3.0), identifies communities based on a variety of environmental and socioeconomic indicators that are disproportionately burdened by, and sensitive to, multiple sources of pollution. Higher CalEnviroScreen scores are “bad,” reflecting a high pollution burden and/or sensitivity to pollution; such scores are associated with adverse health impacts that affect vulnerable populations.



Table EQ-3, below, lists the 20 census tracts in Daly City along with their percentile placement among all census tracts statewide based on their CalEnviroScreen score. (A tract with a high score, in the top 90th percentile, for example, would be among the 10% of tracts statewide that are most disadvantaged in terms of exposure and sensitivity to environmental pollution. Percentiles have been rounded to the nearest unit.) As can be seen in the table, no census tract in Daly City meets the ATP’s criterion of being among the 25% most disadvantaged statewide in terms of environmental pollution (that is, being in the 75th percentile or above).

The figures for the five census tracts in Daly City in the highest percentiles are outlined in the table. It is worth noting that three of these tracts—6002 (Bayshore Heights area), 6008 (Westlake Shopping Center area) and 6013 (the area centered around the intersection of Mission Street, Market Street and San Pedro Road—are also among the five with the lowest median household income (see previous section).

Table EQ-3 | CalEnviroScreen 3.0 scores

<i>Census tract</i>	<i>General location or area covered</i>	<i>CES percentile</i>
6002	Bayshore Heights	70
6003	Southern Hills	29
6004.01	Crocker / Southern Hills	13
6004.02	Crocker	26
6005	Hillside	39
6006	Marchbank Park / Jefferson H.S.	58
6007	John Daly Blvd. / Mission St.	43
6008	Westlake Shopping Center	58
6009	Northwest city limits / Westlake Park	44
6010	West of Skyline Blvd.	32
6011	Westlake east of Skyline Blvd.	35
6012	Broadmoor	54
6013	Mission St. / Market St. / San Pedro Rd.	71
6014	Westmoor Park	51
6015.01	E of Skyline Blvd. and N of Hwy. 1	40
6015.02	Sholun	48
6016.01	East of Hoffman St.	57
6016.03	Southeast city limits	29
6016.04	Serramonte / Chinese Cemetery	23
6016.05	Southwest city limits	36

Equity indicator 3

School meals

The National School Lunch Program, administered in California by the state's Department of Education, aims to provide nutritionally balanced school meals for free or at reduced prices to qualifying low-income students. The percentage of students who are eligible for free or reduced-price meals (FRPM) at school is broadly reflective of an area's income level.



As shown in **Table EQ-4**, the percentage of public school students in Daly City who were FRPM-eligible in the 2017–2018 academic year (51.3%) was somewhat lower than in California as a whole (54.3%) but significantly higher than in San Mateo County. (The table also shows the corresponding figures for each of the five school districts that serve Daly City.)

Table EQ-4 | FRPM-eligible students

California	54.3%
San Mateo County	38.7%
Daly City	51.3%
Bayshore Elementary S.D.	66.7%
Brisbane Elementary S.D.	21.6%
Jefferson Elementary S.D.	53.9%
Jefferson Union High S.D.	34.4%
South San Francisco Unified S.D.	42.9%

Table EQ-5 lists the public schools in Daly City, by school district, and the percentage of FRPM-eligible students in each. The figures for the five schools with the highest percentage of eligible students are outlined in the table. As can be seen in the table, one school in the city—George Washington Elementary (highlighted in green)—meets the ATP's criterion of having 75% or more of public-school student be FRPM-eligible.

Table EQ-5 | FRPM-eligible students, by school

<i>School (listed by school district)</i>	<i>FRPM-eligible</i>
Bayshore Elementary School District	
Bayshore Elementary	66.7%
Brisbane Elementary School District	
Panorama Elementary	25.4%
Jefferson Elementary School District	
Benjamin Franklin Intermediate	62.0%
Daniel Webster Elementary	66.7%
Fernando Rivera Intermediate	49.1%
Franklin Delano Roosevelt Elementary (K–8)	50.5%
Garden Village Elementary	66.6%
George Washington Elementary	77.7%
John F. Kennedy Elementary	70.9%
Margaret Pauline Brown Elementary	61.4%
Marjorie H. Tobias Elementary	30.2%
Susan B. Anthony Elementary	67.5%
Thomas Edison Elementary	52.0%
Thomas R. Pollicita Middle	68.8%
Westlake Elementary	58.2%
Woodrow Wilson Elementary	72.2%
Jefferson Union High School District	
Jefferson High	23.9%
Summit Shasta Public School	49.8%
Thornton High	51.7%
Westmoor High	40.1%
South San Francisco Unified School District	
Junipero Serra Elementary	26.6%
Skyline Elementary	34.9%

Equity indicators 4 and 5

Seniors and school-age youth

Pedestrian safety is a particular concern for seniors. Seniors are especially vulnerable users of the transportation system, as demonstrated by the fact that in many communities they make up a disproportionately large percentage of pedestrians killed or injured in traffic collisions. At the same time, being able to walk and bike safely is essential for children, since they cannot drive and must often get around unaccompanied by an adult. Because so many of the trips made by children are school-related, it is especially important for communities to provide safe walking and biking routes to school.

As shown in **Table EQ-6**, Daly City has a relatively old age profile: it has a higher share of seniors and a lower share of school-age youth than California, San Mateo County and the peer cities.

Table EQ-6 | Seniors and school-age youth in the population

	Seniors	School-age youth
California	12.9%	17.1%
San Mateo County	14.6%	15.4%
Daly City	15.6%	12.5%
Pacifica	14.1%	15.2%
San Bruno	13.7%	13.1%
South San Francisco	14.6%	14.3%

Table EQ-7 lists the 20 census tracts in Daly City along with the percentages of seniors and school-age youth in each (again, see **Figure 1** for a map of the city's census tracts). As shown in the table, most tracts have a much higher share of seniors than California as a whole (12.9%), while only three have a lower share (outlined in the table): 6008 (Westlake Shopping Center area), 6013 (area centered around the intersection of Mission Street, Market Street and San Pedro Road) and 6016.04 (Serramonte/Chinese Cemetery area).

The flip side of Daly City's age profile is that every census tract in the city has a lower share of school-age youth than the state (17.1%). Four tracts have shares of 10% or less (also outlined in the table): 6004.01 (straddling the Southern Hills and Crocker neighborhoods), 6009 (around the northwest city limits and Westlake Park), 6016.01 (east of Hoffman Street) and 6016.03 (around the southeast city limits).

Table EQ-7 | Seniors and school-age youth in the population, by census tract

Census tract	General location or area covered	Seniors	School-age youth
6002	Bayshore Heights	15.4%	17.0%
6003	Southern Hills	16.9%	12.1%
6004.01	Crocker / Southern Hills	16.3%	8.1%
6004.02	Crocker	14.1%	11.8%
6005	Hillside	13.2%	12.6%
6006	Marchbank Park / Jefferson H.S.	14.4%	10.8%
6007	John Daly Blvd. / Mission St.	15.5%	11.9%
6008	Westlake Shopping Center	11.2%	12.5%
6009	Northwest city limits / Westlake Park	20.7%	10.0%
6010	West of Skyline Blvd.	14.8%	14.3%
6011	Westlake east of Skyline Blvd.	19.4%	15.6%
6012	Broadmoor	13.3%	11.3%
6013	Mission St. / Market St. / San Pedro Rd.	10.5%	19.5%
6014	Westmoor Park	19.7%	12.5%
6015.01	E of Skyline Blvd. and N of Hwy. 1	19.3%	11.6%
6015.02	Sholun	15.5%	10.2%
6016.01	East of Hoffman St.	13.9%	10.0%
6016.03	Southeast city limits	20.0%	8.1%
6016.04	Serramonte / Chinese Cemetery	9.0%	10.3%
6016.05	Southwest city limits	17.8%	13.3%

Equity indicator 6

Vehicle availability

Households that have no motorized vehicles readily available—whether by necessity or choice—rely more on transit, walking and biking to meet their transportation needs. Consequently, areas with higher rates of households with no vehicles are generally in need of more and better transportation options.

As shown in **Table EQ-8**, Daly City has a higher percentage of zero-vehicle households than California, San Mateo County and the three peer cities.

Table EQ-8 | Households with no vehicles available

California	7.6%
San Mateo County	5.3%
Daly City	8.7%
Pacifica	3.0%
San Bruno	4.3%
South San Francisco	6.7%

Table EQ-9 lists the percentage in each census tract in Daly City of households with no available vehicles. The figures for the six census tracts with at least 10% zero-vehicle households are outlined in the table. (An additional census tract—6006, covering the area around Marchbank Park and Jefferson High School—falls just under that threshold.) It is worth noting that these six census tracts include the five tracts in Daly City with the lowest median household income.

Table EQ-9 | Households with no vehicles available, by census tract

<i>Census tract</i>	<i>General location or area covered</i>	<i>No vehicles available</i>
6002	Bayshore Heights	10.6%
6003	Southern Hills	3.9%
6004.01	Crocker / Southern Hills	4.6%
6004.02	Crocker	7.9%
6005	Hillside	3.3%
6006	Marchbank Park / Jefferson H.S.	9.9%
6007	John Daly Blvd. / Mission St.	10.4%
6008	Westlake Shopping Center	26.8%
6009	Northwest city limits / Westlake Park	5.3%
6010	West of Skyline Blvd.	2.3%
6011	Westlake east of Skyline Blvd.	4.4%
6012	Broadmoor	6.0%
6013	Mission St. / Market St. / San Pedro Rd.	13.9%
6014	Westmoor Park	10.5%
6015.01	E of Skyline Blvd. and N of Hwy. 1	5.1%
6015.02	Sholun	11.1%
6016.01	East of Hoffman St.	4.8%
6016.03	Southeast city limits	4.8%
6016.04	Serramonte / Chinese Cemetery	2.3%
6016.05	Southwest city limits	0.6%

Appendix B | Public health analysis

This appendix contains the public health analysis that was conducted for the Walk Bike Daly City plan.

Public health analysis

Chapter overview

Common sense and hard data both tell us that sedentary lifestyles are taking a heavy toll on our health. In California, physical inactivity is the most prevalent chronic disease risk factor, contributing, by some estimates, to an estimated 30,000 deaths each year.

As the evidence has mounted, the planning world has responded by paying increased attention to the connection between active transportation and public health, as well as to the social determinants of health (i.e., the environmental factors that affect health outcomes among populations). Walking and biking are among the most accessible forms of physical activity, promising multiple health benefits. Potential health benefits include preventing or controlling chronic diseases such as high blood pressure, heart disease, stroke and diabetes; helping to maintain a healthy weight; and improving mood and lowering stress levels. Higher levels of walking and biking are correlated with lower obesity levels, lower diabetes rates and a lower incidence of several other health conditions.



In an example of the increased attention paid to the link between active transportation and public health, the grant-application scoring rubrics under California's Active Transportation Program (see the equity analysis overview for more information

about the program) also favor projects that can demonstrate a public health need and that benefit populations with high-risk factors for different health issues and outcomes.

This chapter presents the results of a public health analysis that was conducted as part of Walk Bike Daly City. The analysis examines seven public health indicators, listed below, that are related to active transportation.

1. Percentage of youth who engaged in at least 60 minutes of physical activity daily.
2. Percentage of adults who walk regularly.
3. Percentage of adults in fair or poor health.
4. Percentage of adults considered obese.
5. Percentage of youth ever diagnosed with asthma.
6. Percentage of adults ever diagnosed with asthma.
7. Percentage of adults ever diagnosed with diabetes.

The data on youth physical fitness comes from the California Department of Education for the 2016–2017 school year. The data for the other indicators is from the California Health Interview Survey (CHIS), for the year 2014.

Public health indicators 1 and 2

Youth and adult regular physical activity

Regular exercise is important in maintaining health and preventing disease. Physical activity can help control weight; strengthen bones and muscles; reduce the risk of obesity, diabetes, heart disease, some cancers and other diseases; and improve mental health and mood. Guidelines by the U.S. Office of Disease Prevention and Health Promotion recommend that adults participate in at least 150 minutes a week of moderate-intensity physical activity such as walking or 75 minutes a week of vigorous-intensity aerobic physical activity such as running.

Just under one fifth of Daly City youth (ages 5–17) engaged in at least 60 minutes of physical activity (excluding physical education) daily in a past one-week period (see **Table PH-1**). This rate is comparable to the rates for California, San Mateo and Daly City’s three neighboring peer cities.

At the same time, 40% of adults (ages 18 and over) in Daly City walked for transportation or leisure for at least 150 minutes in a past one-week period. This rate is comparable to the rates for San Mateo County and the peer cities but significantly higher than the California rate.

Table PH-1 | Adults who walked at least 150 minutes in last week

	Youth	Adults
California	20.7%	33.0%
San Mateo County	19.4%	40.4%
Daly City	18.6%	40.1%
Pacifica	19.7%	39.5%
San Bruno	18.1%	39.1%
South San Francisco	17.4%	39.9%

Public health indicator 3

Reported health status

Slightly more than a fifth of young and middle-age adults (ages 18–64) in Daly City report being in “fair or poor health” (see **Table PH-2**). This is a higher rate than in California, San Mateo County and the peer cities.

Table PH-2 | Adults reporting fair or poor health

California	19.2%
San Mateo County	16.2%
Daly City	21.5%
Pacifica	13.7%
San Bruno	17.0%
South San Francisco	20.1%



Public health indicator 4

Obesity

Obesity is the accumulation of excess body fat. It is generally considered medically unhealthy, since it can lead to a host of long-term complications such as diabetes, high blood pressure, heart disease and reduced life expectancy. Adults are commonly considered obese if their “body mass index” (BMI) is 30 units or higher (BMI is a measure that relates a person’s weight to her or his height).

About one in six adults (ages 18 and over) in Daly City are considered obese (see **Table PH-3**). This is a lower rate than in California, San Mateo County and the peer cities.

Table PH-3 | Adults considered obese

California	25.8%
San Mateo County	18.8%
Daly City	16.6%
Pacifica	17.6%
San Bruno	20.9%
South San Francisco	20.0%

Public health indicators 5 and 6

Youth and adult asthma

Asthma is a chronic lung disease that inflames and narrows the airways. It can cause repeated episodes of wheezing, chest tightness, shortness of breath and coughing. Asthma attacks are triggered by several factors, including smog, dust, smoke and pollen. Although it cannot be cured, asthma can be managed with appropriate treatment and medication.

About 13% of youth (children and teens ages 1–17) and adults (ages 18 and over) in Daly City have ever been diagnosed with asthma by a doctor (see **Table PH-4**). The youth rate is comparable, though generally slightly higher, than in California, San Mateo and the peer cities. The adult rate is also comparable, though slightly lower.

Table PH-4 | Youth and adults ever diagnosed with asthma

	<i>Youth</i>	<i>Adults</i>
California	14.8%	13.9%
San Mateo County	11.4%	15.1%
Daly City	13.2%	13.3%
Pacifica	11.5%	15.3%
San Bruno	12.0%	14.8%
South San Francisco	12.5%	14.2%

Public health indicator 7

Diabetes

Diabetes is a collection of metabolic diseases characterized by high blood-sugar levels over an extended period. Untreated, diabetes can cause serious health problems such as strokes, heart disease, kidney failure and associated complications. There are two main types of the disease: Type 1, usually diagnosed in children and young adults; and Type 2, traditionally known as “adult-onset diabetes” but being increasingly diagnosed in children as a result of higher childhood obesity rates. Regular physical activity can help prevent or delay Type 2 diabetes from developing.



Almost one in ten adults (ages 18 and over) in Daly City have ever been diagnosed with diabetes by a doctor (see **Table PH-5**). This is a higher rate than in California, San Mateo County and the peer cities.

Table PH-5 | Adults ever diagnosed with diabetes

California	8.8%
San Mateo County	7.6%
Daly City	9.4%
Pacifica	6.9%
San Bruno	7.8%
South San Francisco	8.9%

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 daytimeas 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/rotterdam-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.

Appendix D | Pinnable map

Notes about the pinnable map comments

- 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.
- The maps in this section show the approximate location of the comments. To see their precise location, visit the online map at bit.ly/WBDC_map (the map is closed for comment but may still be viewed online).
- Some comments were pinned by commenters at incorrect locations.
- An arrow before a comment indicates that it is not a pinned comment but rather a response to a previous comment. (Some of those responses were submitted by city staff to address issues or questions raised by members of the public.)
- A number in brackets following a comment indicates the number of "likes" (plus sign) or "dislikes" (minus sign) given to that comment by others.

D-1: Concerns about walking

163 pinned comments plus 15 responses to comments

1. adjacent cross walks dont have an audio alert for the vision impaired.
2. No sidewalks on this part of Crocker, and two blind curves! We have been asking for sidewalks for years. Also, we have almost no bus service at Village in the Park area. A twice daily (or more) shuttle to BART would be wonderful! [+4]
3. I walk this way to Bart and use the pedestrian path between the basketball court and park. I would suggest a cross walk where the path meets the road. Specifically on the part I pinned there isn't much of a sidewalk, so the paved path just leads to open road. There is a crosswalk close by, but to me it would make more sense if it connected to the end of the path. [-1]
4. This is not a designated school crosswalk and there is no stop sign. There needs to be a stop sign or a crossing guard to help with the flow of traffic and make drivers aware of pedestrians. [+3]
5. With the new Summit Shasta school on Campus Drivr there needs to be a crosswalk installed across Hickey for the safety of the students. Some students take the bus that drops them off across the street and it would be helpful if they have a safe passage across Hickey instead of walking all the way down to Callan. [+1]
 - [Response from City staff.] The City is adding a new crosswalk across Hickey Blvd at Campus Dr. with the Hickey Boulevard/Campus Drive Improvement project (Construction expected to begin in January 2019). [+1]
6. no walking path by highway 35, no good biking path by highway 35 [+1]
7. While there is an all-red light, too many people still make turns against the light and it's very unsafe as a pedestrian to use that street. Plus, it takes too long for the walk-light to appear. [+3]
8. There should be an additional cross walk at the corner on the Planet Fitness side from the Northern side of Washington. [+3]
 - [Response from City staff.] The City will be adding a new pedestrian crossing at this corner to access the

northern side of Washington St. with the Central Corridor project (currently in design).

9. Need to have crossing lights, when pedestrians cross in the cross walk. San Pedro is way too busy, and there are 2 areas that pedestrians cross in cross-walks, but the expectations of cars on both sides to notice, is unreal. [+1]

→ [Response from City staff.] The City is adding a flashing pedestrian signal at the intersection of San Pedro Rd. and Reiner St. with the Enhanced Bicycle and Pedestrian Visibility project (currently in construction).

→ Cars making a right turn onto San Pedro many times will not let pedestrians go as they come flying from Mission St.

10. No stop signs down Crocker Ave and traffic is rapid at times

11. This stretch from Lucky's down to BofA has steep and water logged ramps. Last week, there was also oil washed up inside the puddles. I had to hop off the sidewalk into the street with my stroller to cross the street. [+2] [See photo at right.]



12. Crossing the street here during the day is very intimidating and at night just plain scary.
13. very dangerous crossing on TWO LIGHTS [+2]
14. Fast traffic, very busy and crossing is dangerous. You must make land bridge here. [+1] [-1]
15. You should have pedestrian access from N. Mayfair Ave. to Thornton State Beach. [+3]
16. Crossing this intersection can get pretty hairy during rush hour. Drivers often don't seem to notice pedestrians (either due to distraction or parked cars blocking view). [+2]
17. getting from the side walk through the right turn lanes is dangerous for pedestrians since cars turning right can't see people easily (due to the incline) [+3]
18. the sidewalk just ends with no warning. [+2]
→ Agreed! With the redevelopment of Serramonte and the proposed new development across the street next to the McDonalds, why does the city not require wider sidewalks or better sidewalks as part of the redevelopment?
19. There are a lot of people who walk in this area either from the shopping center, bus stop, nearby school and the crossing at this intersection isn't very clear and it is not always the easiest to cross at. [+3]
20. This intersection is not very safe because cars do not always make a clear stop, especially with 2 schools

located nearby with lots of people walking around in the morning and afternoons. [+3]

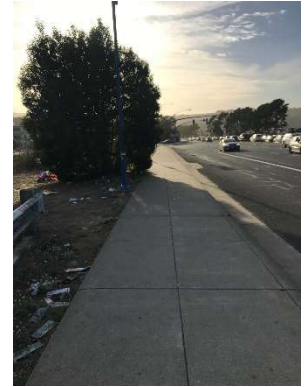
→ Its unsafe to walk or bike

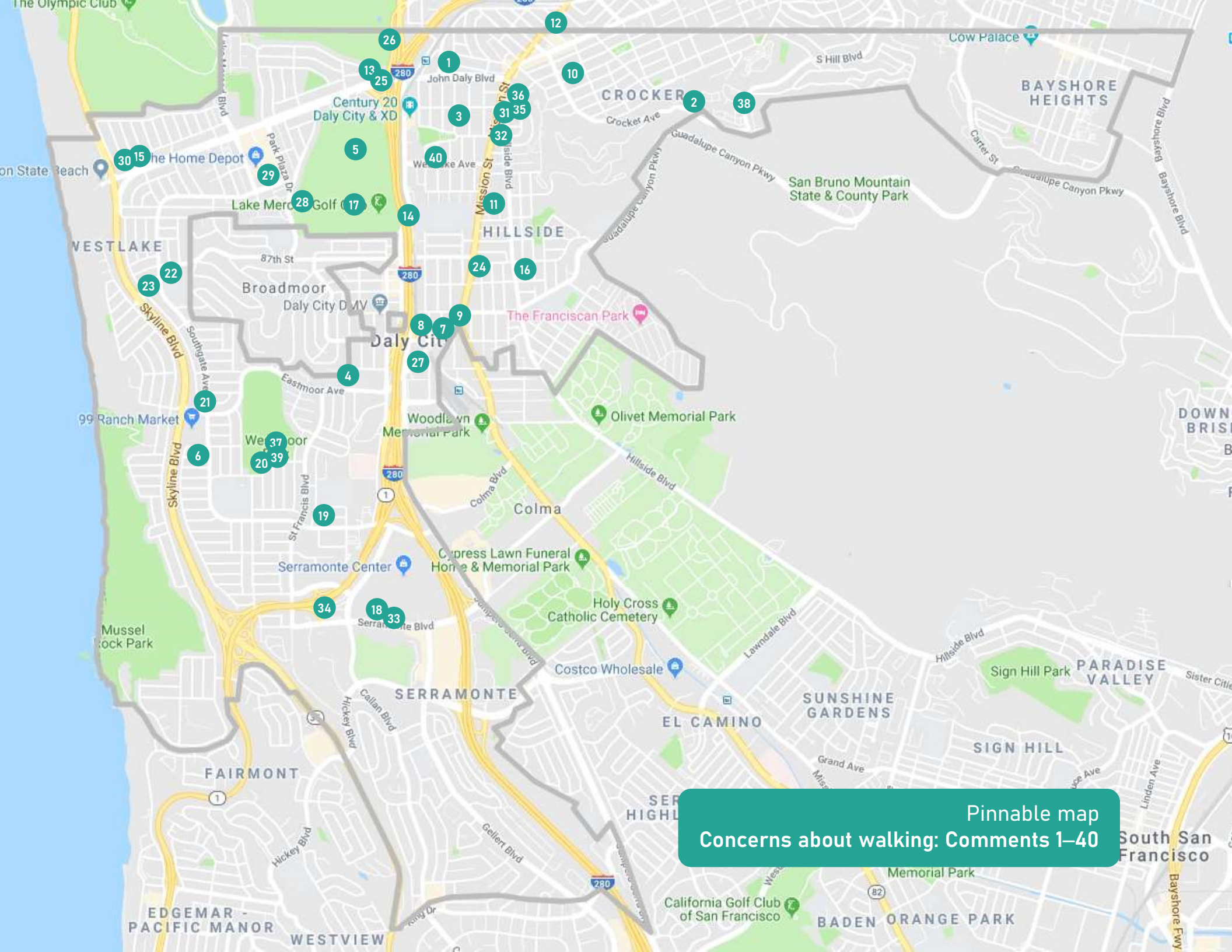
21. There is no easy way to cross this street across Westmoor because cars back up either from Southgate or Highway 35. If there's a way to make pedestrian crossing more visible, that might help to make it easier to cross. [+3]
→ It's too dark and there is no obvious sign to indicate pedestrian crossing.
22. I have 2 children that attend MHT and we use this crosswalk 3-4 times a day. I am often walking with my baby and 2 other children. I have almost been run over multiple times despite walking very diligently as I cross. It's very dangerous here. People run the stop signs all the time. There are many other families that cross this intersection as well. [+2]
23. Because there is traffic that is coming downhill, it makes it very hard to stop last minute. We often would like to go to the park at the top of Westridge, but this intersection is intimidating and dangerous. People are driving speeds up to 60 MPH. There has also been a car that has crashed coming downhill into one of the corner houses. I've also witnessed a few accidents at this intersection as well. [+2]
24. Fast moving traffic
25. You always have to be extra cautious here. Especially at night sometimes you are not seen by cars turning right to the freeway [+6]
26. There is a walk/bike path here that not many people know about [+1]
→ I went through this path the other day and found it connects to the St. Thomas More School/Church. Even though I went through it during the day, I would definitely not feel safe going through at night. Not sure how much Daly City can do as only part of it is within city limits.
27. Sidewalk ends. No signage to recommend proper route. You have to take Hill St near Colma Bart to keep going this path. Also, B Street was fenced off the last time that I checked, even though it doesn't appear like it on google maps [+2] [See photo below.]



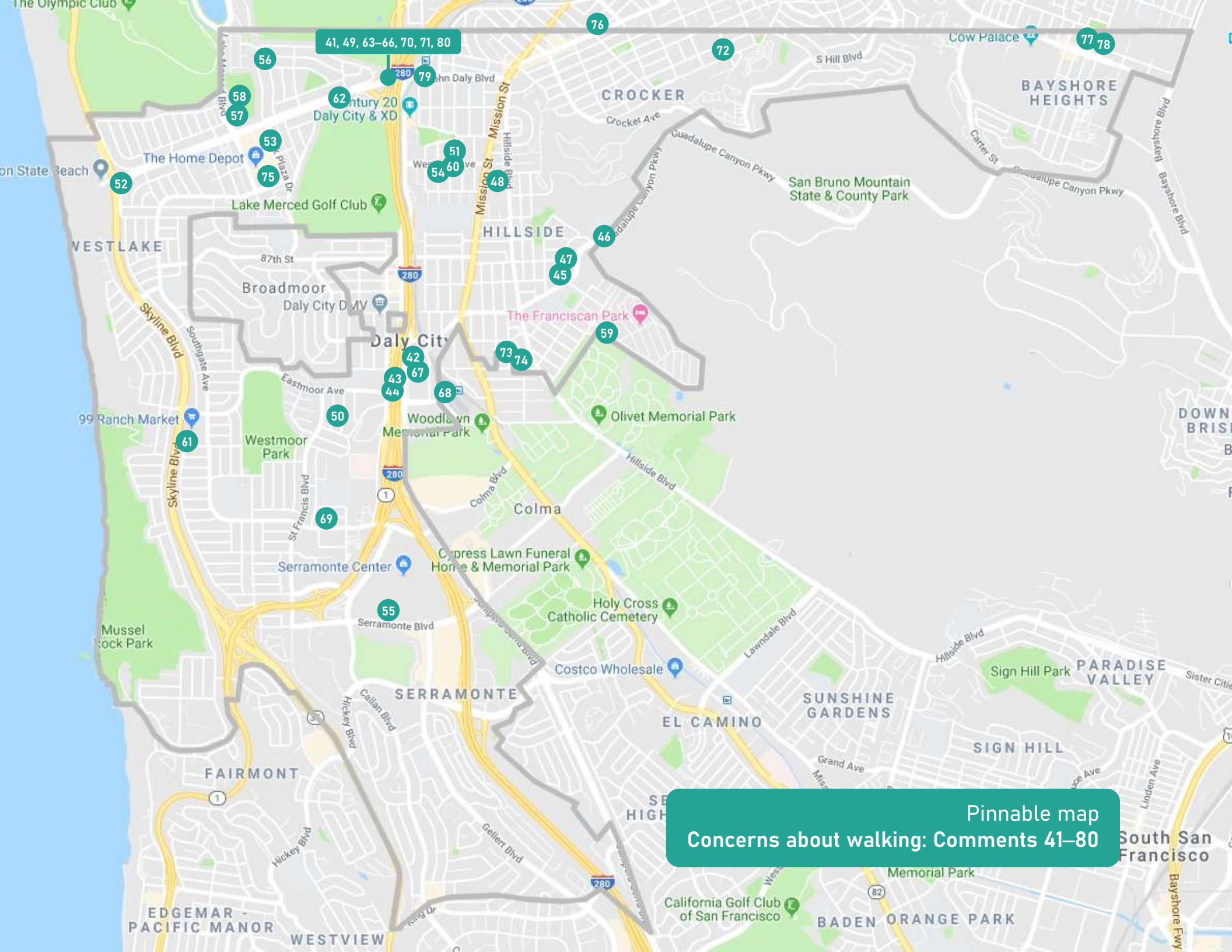
28. No cross walk for students [+1]
29. People do not stop for pedestrians! A lot of children cross this busy intersection, it needs a stoplight [+3]
30. There is no walk way from Dorchester and John Daly up to Skyline even though there is a crosswalk when you get up to Skyline. [+4]
31. Although pedestrians have the right of way there should be a bump on the road or official street light the cars do not slow down and multiple times while walking with my kids I have to stare drivers down or place my hand out so they can stop. Drivers are going way too fast for a pedestrian right away crosswalk! [+2]
32. Drivers are going too fast on Mission Street to notice or slow down in time for pedestrians crossing I have had drivers run through as I am walking with my kids this is a huge hazard as many drivers do not respect pedestrian crosswalk a bump or speed limit should be placed as there are grocery stores and liquor stores that many walk to for convenience. [+2]
33. With the redevelopment of Serramonte and the proposed new development across the street next to the McDonalds, why does the city not require wider sidewalks or better sidewalks as part of the redevelopment? [+2]
34. Kids getting off the bus run across the street as there is no adequate crosswalk. [+3]
35. Need a crosswalk across Hillside Blvd. to library/war memorial. [+2]
 - There's a crosswalk at the end of the block at the stop sign
36. Poorly placed crosswalk. Due to parked cars pedestrians not very visible to traffic. Safer to cross at another section of Hillside Blvd even without a crosswalk. [+2]
37. There is no stop sign or cross walk. Many people pick the shortest for the two street to walk in park [+1] [-1]
38. Cars speed up and down John Daly Blvd. Not great lighting at the crosswalks
39. Frequent speeding along Mariposa, especially during morning and evening rush hours. No stop sign and crosswalk along Mariposa. Dangerous for seniors and students crossing the street. Also, no street lights along sidewalk by Westmoor Park on Mariposa. Too dark to walk and bike [+1] [-1]
40. Have to cross this intersection to get from our condo to the park/library. The walk is only half a mile, but this intersection involves crossing something like 8 lanes of traffic at the light. Doesn't feel safe with young kids. [+1]
41. Many drivers fail to recognize there is "No Turn on Red". Some drivers pull into the crosswalk while waiting for their opportunity to make the turn illegally. [+5]
42. Crossing the street is dangerous here. No crosswalk or proper streetlight [+1]
43. Needs a better crosswalk to get to the sidewalk. Then once you get to Junipero Sierra, there is no crosswalk proper to get to the other side. So walking down this street is a pain. [+1]
44. There needs to be a safe pedestrian walk way, side walk preferably along Junipero Serra Blvd., from Eastmoor Ave to beginning of sidewalk near Metro 280. There is no walk space along this strip of Junipero Serra and very scary when need to walk it. There is planted area with sandy soil. Seems no reason some of that space could be used for pedestrian walkway. [+1]
45. No corner ramp. Have to go to driveway using the street with toddler on bike or stroller
46. A trash dump area, right by the school
47. Dog poop all over sidewalks in this neighborhood, making walking highly unpleasant. [+1]
48. I like the idea of walking to the supermarket with my grocery cart (Lucky) but the fact that there is no walkway into the parking lot when you cross from Citrus Avenue is very discouraging. People have kind of carved out their own walkway but it's not cart or stroller friendly so they are forced to use the entrance for cars, fighting incoming traffic dangerously. [+4]
 - This is also a very dangerous street to cross as people turning left onto Mission St. don't wait for people to cross before making turn.
49. Would love to see sidewalks added to the north side of John Daly Blvd. People coming from the neighborhoods north of John Daly have to cross it twice to walk to BART. [+1]
50. This is a hilly street. Some cars come too fast going towards St. Francis Blvd and Eastmoor Ave. And can be a blind spot too, maybe adding a stop sign or speed bump within the perimeter. [+1]
51. Cars are too fast and also rolling stop sign. [+1]
 - On Niantic and Westlake cars will accelerate to beat people across the crosswalk. I've almost been hit at least 3 times. People assume no one ever crosses there and barely stop sometimes. Need police to ticket people that don't wait for people to cross the street and don't stop completely.
52. Add a crosswalk on North side of intersection? [+1] [-1]
53. Good place to walk to
54. The crosswalk here should require flashing lights to alert cars that someone is crossing. Cars drive so fast on this road. [+1]
55. Sidewalk uphill Serramonte Blvd is very rough. There are so many spots where you can trip.
56. Create a path to the Doelger Center here
57. This is a very busy street and difficult for pedestrians to cross. I would suggest adding a red light for pedestrians to press for cars to stop. [+1]
58. The sidewalk is missing at some points when walking to Westlake Park. [+1]

59. Pedestrians should NOT cross Junipero Serra @ S/W corner of King Dr, as this is the inside of a curve - a blind spot near bottom of a hill. [+1]
60. Sidewalk ends here on this side of the road (by the AAA building). [+1]
61. Hello, Crossing Skyline at the Westmoor intersection is soooooo dangerous! Pedestrians have lost their lives there! There must be a way to make this intersection safer, please! Also, after crossing the street, walking towards Valero, there are too many rocks on the sidewalk! That rock landscaping just isn't save for our senior pedestrians. Can't those rocks be removed and some drought tolerant plants or shrubs go there, please! Thank you!
62. Need more street lights along Mayfair. The street is dark at night and scary to walk. The pedestrian walkway along Mayfair/John Daly Blvd is especially dark and scary. Darkness creates perfect condition for crime to occur. [+1]
63. The grassy area between the 280 entrance and Daly City BART is full of trash. Need to clean at least once a month [+2]
64. There is a tree next to sidewalk from 280 entrance to Junipero Serra. It's before the overpass. The tree has not been trimmed and is now blocking part of the sidewalk for pedestrians. It's so overgrown that someone can easily hide behind it and attack a person as they walk by. It needs to be trimmed ASAP. There are sprinklers in the grassy area but are never used. Then why were they installed? The grassy area is brown and dry. Not a good look for Daly City [+2]
65. Better signage for drivers that right turns on red are not allowed. There is one small sign that is not seen.
66. The crosswalk at the 280 Fwy entrance is dark and dangerous. There needs to be a street light at the actual corners so the crosswalk is bright and drivers see pedestrians. Install a crosswalk with flashing lights along it that is activated by the crosswalk button. Just like ones on Park Plaza and Lake Merced along Westlake Shopping Center. [+2]
67. The location of the crosswalk is around the corner, obscured by the overpass railings from oncoming cars. I feel safer crossing outside of the crosswalk because drivers have a better chance of seeing me from further away. [+1]
68. The lights here are not pedestrian friendly. You're not permitted to cross in a way that pedestrians would want to cross. [+1]
69. Southgate and El Dorado - really scary to cross here specially for students and elderly people, specially at night time. It's even harder when shoppers in cars and delivery trucks from Pacific Supermarket joins the traffic. Install something for the safety of the young and elderly pedestrians at least. Thank you.
70. Trim the tree and clean up the trash. The whole area is full of trash. The tree is starting to block the sidewalk. I saw a man go behind the tree to urinate. That made me think someone can hide behind it and jump out to attack a pedestrian or mug them. Huge safety hazard especially at night. [See photo at right]
71. Trim tree [+1] [See photo at right.]
72. Some people with a dog have plastic in hand but do not use it
73. There used to be no sidewalks. Now there's a short stretch of sidewalk only in front of the new development but the rest of the street is dangerous for pedestrians.
74. This stretch on A st between Hillside and El Camino has no crosswalks and low visibility (hilly with lots of parked cars and low lighting).
75. this "sidewalk" to get to the bus stop is only 2' wide, with cars' hoods extending over it. Please make this accessible and safer. [See photo at right.]
76. This intersection of Mission/Templeton is missing a crosswalk. Would making this a traffic signal be an improvement for pedestrians?
77. Difficult to cross to and from McDo
78. Difficult to cross to/from KFC. Missing crosswalk.
79. light turns flashing red too soon. need a counter to count down the time.
80. dangerous to cross here even though there is a pedestrian light. cars are aggressive trying to turn right into the freeway entrance.





Pinnable map
Concerns about walking: Comments 1–40



- 81. walking home on the way. the entire westdale from one end to the other is too dark at night.
- 82. Please add a crosswalk here. Cars go super fast and do not stop for pedestrians.
- 83. no corner ramp cut on the existing sidewalk. difficult for strollers or wheelchairs to cross the street. cars typically park and block the corner too.
- 84. blind exit driveway into the sidewalk. I've seen close accidents with pedestrians walking north as drivers enter or exit this driveway. suggest to make this a one way entrance or provide signs and mirrors to warn cars of oncoming pedestrians traveling north on Mission St. [+1] [See photo below.]



- 85. no corner ramp cut on the existing sidewalk. difficult for strollers or wheelchairs to cross the street. cars typically park and block the corner too [See photo below.]



- 86. Hi, I just moved to Westlake area and walked up John Daly, towards Thornton Beach, and was disappointed in not finding a safe way for my dog and I to get to Thornton's trails. It seemed like a miss for the community to have a great beach and trails and no safe way for the residents to get there by foot. Thank you for listening. [+1]
- 87. Pedestrians jay-walk a lot here. It's not properly lit.
- 88. Please synchronize these crosswalk signals so that people can cross the whole street of John Daly in one light cycle. Otherwise it takes a long time and is inconvenient. It also causes impatient people to dangerously cross against the light. [+2]
- 89. Cars and buses often speed through this intersection without stopping or slowing down, even when there are a lot of pedestrians crossing as they leave the Bart

- station. It is dangerous and scary. I once saw a young woman hit by a bus here when the driver wasn't paying attention. Please add more slowing features like crosswalk signs and rumble-strips.
- 90. I often see pedestrians wandering up this freeway ramp onto the freeway, probably because they think it goes to the Bart Station. Please put a wall or a sign to make it obvious that the sidewalk ends there, and that they should not go walking onto the freeway. [+1]
- 91. Midvale Dr and St. Francis cross walk should have higher visibility markings. Cars on St. Francis going north turning into Midvale at night can turn into an injury due to the way the road curves.
- 92. The side walks are too narrow and are overgrown with bushes and encroaching ground cover in places. Widening the sidewalks would make it safer to walk. In some spots it would even be hard for a wheelchair to pass. [+1]
- 93. Wider sidewalks along this route would make it safer for pedestrians. [+1]
- 94. Cars speeding down School St. and poor visibility of pedestrians due to large parked vehicles makes this intersection dangerous for pedestrians. Difficult to safely cross School St @ Bruno Ave. [+1]
- 95. The 0.1 mile "S" curve section of road from 1001 - 1041 Crocker Avenue is completely without a sidewalk and EXTREMELY dangerous for walkers and bikers. This short but windy section of road forces walkers and bikers to compete with vehicles - sometimes around blind curves - to get from our homes in Village in the Park, down the hill to the shops and community resources in the "top of the hill" neighborhood. Please correct this EXTREMELY HAZARDOUS condition for those of us trying to walk more. [+6]
 - No sidewalk very dangerous for walkers
- 96. We have NO SIDEWALKS and NO WALKABLE MARGINS on the DANGEROUS and CURVY road from 1001-1041 Crocker Avenue. I live at Village in the Park condos, where we have 300 homeowners who cannot walk safely down the hill to access city resources on foot or bike. Please help remedy this long-standing and extremely dangerous section of road for pedestrians. Thank you for putting this website together and giving us a way to share our feedback! [+2]
 - Need a sidewalk on Crocker from South Hill Blvd to Pointe Pacific [+4]
 - Walking across the street from South Hill and to the trail on Crocker are challenging especially when it is dark. Not much lighting. No sidewalks. Improvements needed. [+1]
 - Yes it's very dangerous at night [+1]
- 98. There are no street lights on John Daly Blvd between Poncetta Drive and entrance to 280 Fwy. It is super

dark on that block, plus the sidewalk has “potholes” or chunks missing. [+2]

99. The sidewalk along John Daly Blvd between Poncetta Drive and entrance to 280, heading towards BART. The sidewalk has chunks missing and creating “potholes”. My heel got stuck on one hole and I tripped and fell. Please fix the sidewalk and patch up the holes. Otherwise I can see possible lawsuits of being injured from tripping on the holes, especially since the block is completely dark and there are no streetlights [+3]
100. No sidewalks for folks to walk, no mirrors for blindside turns. If there is an accident or work being done, it's one way in/one way out and it can be dangerous especially when it's dark and foggy. [+4]
101. Crocker's has NO sidewalk along are near Pointe Pacific. Super dangerous to walk -- have to walk in traffic lane on windy roof [+2]
102. There are no sidewalks here on Crocker Ave. It is very dangerous for pedestrians, bikers, and drivers, especially during low-light/sunset hours. This is a major safety concern for the residents in the area. Please consider adding a sidewalk. [+6]
103. Sidewalks are too narrow and the traffic is too quick. Cars driving very fast next to narrow sidewalk. Wider sidewalks would be safer. [+1]
104. Pedestrians are in a dangerous spot when trying to cross this crosswalk as it can only be seen when you are about to turn into westridge. It would be ideal to have a sensor to light up the crosswalk, as well as adding a sign up the road on hwy 35, that lights up, to alert drivers ahead of pedestrians crossing. Might be helpful too when visibility is at its worse.
105. Lighted crosswalks and "pedestrians crossing" signs to alert motorists of pedestrians would be extremely helpful, especially during our foggy days/nights. [+1]
106. There is a zebra crossing here. It would be great if a pedestrian could push a button to make a red light flash, signalling cars to stop, it would be a lot safer.
107. There is no defined crosswalk here. Since it is where a street jogs (Garwood to Hillside to Como), it's not clear to anyone where pedestrians should cross, causing confusion and danger.
108. There are no sidewalks and it's a very dangerous curve at that section of Crocker Street just passed Pointe pacific. I drive there every day and pedestrians are not safe. I also have friends that live in that area and would prefer to walk to than drive Since we live so close [+3]
109. NO SIDEWALKS AT ALL and not even a safe margin of road for walkers and bikers on the curvy stretch of road between 1001 and 1041 Crocker Avenue. [+7]
110. No school crossing signs or crosswalks. Dangerous as cars are coming downhill fast, especially during morning and evening commute hours. [+2]
111. There's no sidewalk, just parked cars or driveways which makes it dangerous to walk between Pointe Pacific and Village in the Park [+6]
112. There is no stop sign here for the cars driving up and down Eastmoor Ave. drivers going down hill tend to speed a lot and not stop for the pedestrians crossing. This intersection is between two schools and a hospital. It would be a lot safer if a stop sign was there. (Eastmoor ave & Zita Manor)
113. I have to walk in traffic here. There are no sidewalks. [+4]
114. Sidewalk ends to provide 2 groups of parking. Pedestrians have to walk in the street with blind curves and oncoming traffic to navigate parked cars. [+2]
115. Sidewalk needed on this narrow, winding road. Too dangerous for walkers especially at night. Thank you [+3]
116. No sidewalk. Pedestrians have to walk in street here. I often see parents with strollers, or pets on leash. I find it very scary to walk along here. This is the only street for some of us to walk down to public transit [+5]
117. Needs a stop light or flashing crosswalk. It's mayhem in the evening.
118. 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 [+3]
119. No walking path or sidewalks [+4]
120. The crosswalk from Walgreen to the other side where restaurants and shops are is dangerous. A flashing pedestrian light which goes on when pressed should be installed to provide warning to drivers
121. On the corner of theirs and hillside cars coming in both directions and no one can see left or right coming traffic. We have many accidents here. Also cars coming down theirs st stop over the crosswalk almost hitting people walking.
122. no sidewalks. very dangerous [+3]
123. No allocation for drivers on who goes first. At night, it's especially harder for pedestrians to get across because there is no lighting to see if pedestrians are walking. Drivers just go when they want to go without looking and it backs up a lot of traffic.
124. no sidewalk [+6]
125. There are no sidewalks or bike lanes around here. [+1]
126. need walkable sidewalk. such a beautiful view but not safe to walk due to cars. also I worry about people walking their dogs when I am driving on the road.
127. Also worried about this location. You can't see if people are waiting to cross with cars parked next to crosswalk, and flashin crosswalk would be great!
128. Cars drive very fast down this little street to drop kids off at school. Would love a speed bump or someway to deter cars from zooming down in the morning! [+1]
129. There aren't proper sidewalks for a safe walk down to Mission St. [+2]

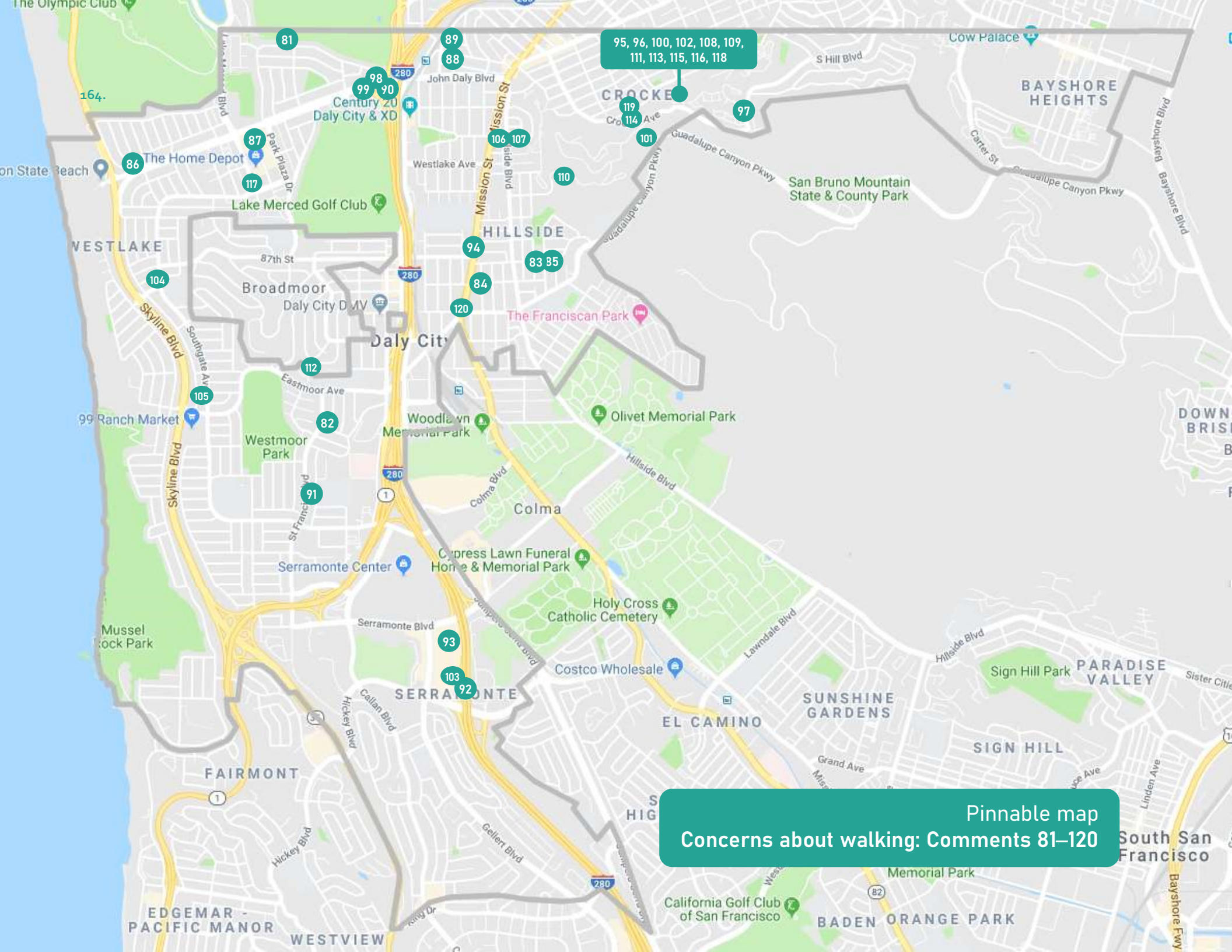
- 130. Cars parked on the sidewalk, especially during the evening hours. I walk the hills for exercise after my knee and hip replacement, and I have to walk into the street because if illegally parked cars on the sidewalks.
- 131. Problems again with illegally parked cars on the sidewalk. I know some of the area is San Francisco, but the illegally parked cars makes it very unsafe for walking the sidewalks.
- 132. Lack of sidewalks for safe walking to and from Mission Street [+2]
- 133. no sidewalk [+2]
- 134. Very high risk. No sidewalk. Reduce speed to 15-20 mph. S-curve creates blind spots adding to risk for drivers, pedestrians and bikers. [+3]
- 135. The cross walk of Hickey and the 280 S offramp has very limited lighting that is covered by a tree. More lighting for the cross walk would make the area safer for peds headed east on Hickey crossing the off ramp of 280. CURRENTLY THE ONE STREET LIGHT IS BURNED OUT! [+1]
- 136. There is no sidewalk path on Crocker from Village in the Park to Point Pacific HOAs. Dangerous for people walking this route. Cars go fairly fast around the blind curves. [+2]
- 137. HUGH danger area - ZERO side way on a high traffic curving road. Hope you can finally add sidewalks here [+3]
- 138. Sidewalk would be nice. [+4]
- 139. Need sidewalks on both sides of Junipero Serra between Colma Blvd and Hickey Blvd.
- 140. Need longer lights and pedestrian markers in front of Kaiser on Hickey. Pedestrians are having to run across the street in front of Kaiser.
- 141. This area is extremely hazardous for pedestrians and bikers alike. While there were recent changes that specify that the lanes are to be shared with bicycles, this stretch of road really needs a clear place to walk. I see children here all of the time and due to the narrow roads and lack of any type of sidewalk, I am always very frightened for them. It is an extreme hazard and should really be addressed immediately. We should all have roads to walk on that are safe for children and adults alike [+2]
- 142. This area really needs to be examined by the city and a proper roadway should really be in place. It is not only extremely hazardous for cars, but due to the lack of a sidewalk it is immensely dangerous for people to walk this narrow pathway. [+3]
- 143. There is no good way to walk or bike from Point Pacific to Village in the Park. It is dangerous as drivers are swirving around curves, not always staying in the lanes. There are also blindspots to the drivers on these turns. There are also often speeders racing through here that don't have enough time to stop for pedestrians in the street. Very dangerous. [+2]

- 144. There is no walkway for pedestrians. Complete danger zone for residents who have to walk to bart for work commute. [+3]
 - No sidewalks in 1000 Block of Crocker making it very dangerous. Twice as dangerous at night on this curvy section.
- 145. Traffic speed and the narrowness of Crocker Avenue from Templeton Street all the way past Pointe Pacific Drive to just before Rampart Way is a constant danger to both walkers and bicyclists. From Pointe Pacific along Crocker northbound there is no sidewalk for walkers. To walk from Pointe Pacific Drive one must currently walk in the 8 property owners parking spaces. They often park in such a way that there is little room to pass by the parked vehicle without being DANGEROUSLY in the street. [See photo below.]

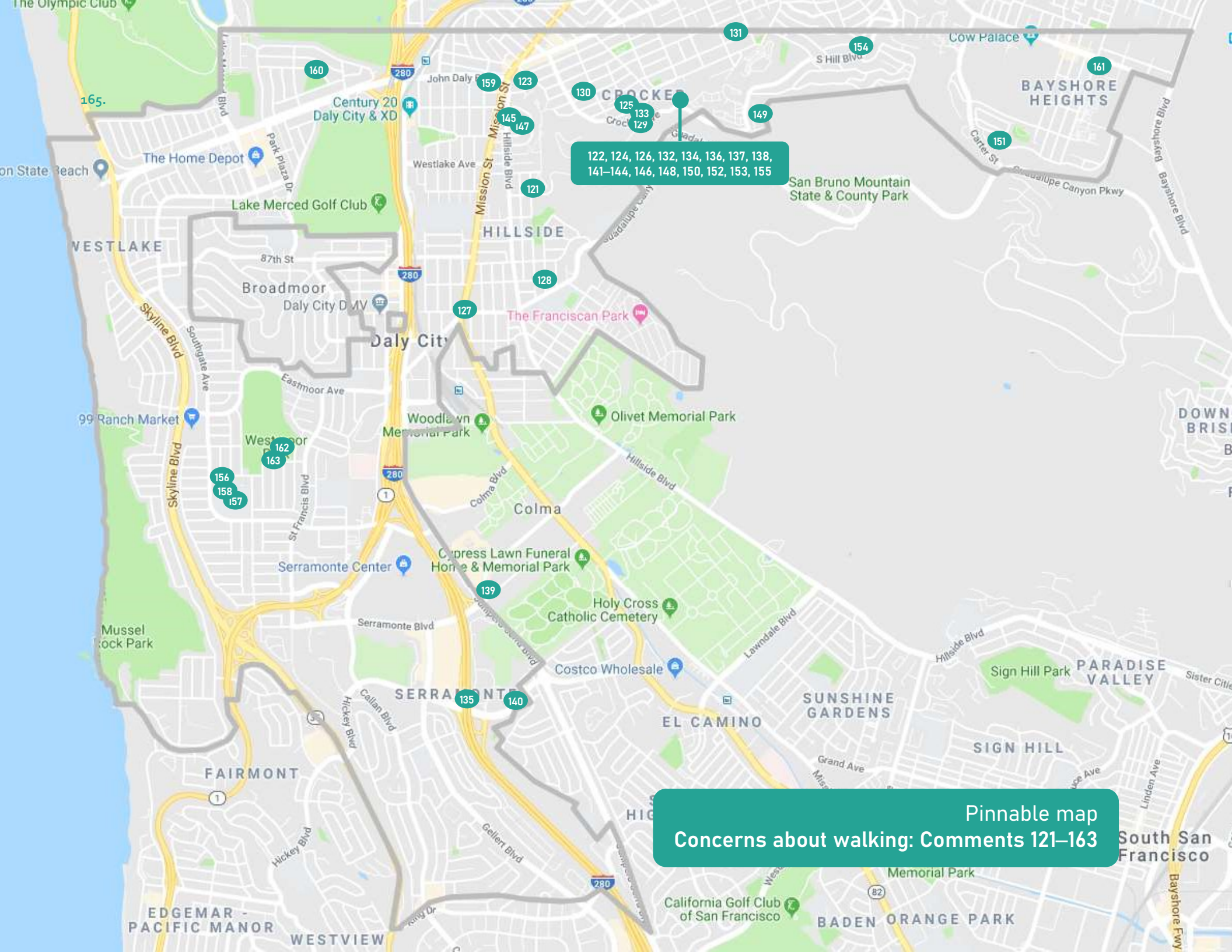


- 146. We need a safe sidewalk to walk and bike down because this road is too narrow! [+3]
- 147. This crosswalk is at a dangerous angle for drivers coming up Alp. When stopped, it is very difficult for a driver turning left to see a person waiting to cross from the East side of the street to the West.
- 148. Lack of sidewalks between Pointe Pacific and the beginning of Village in the park [+1]
- 149. Walking across the street from South Hill and to the trail on Crocker are challenging especially when it is dark. Not much lighting. No sidewalks. Improvements needed. [+3]
- 150. It's a blind curve. Very difficult to tell if traffic is coming if you are pedestrian. If no sidewalk can be constructed, a traffic mirror, at minimum is necessary all along that portion of Crocker. [+2]
- 151. There is nowhere to walk safely on Carter St from Guadalupe Canyon Road to Bay Ridge Drive. Then at Martin Street, one must cross to the other side of the street to continue down Carter toward Geneva.
- 152. There is no sidewalk for pedestrians or runner to use on this stretch of Crocker Avenue. This is dangerous as there are multiple blind spots on the road which are made worse by vegetation and parked cars. A sidewalk or trail should be present for pedestrian safety. [+2]

153. No sidewalk available. Not a safe place to walk or bike. Could you please widen the road and build a walking path. Thank you. [+1]
154. Cars routinely park in their driveways, blocking pedestrian access on the western side of S Hill Blvd. As there is NO walkway on the eastern side of the hill, pedestrians are forced to weave in and out of the automobile lane. Dangerous for pedestrians AND for drivers. Can parking requirements be enforced or a better walking alternative path on the eastern side be established?
155. No sidewalk and winding road with blind corners make this a very dangerous stretch for walking.
156. On southgate and shelbourne Ave where there is a YIELD sign for crossing, car DO NOT Stop at all. My daughter step out of the sidewalk trying to cross the street, but several times the car didn't stop for her. We need a solution, either add a STOP sign, STOP light or a speed bump.
157. People are jaywalking to and back from Fernando Rivera and Thomas Edison school due to no crosswalk that is closer to the school entrance. 2nd, car that are exiting from the school have to turn right, so all the cars that wants to turn left will U-turn from woodland or Mayfield Ave. The cars that are U-turning is not safe for kids crossing the street. I Suggest to add double solid lines so cars can't U Turn or have a sign stated no U-turn during morning and after school hours.
158. I see kids, adults and elderly jaywalking to and back from Fernando Rivera and Thomas Edison school due to no crosswalk that is close to the school entrance. Need a solution to STOP people from jaywalking.
159. Woodrow Wilson was one of the 10 elementary schools in the County identified in the Health System's research of schools with high counts of bike and pedestrian collisions also located in areas of high poverty. You can read more about the report here: <http://www.getthealthysmc.org/post/creating-safer-streets-near-schools>
160. Westlake was one of the 10 elementary schools in the County identified in the Health System's research of schools with high counts of bike and pedestrian collisions also located in areas of high poverty. You can read more about the report here: <http://www.getthealthysmc.org/post/creating-safer-streets-near-schools>
161. Bayshore Elementary was one of the 10 elementary schools in the County identified in the Health System's research of schools with high counts of bike and pedestrian collisions also located in areas of high poverty. You can read more about the report here: <http://www.getthealthysmc.org/post/creating-safer-streets-near-schools>
162. This turn has no stop signs. I have seen many car accidents. This is where students walk or jog too. It is very dangerous.
163. There are no street lights. Too dark to walk. Can consider a stop sign before the turn. Too many car accidents around here.



Pinnable map
Concerns about walking: Comments 81-120



122, 124, 126, 132, 134, 136, 137, 138,
141-144, 146, 148, 150, 152, 153, 155

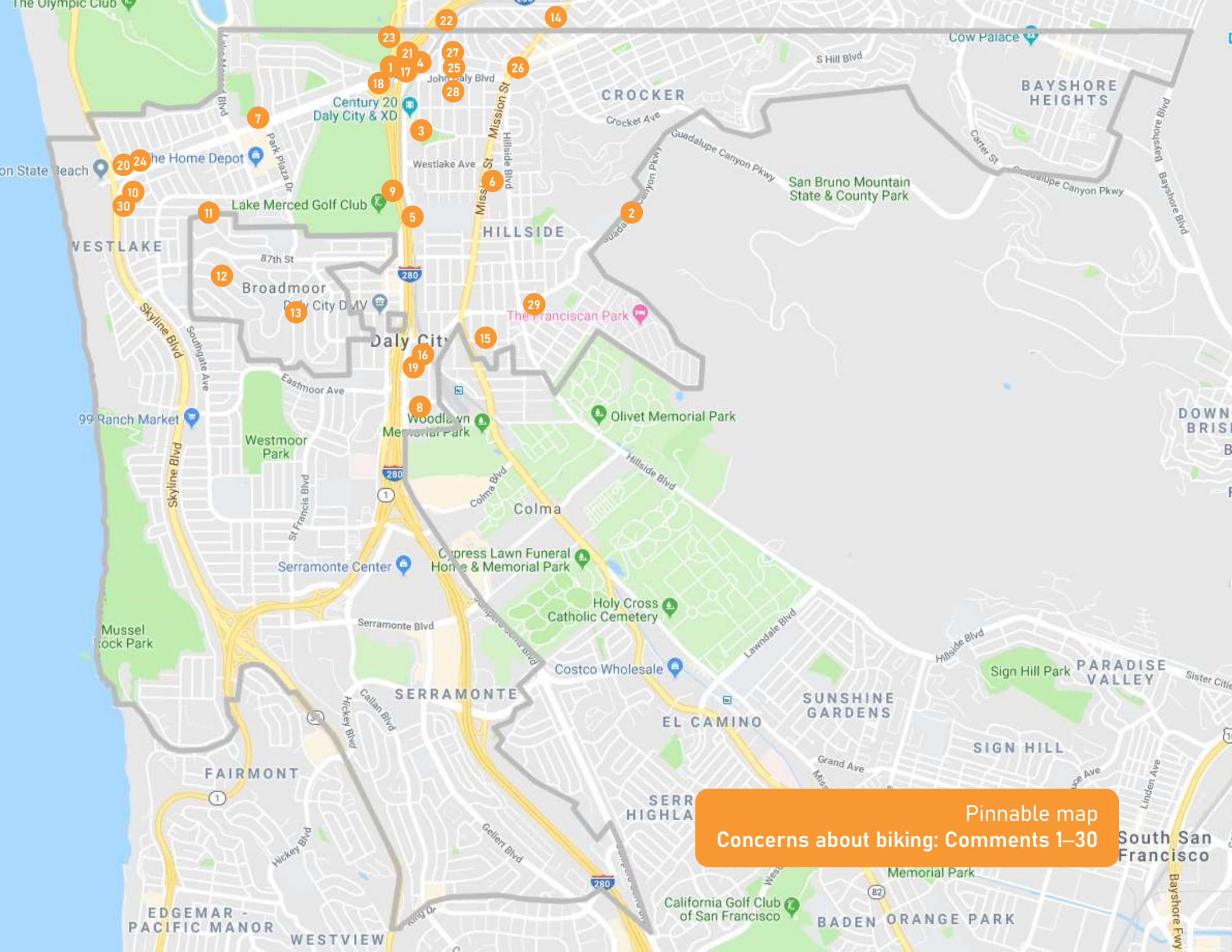
Pinnable map
Concerns about walking: Comments 121-163

D-2: Concerns about biking

60 pinned comments plus nine responses to comments

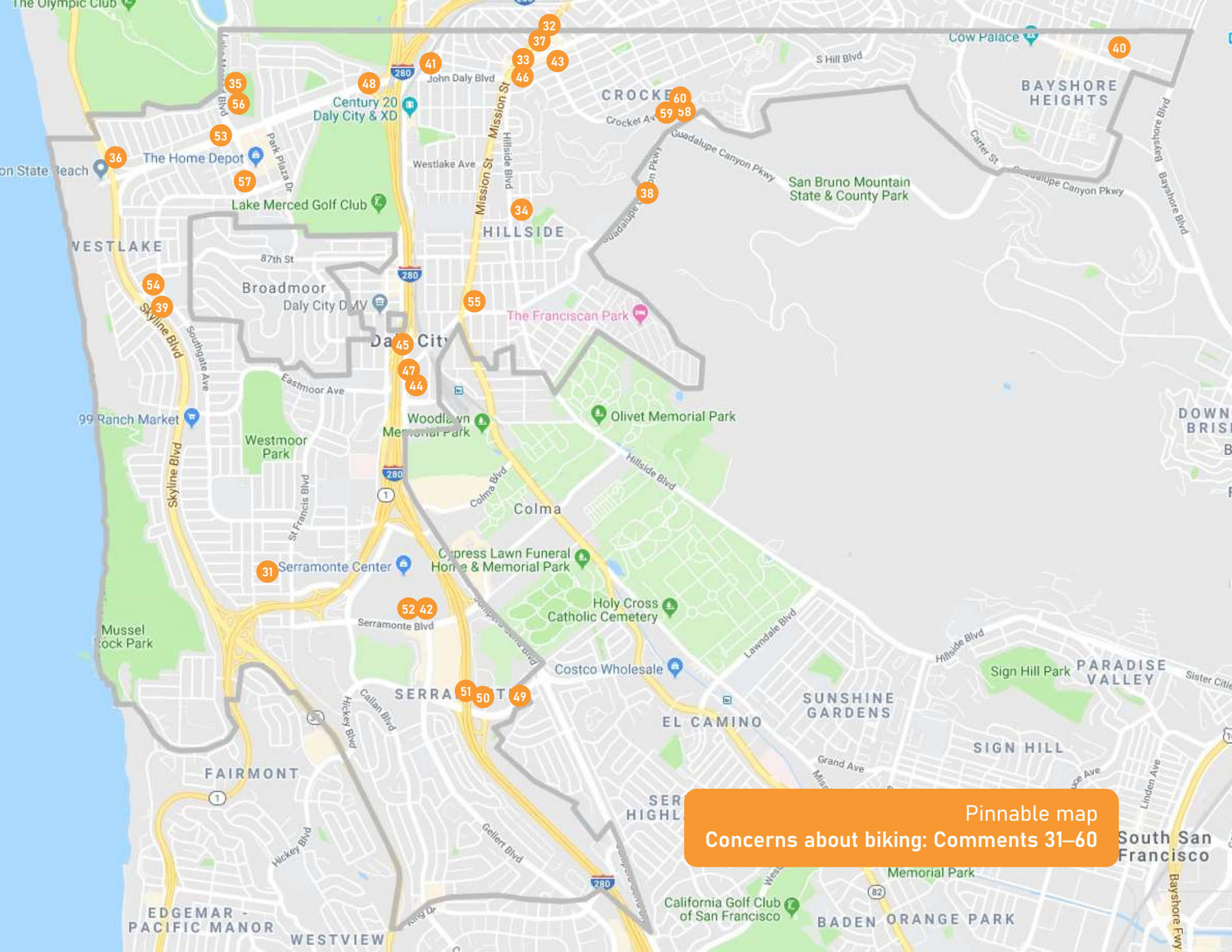
1. Complete lack of cycling infrastructure on John Daly Blvd. between Sheffield Dr. and Junipero Serra Blvd. Forced to use pedestrian sidewalk due to safety concerns. [+12]
2. I love riding up this road to the park because of all the space the breakdown lane provides, but it is also a major dumping ground for trash. Broken bottles, furniture, wrappers, you name it. I dunno if we can nominate places for trash clean up crews, but this road needs it. [+6]
3. There are bike lanes on Junipero Serra which is great. But I never use them and always ride on the sidewalk because car traffic is just too fast. The bike lane needs to be separated from auto traffic, at the very least with soft hit posts. [+4]
 - If they are not used we ought to get rid of them.
4. Seconding the lack of bike infrastructure here. I bike to and from DC Bart most days to commute to work and the only safe way to traverse this intersection on bike is on the sidewalk. [+8]
5. There needs to be a protected bike lane here along this stretch of Junipero Serra. It's a commonly used thoroughfare but it's unsafe to bike on the street and because of how fast the traffic is and the windy road. [+7]
 - [Response from City staff.] The City is adding a combination of Class II (dedicated) and Class III (shared) bikelanes along JS from the Daly City/Colma border to John Daly Blvd with the Central Corridor project (currently in design). The current design provides for a new Class II bike lane on this JS/I-280 overpass.
6. I would bike on Mission, but I don't. There's no bike lane! [+6]
7. need bike lanes on John Daly Blvd west of BART. [+12]
8. Bike lanes are needed on Junipero Serra between San Pedro and Colma city limits. [+4]
 - [Response from City staff.] The City is adding a combination of Class II (dedicated) and Class III (shared) bikelanes along JS from the Daly City/Colma border to John Daly Blvd with the Central Corridor project (currently in design).
9. The northernmost section of Callan Blvd needs bike lanes. (One of the most common commute bike routes through Daly City is Mission -> San Pedro -> Junipero Serra -> Southgate -> Callan -> King -> Skyline.) [+4] [-1]
10. The slip lane from Skyline onto John Daly Blvd is very dangerous for bicyclists heading north on Skyline. Please work with Caltrans to address this. [+7]
11. Even though Skyline is a state highway, it's a hugely important commute and recreational bike route through Daly City. Please work with Caltrans to encourage them to make this route safer through Daly City. [+7]
12. Dangerous biking along Skyline Dr, especially uphill. Drivers don't like being slowed by cyclists, and will pass unsafely [+5]
13. Cyclists using the shoulder on Skyline Blvd north bound need to merge past 2 lanes of fast traffic to continue their journey [+6]
14. No bicycle lane here. On the SF side of San Jose avenue there is bicycle lane but it ends at the San Mateo county line Marker. [+3]
15. No bike lane on Mission. Bike lane exits on the Colma side, but ends at the Daly City border. [+2]
 - Misplaced this pin, meant to place it on Junipero Serra not Mission (Colma also has no bike lane on Mission)
 - [Response from City staff.] The City is adding a combination of Class II (dedicated) and Class III (shared) bikelanes along JS from the Daly City/Colma border to John Daly Blvd with the Central Corridor project (currently in design).
16. Turning from San Pedro (southwest) onto Junipero Serra (south) is difficult and dangerous - requires crossing two lanes of high speed traffic to the left turn lane, then merging through right-turning 280-bound traffic to continue straight on Junipero Serra @ D St [+3]
17. Drivers don't watch for pedestrians, bikers have a hard time crossing over the pedestrian bridge. skateboarders have a hard time crossing over the bridge. [+6]
18. this crossing is dangerous and very fast for walkers, bikers and skateboarders. [+4]
19. No decent bike lane from DC Bart to Serramonte. it's dangerous to cross here because of freeway entrances. [+2]
20. No bike lane to Thornton State Beach from Daly City Bart. [+4]
21. I would ride my bike on this route from the BART station but the freeway/Junipero Serra crossings are dangerous plus you have to make 2 extra street crossings to get to a sidewalk. [+3]
 - There's actually an underpass from BART to the other side of the John Daly (near the Century Theater). I don't believe many people know about that one. I commented on the map because I don't believe many people realize that the underpass is there, so they bike/walk across John Daly because they don't realize there is an alternative.
22. This would be a great location for some bicycle wayfinding signage. Tell potential cyclists that this is a route to SFSU, Ocean Ave. etc. [+3]

- Yes it would be great to have signs in and around the station to tell potential cyclists about the cycle route to SFSU as lots of students go between the campus and Daly City BART
- 23. There is a bike/walk path here that people don't realize exists. It takes you to Lake Merced
 - more info please? Is this the correct location on the map? Can't find it on satellite or street view. thanks.
 - I went through this path the other day and found it connects to the St. Thomas More School/Church. Even though I went through it during the day, I would definitely not feel safe going through at night. Not sure how much Daly City can do as only part of it is within city limits.
- 24. There are no bike paths separate from cars that come off Skyline onto John Daly [+6]
- 25. Cross walk lights do not sync which make impatience bikers cross without waiting [+1]
- 26. bicycles heading east up John Daly Blvd. towards mission St. not able to activate sensor for traffic light. [+3]
- 27. awkward end to bicycle lane
- 28. No bike lane or path to connect to SF
- 29. Hillside to Mission/San Jose is the (Google Maps) recommended bike route to SF for Colma and half of South San Francisco, but is almost completely unprotected. [+1]
- 30. Hazardous conditions on the entirety of Skyline. [+2]



Pinnable map
Concerns about biking: Comments 1–30

31. It looks like bike lanes will be added here. Why???? Nobody bikes up this hill. It's a waste! Focus on roads bikers actually use! [-1]
32. bike lanes markers! [+1]
33. better safer bike lane turn signage onto Hillside [+3]
34. better safer bike lane markers [+2]
35. better safer bike lanes so gutter isn't only option [+3]
36. safer bike lanes, and turning options [+2]
37. This stretch up San Jose Avenue feels really dangerous. Bikes end up going slow because it's steep. There's no bike path. Cars zoom up. This is basically the main connection coming from southern San Francisco, and it's the scariest part of my ride. [+2]
38. Downhill cyclists leaving San Bruno park have to contend with merging into high speed traffic where the shoulder ends and cars are parked or are loading at school. Speed limit drops from 45 to 25 here but frequently cars are not slowing ahead of stop sign. [+1]
39. Skyline Drive is a potentially safer alternative to Skyline Blvd between Westridge or Westmoor and Hickey. However, there is no signage and direction at the likely entry/exit points to this route, so the most inexperienced cyclists end up traveling on the most dangerous route. [+3]
40. Work with San Francisco to get a high quality protected bike lane on Geneva to connect to Bayshore Caltrain [+2]
41. Traffic Level of Service during the busiest time of day should no longer be the priority. Safety should! Drop a lane of traffic for high quality bike lanes to connect people with BART. A major facility improvement plus e-bike technology can lead to a lot more people biking to the station.
42. Close the gap in the bike network - connect bike lanes on Gellert to bike lanes on Serramonte Blvd. [+1] [-1]
43. Make Brunswick into a traffic calmed bike boulevard to help connect people to BART
44. This intersection has automobile turn lanes, but NO designated bike space. Bicyclist traveling south must get into center auto lane to avoid conflict with turning cars. Then bicyclist must use narrow auto shoulder until s/he reaches Colma bike lane. [+1]
45. CAUTION: bicyclists and cars from TWO I-280 exits merge together on northbound lane.
46. Cars move in too many directions. Not really safe for biking. [+1]
47. Especially when biking west, this stretch is intimidating, because it is uphill, so bikes go slow, and cars are going fast, and there is no room for error.
48. Have a continuous dedicated bike line through the 280 overpass on John Daly so someone can bike safely from Skyline/John Daly to Junipero Serra Bart/John Daly. [+2]
49. No bike lanes and cars drive really fast! I bike to this Kaiser sometimes and it is super scary. Need better protection.
50. Terrible for bikes. You basically have to ride on the sidewalk or feel like you're going to get run over. No bike lanes and not much room for bikes especially under the freeway.
51. Crossing on and off ramps on Hickey under 280 is really scary. Cars are looking to the left and turning right and don't look for bikes. Need bike lanes and signs, ideally protected bike lanes.
52. Really tough to bike through here. Doing errands on a bike in this area is hard -- way too car-focused. I would go here more often if it was safer on a bike. Going by car is terrible because of traffic and parking. [+1] [-1]
53. Would be nice if it was easier to bike from DC BART to Westlake. There is a really wide median but then narrow car lanes that don't allow for bikes in this area. [+1]
54. This crossing is a primary route from SW San Francisco and NW Daly City to Pacifica and the Coastside. Signage, route marking, and striping should be improved along with intersection safety for cyclists and pedestrians.
55. Major crossing for cyclists headed to ride San Bruno Mtn, feels very unsafe.
56. Continue bike lane. It disappears and doesn't reappear until Southgate at Crestwood.
57. Continue bike lane. It disappears and doesn't reappear until Lake Merced at Glenwood.
58. The windy section of Crocker Avenue, at the very top of the hill, between Pointe Pacific condos (325 homes) and Village in the Park condos (300 homes) has NO SIDEWALKS AT ALL. The road is on the edge of a steep hillside, so there is also NO SPACE FOR BIKERS to get through that section of road safely. I see people taking their lives in their hands and looking back over their shoulder fearfully whenever they hear a car coming around the corner behind them. Daly City really needs to fix this! [+1]
59. Blind curves along Crocker Ave between Pointe Pacific and Hana Vista. [+1]
60. Winding road with blind corners and no visible bike lane or signage make this a very dangerous stretch for cycling.



Pinnable map
Concerns about biking: Comments 31–60

D-3: Suggestions or ideas

36 pinned comments plus six responses to comments

1. Difficult to see on coming traffic for Right Turn only, blocked by parked cars; small portion of curb should be a Red zone. [+2]
 2. This intersection is dangerous for drivers. Several times coming off the highway the left lane driver will merge into the right lane during the turn while my car is there. Additionally the angles on the traffic lights are off. Several times one turns green and a different direction mistakes it for their own light and goes. I've seen it several times. [+5]
 3. You will need to make a land bridge in order to make multiple modes of travel here.
 4. You will need to make a land bridge in order to make multiple modes of travel here.
- There's an underpass from BART to the other side of John Daly that people don't realize exists. Some people try crossing John Daly. It's a hazard. We need better signage.
5. Even with the addition of a crossing, almost 99% of cars who reach this intersection do not make a complete stop so it is not easy for someone to cross this intersection in any direction. There should either be clearer stop signs, more visible cross walks, or additional ways to help make pedestrian crossing more visible to drivers. [+3]
 6. Many motorists ignore the NO TURN ON RED sign, making a right from 280 off ramp to westbound Hickey Blvd. The threat of a red light camera would make it safer for pedestrians using the crosswalk. [+2] [See photo below.]



7. Stop sign or speed bumps should be added to avoid speeding from cars driving down hill.
8. All traffic stops while pedestrians are crossing. [+1]
9. Work with BART to fix their ticket checking entry system with a wider door working. It is designed to allow bikes (and wheelchairs etc) to go through after swiping the ticket. It has been broken for many weeks

and makes (legal) connection to Daly City by bike very difficult.

10. This would be a more pleasant walk, and would feel safer, if this hill and the freeway exit area weren't usually covered in trash. [+3]
- Also, it is so difficult to walk through here because the trees and bushes are blocking the sidewalks. These things need to be trimmed. [+1]
11. Terrible visibility intersection for turning cars and pedestrians. Some ideas: a crosswalk across E Market, a fisheye mirror, paint the corner curbs red so cars don't park there, speed bump
 12. Cars fly down 1st, 2nd, and 3rd ave due to hill. Speed bumps would be helpful.
 13. I'd love to see more culture and community ownership added to walk bike plans, like what City Repair in Portland does. (<http://www.cityrepair.org/our-projects/>) Especially, around the schools, it might be a great way to raise awareness, build community, instill pride of place, and subsequently, increase neighborhood value. [+1]
 14. Street lights on the corners [+1]
 15. Add flashing lights to the crosswalk that are activated when the crosswalk button is pushed. This will catch the attention of drivers that there are pedestrians. Similar to the lights on Park Plaza and Lake Merced by Westlake Shopping Center [+1]
 16. The grassy area from Boulevard Cafe to the freeway overpass is always trashed, and sometimes people sleep there. I believe this is Caltrans' property, so perhaps the city could make a deal to keep it clean. The litter looks bad and discourages walking. [+3]
 17. I would like it if there was a short cut to go into Kaiser. If you want to walk in to the entrance from the west direction on Hickey, you have to continue walking down to the next intersection and cross, then walk back up to the entrance.
 18. Canterbury & Morton are safer Skyline Blvd alternatives. However, one must cut through Serramonte School property and descend St Francis. Crossing Skyline Blvd @ Hwy 1 is a death trap, but is doable only during non-peak hours when very few cars are on the road.
 19. There is a parking lot behind this building. Is there a way Daly City can acquire an easement for BART riders to go from San Pedro to Washington via this parking lot? Otherwise, traveling left or right leads pedestrian away from their destination. Poorly designed street.
 20. Heading South on Gellert is steeper, but much shorter than Callan. Bicyclist can easily descend either Callan or Gellert heading north, but I recommend using Gellert heading south.
 21. Need better lighting on Poncetta. Street is a bit dark

22. Place a sign "Slippery when wet" or "Slow turn" at the light where cars make left hand turn into 280 Fwy. Many cars take the turn too fast in rainy or foggy conditions and end up sliding. They crash into the guardrail, curb, or streetlight. It becomes dangerous for pedestrians standing at corner waiting to cross when a car is sliding towards them [+2]
23. Too many dog owners don't pick up after poop. It discourages people from walking as it's a health concern. City should put up official looking signs that states it is the responsibility of dog owners to pickup. I am embarrassed to walk with my guests in neighborhood as other cities don't have same problem. It is a huge problem in DC. [+1]
24. the pedestrian walk lights should change with the traffic light. we should not have to press the button to make the walk light change. cars should be on the lookout for people regardless of walk sign or not. this is a major intersection with bus stops. people should not have to jaywalk to catch their stop.
25. Remove one lane of traffic going uphill/westbound on Southgate at J Serra to add bike lanes on this bike route. Only one lane feeds this direction from J. Serra so why does it have to flare out to two lanes . The street looks wide enough near the mall exit that maybe narrowing the existing lanes will allow you to fit in the bike lane while keeping 4 lanes just at the entrance.
26. can the people removing our trash put our bins back to the drive away instead of leaving them 20inch away from the curb or more so that cars don't have to worry about going around them or almost hitting them. it's been happening too often where some of them are almost in the middle of the street.
27. cars often speed on this street going east into a blind downhill. suggest adding a speed bump/signs. Can be dangerous for cars exiting their driveways or crossing the street, especially at night. [+1] [See photo below.]



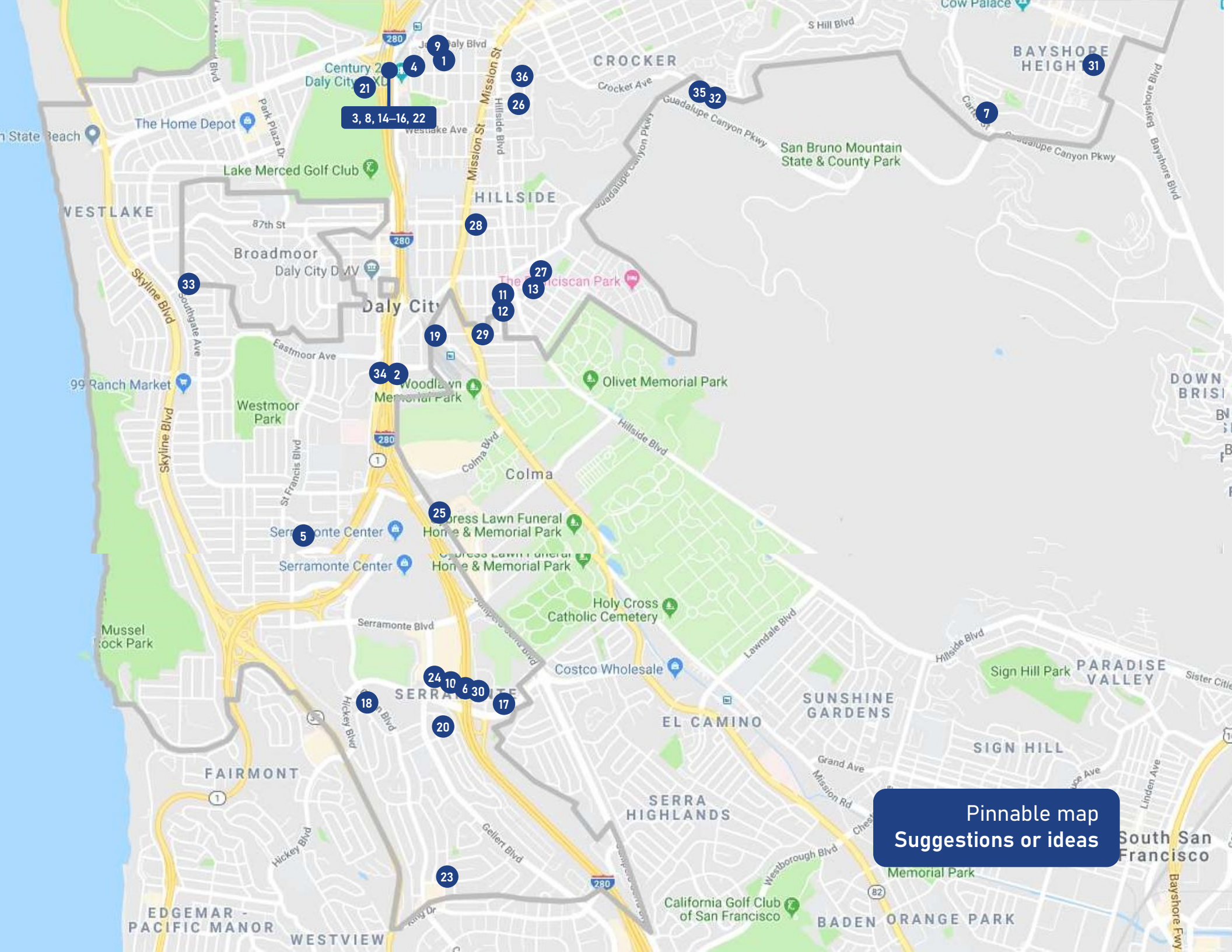
28. Speed bumps around the high school would be most appreciated.
29. Please repair uneven pavement on ECR/Mission just before Wendy's going NB. There is a huge lumpy seam extending across all 3 lanes damaging tire alignment.
30. Putting the lines further back from the crosswalk would have cars stopping sooner and make the crosswalks safer.

31. Should have add more street lights in Bayshore neighborhood because the LED street light is not as bright as the old street light. The LED street light make our street darker than before. It will be nice if we can add more street light (distance between two street light) in our neighborhood like what SF does.
32. The turnaround spot(?) on the south side of Crocker Avenue, at the very top of the hill, and across from Hana Vista Lane has a sign that says "No Dumping". The sign might as well say "Please leave old mattresses and sofas here." So many people leave their junk there. I live up here and drive by it every day/week. Could the city install a wireless camera that can be monitored for license plates to catch the people littering here and CHARGE them for the mess they cause? [+9]
→ Yes, dumping and trash are a DAILY occurrence here. My family & I walked cleaned up on a daily basis for several weeks. EVERY SINGLE DAY there were 1 or 2 new bags of fast food that had been tossed onto the street. I'll repeat for emphasis: every single day. It's extremely discouraging. Please consider a game camera[1] or similar to find and stop the culprits: <https://www.dickssportinggoods.com/p/wildgame-innovations-terra-extreme-trail-camera-12mp-18wgiutrrxtrm12mptch/18wgiutrrxtrm12mptch>
33. (MORE) Street lights on this street would be helpful for those using this street at night. It would also help deter others from attempting to vandalize/break into parked cars and dumping their garbage on the sidewalk next to the school's garden.
→ Bradley drive
34. There is no street lights on Eastmoor Ave between Brown elementary and Sullivan. It's too dark to see where you are walking when the sun is down. Please consider adding a few light posts in this section. [See photo below]



35. Need a sidewalk or at least a bike Lane on the 1000 block on Crocker. [+5]
→ If we could put in a sidewalk for the short stretch in which ther is non it would be a lot safer walking to/from BART [+1]

- Pedestrian would have to look around to cross to avoid getting hit by on coming traffic.
- 36. Put an actual light so drivers can know when to go or not. As well as putting lighting on the crosswalk floor so drivers can see people walking



Pinnable map
Suggestions or ideas

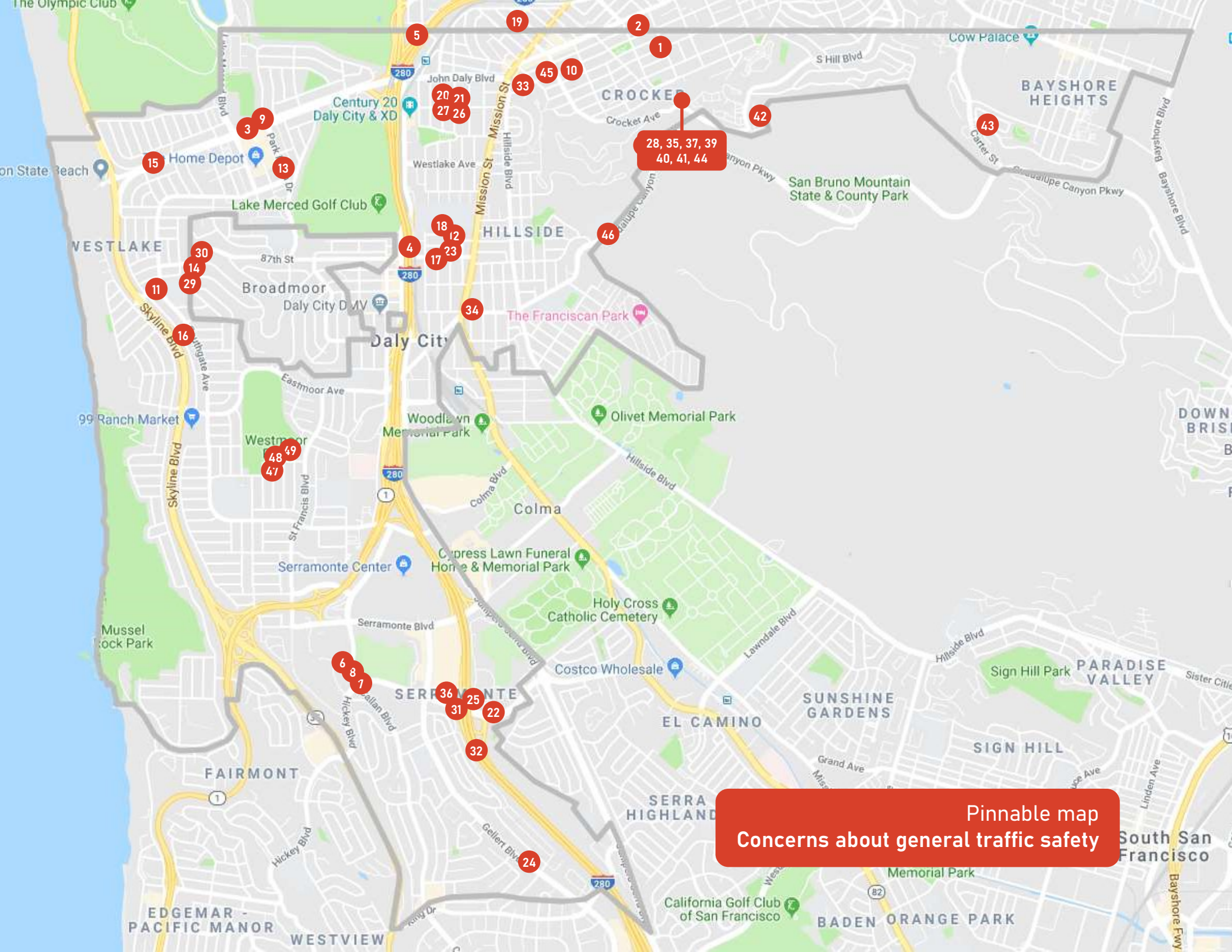
D-4: Concerns about general traffic safety

49 pinned comments

1. There is a lot of traffic during school days. A lot of cars double park (when dropping off/picking up kids) making it dangerous for other cars and bicyclist. Parked cars are constantly side swiped because its a narrow street.
2. There are no parking zones on both corners (Acton and Mission) 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. The city should paint the curb red (on the corner near the bus stop) to emphasize the no parking zone. The city also needs to add permanent cones similar to the ones SF added on the corners of Mission and Sickles to stop people from parking on the corner near the Platinum Wireless. [+1]
3. Cars get backed up here frequently, block intersections for pedestrians and other cars. Need to adjust timing of traffic lights so traffic flows better down John Daly Blvd.
4. There needs to be a warning at 87th Street intersection for Bikers heading north - MUST use sidewalk on West side of street!!! There is no bike lane or shoulder on I-280 overpass. Once road turns right, biker will be in a blind spot, and can be struck by a car. [+3]
5. Bicyclists and pedestrians from Daly City BART Station can NOT use the Junipero Serra overpass to reach SFSU - no bike lanes or sidewalks. Oceanside is not very safe... especially at night. Nevertheless, they must use St Charles Ave, descend and cross Alemany Blvd, and ascend the other side. Very inconvenient and dangerous! Either build a protective wall / crash barrier on Junipero Serra overpass, or build a bike / ped bridge on St Charles Ave. Safest way into SF is via Sunset Blvd. [+1]
6. This is private property, but there are no stop signs at the intersection within the apartment complex. Additionally, the tall bushes make it difficult to see around the curves. Both contribute to dangerous driving and near-accidents.
7. This is a bus stop, but people park anyway (sometimes along the curved curb too). It is dangerous and makes it more difficult to turn onto Campus Dr, especially if the bus is actually loading/unloading since they are forced to block the right lane.
8. There are no parking anytime signs on Campus Drive, yet overnight there are MANY parked cars here. This is especially dangerous because it is difficult to see if there is traffic coming down Campus Dr (towards Hickey Blvd) if turning onto Campus Dr from Serramonte Ridge Apartments.
9. Traffic light needs to be better coordinated with other lights. It creates traffic jams on both directions [+2]
10. Cars do not make full stops on this corner. Be careful. [+1]
11. Cars traveling northbound on 35 use the Westridge Off-Ramp and On-Ramp to bypass the traffic light. [+1]
12. Cars speed down our street toward and away from the high school at all hours of the day or night. Have had multiple crashes into parked cars in recent years - severe ones. Strongly suggest speed bumps.
13. This parking lot is poorly planned! Spaces too condensed.
14. Joy riders have been wreaking havoc all along 87th.
15. Excessive speeds at all hours along JDB & Skyline.
16. Excessive speeds at all hours along JDB & Skyline.
17. Excessive speeds at all hours on 87th.
18. Police are allowing cars to park on the corners of the street making visibility and turning dangerous.
19. This dip from the hill incline is too steep here, and creates a road hazard that often causes cars to scratch their front on the pavement. [+1]
20. This is a 2-way stop and often has cars speeding through an intersection with blind corners, even though it should be a quiet neighborhood street. Please make it a 4-way stop. [+3]
21. This is a 2-way stop and often has cars speeding through an intersection with blind corners, even though it should be a quiet neighborhood street. Please make it a 4-way stop. [+3]
22. With the increase in traffic on this road the current speed limit seems to fast.
23. Cars speed down School St. in both directions. Nearly impossible to make a left of right turn off of Werner Ave onto School St. Please put a 4-way stop here. [+1]
24. I have lived on this block for seven years I have seen people Use Our St., Verducci drive as a thorough way between Gellert Boulevard and King Drive sometimes in speed limits in excess of 45 to 60 miles an hour. A speed bump and or humps would be greatly appreciated. We have almost been T-bones on more than numerous times it is scary to let our children play outside. I have asked all my neighbors if the city is willing we will ALL sign a petition to get speed bumps. I have complained before.
25. Cars stopping in the crosswalk.
26. Please, please make this a 4-way stop. It is impossible to see if cars are coming.
27. Please make this a 4-way stop! There is no way to see if cars are coming.
28. There are NO SIDEWALKS at the top of the hill for 0.1 mile from 1001 - 1041 Crocker Avenue. This is a winding stretch of road where vehicles often come around a blind corner to nearly miss a pedestrian or a bicyclist. This is an EXTREMELY HAZARDOUS area of Daly City streets. [+3]
29. Traffic backing up on Southgate by MHT causes some drivers to pass on opposite lane. Parents cross students here instead of using crosswalk, weaving in and out of

moving traffic. Combined with the bus, this is a very dangerous place.

30. The intersection between 87th, Larchmont and Stoneyford is just a hazard at all times. The person at the stop sign often fails to yield or stop. Peds at this intersection at risk if any cars are traveling through due to the lack of visibility (all roads curve) I know this is Broadmoor but Daly City can take steps to mitigate the issue by adding a LARGE or lighted YIELD sign and ENFORCING the traffic laws. The road bumps and yellow plastic barriers are useless, Need large speed limit signs!
31. Need lane markers please. People frequently drive in center or wrong side. Come around bend too fast. Poor visibility due to parked cars.
32. Most cars coming down Serravista run right through this stop sign. They don't even slow down! Speed bump perhaps?
33. Drivers are just going whenever they want to go and it's very scary at night to communicate with other drivers if we can't see each other. It causes a lot of backup and traffic.
34. The lines on the road have helped a little with letting drivers know which lanes are allowed to turn, but the sign at the top of the stoplights needs some guidance too. Too many cars are still making a left from the far right lane from San Pedro on to Mission. [+1]
35. There is absolutely no safe way to walk between Pointe Pacific Dr. and 1041 Crocker Ave. Whilst it is challenging to build a sidewalk, it should be done before someone gets seriously hurt or killed on this portion of the street. Pedestrians cannot be seen by drivers of vehicles on this curvy road and because of the danger, people tend to walk on the cliff side of the railing, which is also hazardous. It would be a good use of funds to build a sidewalk at this segment of the road. [+6]
36. Reckless driving on Hickey, Junipero Serra, El Camino Real--tailgating, failing to stop for pedestrians, street racing. We need better enforcement of basic rules of the road.
37. There is no sidewalk. Combined with a series of blind corners, this makes it very dangerous to walk here. It's also stressful for car drivers as sometimes pedestrians come around the corner walking many dogs, and the dogs can really protrude out into traffic despite the walker making a clear effort to keep them confined to the edge. [+1]
38. no sidewalk [+5]
39. This is an extremely hazardous area with tons of blindspots and 0 places for pedestrians to walk. Making this point a top priority for the city should be key. I see this road endanger families every day. [+4]
40. No sidewalks in 1000 block of Crocker causing pedestrians to walk in street. Very dangerous at night. You need to install sidewalks before someone is killed. [+1]
41. Crocker between Pointe Pacific and Bellevue is a racetrack. Cars speeding up and down at all hours. No sidewalks make it a deathtrap for pedestrians and bikers [+2]
42. The stop signs at this 3 way intersection are only considered a suggestion by 98% of drivers. [+1]
43. To exit south from Bay Ridge Drive onto Carter Street is very dangerous. Cars often speed downhill on Carter and there is a curve. To see if it is clear to turn left onto Carter, one, must inch forward onto Carter. Cars often miss the right-turn lane and continue downhill as if it were a 2-lane street. Lights at Guadalupe and at Martin are not synced so on days when there are Cow Palace events, or at commute times, it is very difficult to turn left. Perhaps a convex traffic mirror?
44. No sidewalks from 1001 – 1041 Crocker Avenue This is very dangerous!! [+1]
45. We need brighter street lights here - as a driver it's very hard to see when someone is crossing the street.
46. You need to put reflectors on this roadway especially at the corner of Carter and Guad. which is often obscured by fog in the evening. Traffic can easily go over the side of the embankment into homes.
47. Need more street light and stop sign. Cars often speeding and crashes in parked cars when turning at the corner.
48. PLEASE make a stop sign. A lot of car accidents! Many children and seniors walk on this street.
49. Not safe. Very dangerous. Need a stop sign!



Pinnable map
Concerns about general traffic safety

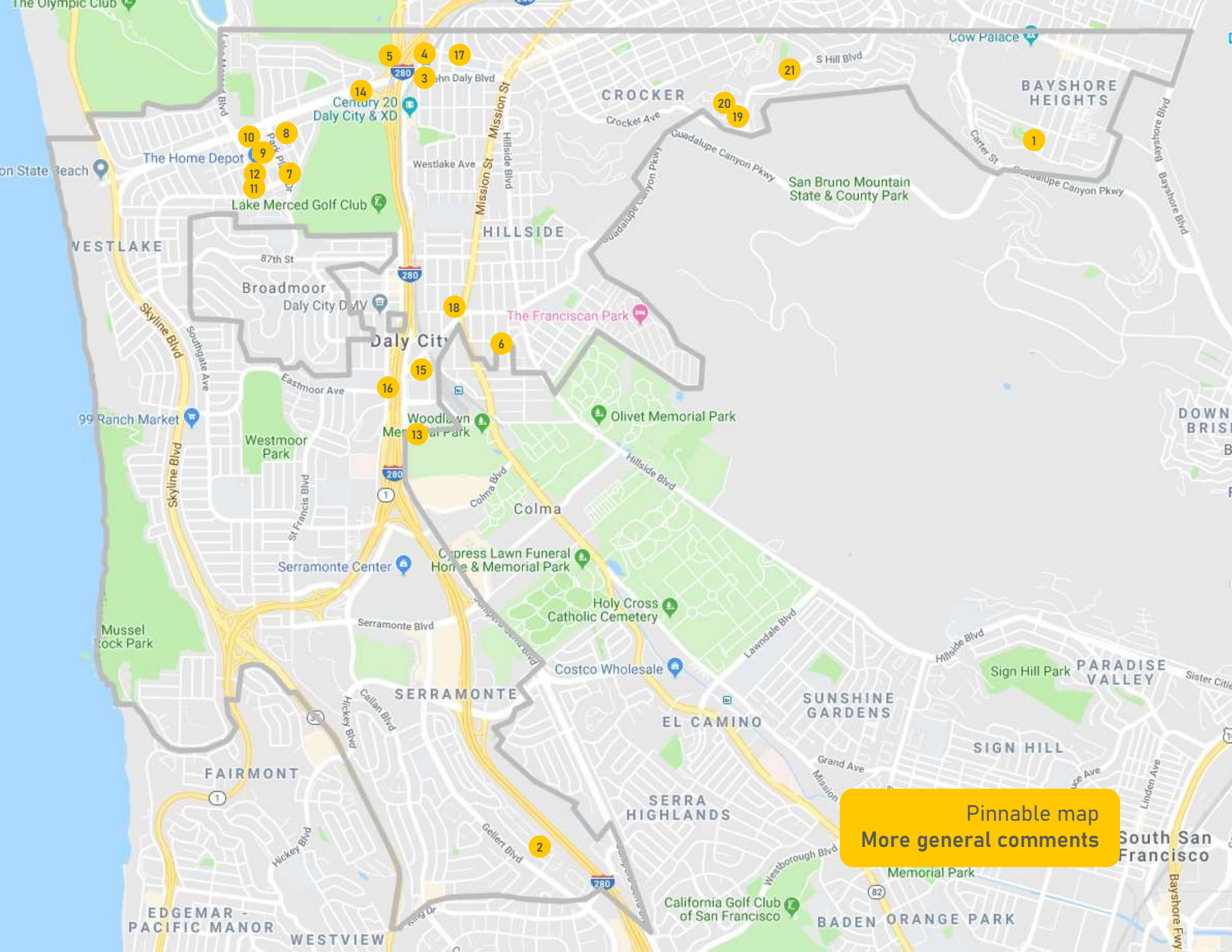
D-5: More general comments

21 pinned comments plus one response to comments

1. Very nice area for walking. Many drivers fail to stop at intersection stop signs. [+1]
2. Daly City in general is one of the worst offenders in terms of ADA-compliant sidewalks. The minimum clear width is not met at countless locations due to overgrown bushes. The city does not appear to enforce homeowners to maintain their front lawns. [-1]
3. There's an underpass here that takes you to the Bart Station. Needs better signage. People don't realize it takes you to BART. Some try crossing John Daly instead. [+5]
4. An Entrance to the Under pass is here. From BART to exit on the other side of John Daly. I've seen people attempting to walk across John Daly, instead of taking the underpass. [+3]
5. Adding image of walking path entrance [+1] [See photo below.]



- I went through this path the other day and found it connects to the St. Thomas More School/Church. Even though I went through it during the day, I would definitely not feel safe going through at night. Not sure how much Daly City can do as only part of it is within city limits.
6. Dangerous intersection. There are big trucks and you can't see if you are trying to make a right on mission street
 7. This busy intersection always scare me. Alot of pedestrians crossing and drivers gets annoyed because of the traffic. I have seen a couple of altercations there. Traffic gets bad when people stop infront of the vietnamese restaurant or the banks.
 8. This street needs more lighting. The cross walk is a pittle hidden and you will not see peoplecrossing right away and it is dangerous because people tend to speed up at night
 9. Monitor the parking garage, alot of drag racing. Sometimes there are beer bottles being dropped from the garage to the groundfloor near the gym [+3]
 10. Alot of cars double park near the cross walk after the 2 lane road merge to 1 lane! They always stop abruptly and it creates a bottle neck because they are waiting for parking spot
 11. Alot of illegal parking. King Hua, kumon and laundry causes traffic [+1]
 12. Alot of illegal parking and people illegally dumping their trash at westlake apt. [+1]
 13. Always a scary merge. Cars coming down from junipero serra to 280 always speeding. Its a always scary to merge because people ignore your blinkers and will just try to be ahead of you no matter what
 14. This is a really confusing intersection for cars because of the S. Mayfair light cycle and the offset "stop here on red" for Poncetta. This adds intimidation and confusion for pedestrians on all sides. [+2]
 15. Crossing here is a more direct route to the BART station, but there's no sidewalk to B street from Junipero Serra. Also, B Street seems like there's an abandoned house and it doesn't feel safe. There's garbage and dumping on that street. [+1]
 16. This sidewalk used to be mostly overgrown with iceplants. Thank you for cutting them back!
 17. Buses double park in the street lane for long periods of time. This creates a traffic hazard for cars that are making left turns onto the street from JDB and needing to merge with another turn lane. Please help instruct drivers to not double park. [+2]
 18. The 101 North freeway entrance @ Washington St. has had TWO large potholes at the beginning of the ramp, and it's been there a LONG TIME.
 19. Not dog-friendly! There is no garbage bin or fountain and the park is also not dog-friendly [+1]
 20. In light of the recent fires in Northern and Southern California, it is terrifying to think that we have no alternative on or off this mountain if traffic is blocked for any reason. It adds to the concerns I have about access on Crocker Avenue and South Hill Boulevards. If there were an emergency, imagine how horrible it would be with such poor access/egress AND pedestrians, bikers and cars all trying to get off the mountain on Crocker and South Hill Blvds!
 21. In light of the recent fires in Northern and Southern California, it is terrifying to think that we have no alternative on or off this mountain if traffic is blocked for any reason. It adds to the concerns I have about access on Crocker Avenue and South Hill Boulevards. If there were an emergency, imagine how horrible it would be with such poor access/egress AND pedestrians, bikers and cars all trying to get off the mountain on Crocker and South Hill Blvds! [+1]



Pinnable map
More general comments

Appendix E | Comments received through other channels

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.

31 comments

1. Regarding the hazards of walking along Crocker where there is no sidewalk, this appears to be an area DC does not think people do any walking. I travel that route often and it is difficult to walk when there is traffic. It is especially hazardous when a person is walking west as the person has their back to traffic. A sidewalk to link the sidewalks which end when you reach the non sidewalk area necessary for the safety of pedestrians who either are walking for exercise or do not have a vehicle to get where they have to be.
2. Suggest you collect taxes from bikes to pay for those fancy lanes...and you might install a green stop sign to remind them they need to stop like everyone else!!!
3. Gellert Park has a 1/2 mile walking path circling the playing fields. We need more such protected walking paths because the sidewalks are uneven for driveways and other access points. Frequently people walk in the streets and bicycle lanes because the surface is more even. Older residents are afraid of falling on the sidewalks but know they need to walk for health reasons.
4. Looking forward to figuring how I will no longer take my life in my hands at certain intersections on my daily walk!
5. Very exciting initiative for Daly City! I am a SSF resident but ride through DC and would like to follow the progress.
6. Please don't allowed to ride bicycle in all United States city because they never stop red light and stop signs. Very very dangerous. If you allow, you make a new law. Police give ticket minium fine \$1,000.00. Add DMV record. Don't ride Southgate and St. Francis Blvd.
7. Making sure everyone riding a bike or walking wear proper equipment, always stay to the right side of the road, don't wear ear plugs, head phones...etc. Also wear neon bright colors at night time
8. There are certain areas such as the trails that need trail lights at time for people to go hiking at night and also more stop signs as well on Irvington St and Crocker there should be a stop sign there. Ive seen people almost get hit by cars flying up or down the street
9. Build, organize more bike lanes & walk paths at preferred & selected districts & areas. Conduct more trainings to both bikers and pedestrians regarding safety & security so all of us can bike & walk safer & more easier in Daly City
10. Illumination at night is the biggest challenge
11. Need more bike lanes
12. Westmore & Southgate because super market specials weekend too many car driving around on the street.
13. Daly City's terrain is good to walk for cardio exercise. The weather is also excellent so you don't get too tired. The bad part is some of the hilly streets in Daly City. The best place to walk is around Southgate and Westmoor.
14. Put in a "lighted" lights crossing into Safeway on Park Plaza. Lots of cars and foot traffic including children crossing.
15. Walking problems - cars are not stopping & yielding to peds even in cross walks. Pedestrians are walking distracted as well. I primarily walk in Westlake & it's a challenge. Biking problems - similar to walking. Mostly people are distracted.

16. Streets are dangerous - Driver inattention and speeding. Need selective traffic enforcement
17. Lake Merced needs a separate walking path and biking lane (safely) all the way around. Enforce speed limits
18. walking pathways and safe street crossings where there is no stop lights or stop signs at the intersections
19. Dog walkers leave their pets waste. We have a wide sidewalk here in Hillcrest Dr, but some car owners park their car specially at night.
20. For 3 times I was almost hit by a speeding car going thru the red light at Mission Street & Hillcrest Dr. Some drivers use the one way street at Hillcrest Dr. to turn right at Mission St and some bikers also use the sidewalk along Mission St. I would like to suggest that a camera should be installed at Mission Street and Hillcrest Dr in order to catch such traffic violators and to insure the safety of pedestrians
21. Camera should be installed in our area. Just a suggestion: Bike riders should have a separate lane because I noticed that bikers used the pedestrian lane.
2: If possible a camera is needed because some drivers do not follow regulations like the stoplights. Some drivers drive too fast & not make the stop. 3: People who walk their dogs should clean their dog's mess.
22. I am reaching out to you regarding the state of Daly City's bicycling infrastructure, specifically around the Daly City BART station area, and the need for improvement in this area. As a bicyclist and commuter, I ride my bike from Westlake up to Daly City BART in the mornings and return home using the same route. As you may notice, there is a serious lack of cycling infrastructure between these two landmarks. For instance, on John Daly Blvd. (between Sheffield Dr. and Junipero Serra Blvd.) there is absolutely zero designated bicycling paths. As such, I am forced to either increase my risk of injury by sharing the right-most lane with autos or share the sidewalk with pedestrians, which puts both the pedestrians and myself at risk. On this stretch of road, the speed limit is 35 miles per hour, but drivers often exceed that, especially when driving westbound (downhill). I have repeatedly been honked at and buzzed by drivers. I have reviewed the latest report on Daly City's Bicycle and Pedestrian Master Plan (dated 2013), where this segment of road is marked for high priority implementation of a Class III bike route. Has any additional progress been made on this? I am cautiously optimistic but have not yet found any evidence of progress.
23. I appreciate the fact that Daly City is trying to make the city more walkable and bikeable. I do have a concern about the bikers not stopping at stop signs and often times turning corners while pedestrians are still in the crosswalk. It is my understanding that they are supposed to observe the same rules as auto drivers.
24. Will you be enforcing these laws? Thank you for what you do to help Daly City be a better place to live.
24. The sidewalk disappears on the east side of Junipero Serra Blvd between B and D streets, and for those that need to walk, and ignore the postings and trek through the parking lot and up the dirt embankment, a dangerous crossing of the multilane D street awaits them. Not all of us are fit enough to take in the extra mile of detour east around this obstruction. This may be Colma rather than DC, but nevertheless, it impacts those walking from the North to the Serramonte shops via a relatively flat route.
25. (1) The lack of "bike only" or "bike priority" lanes on the asphalt in both directions. Hint: Look at San Jose, Santa Clara for the green painted lanes or even the "bikes use all lanes." (2) The hills and steep roads in Daly City, almost like San Francisco, a more "bike friendly city." Hint: Look at Europe (Germany/Holland/Sweden, etc.), Australia. (3) Transform some areas (block the streets!) into pedestrians walker zones only. (4) Red signals, green lights as LED lights planted on the ground at street corners, crosswalks, due to people always looking down! (5) Build toilets at every 4th - 6th bus stop or so (like in advanced countries) so that better walking and public transportation experience for people. Hint: JCDecaux. (6) All bikes and scooters must have phone #, or chips, on them for faster/better recuperation.
26. There are several streets in the southern hills neighborhood without a sidewalk.
27. Would love to see the equivalent of a WalkSF in Daly City. While DC might not be as walkable as SF, I think it has the potential to be.
28. I live in St Francis Heights between Higate and Southgate and Skyline Shopping Center / Serramonte Shopping Center. My suggestion is to install more street lights and flashing lights at pedestrian crosswalks.
29. Thank you for the opportunity to discuss walking and biking in Daly City. Adding bike lanes is not the only issue. I walk all the time and have the following issues:
 - Traffic on Glenwood, Northgate and Eastgate routinely ignore the 25 mph speed limit and speed up and down those streets. There are no speed limit signs and limited stop signs.
 - Uber drivers in the Olympic section do not know how to drive on N. Mayfair. They ignore the "no turn on red" sign and also speed in the neighborhood.
 - "No turn on red" signs are too small.
 - Westlake Mall is not being a good neighbor. There are many stores that have moved out and the owners have not replaced the stores with new quality tenants. I still visit, but with fewer quality tenants it is less convenient and less pleasant to shop for gifts, clothes and specialty items, which means I have to get in my car. Shopping in the City also means Daly City does not receive the

sales tax revenue. • Don't assume that providing less parking encourages people to walk or bike more. It just means more congested street parking. • People who rent their houses out to multiple unrelated tenants must provide off street parking or be taxed for not providing such parking. • Republic Services' automated garbage trucks leave garbage all over the street on trash day. They also do not pick up garbage cans that might be tipped over in the emptying process. This makes for an unpleasant and, sometimes, dangerous walking experience. I realize that speed strips are not necessarily the answer, but they might be and a test of the sound for neighbors might be a good thing to try. Bike lanes should be physically separated from traffic. Riding in a bike lane that shares with traffic is scary. Any non-residential roads that are extensively renovated should have a physically separated bike lane. Alternatively, a separate network of bike paths should be developed. Westlake Mall is very close to many housing units, making it a convenient walking destination. Unoccupied space makes Westlake Mall look bad and makes it less of a destination for local residents. The owners of Westlake Mall should be taxed on unoccupied space after a certain period of time, so that they try harder to find quality tenants.

30. Suggest cleaning and repainting the dirty gateway welcome structure on Mission and San Pedro/East Market. At the same time, replace the missing storm damaged street sign.
31. 1. Unsanitary obstructed walkways. Daily feces, urine, filth; occasional dumping. (Set up reporting system for litter abatement; educate public about proper disposal of pet (cat & dog) waste & environmental hazards of pet waste to soil, water table & wildlife). 2. Electronic scooters & bike riding on walkways. (Create bike lanes & secure bike racks in high use areas.) 3. Promote Daly City, not Amazon. (Sponsor bike clinics at D.C. libraries & historical walking tours by D.C. Museum.)

Appendix F | Caltrans' comments on the draft Walk Bike Daly City plan

This appendix contains the comment letter submitted by the California Department of Transportation (Caltrans) regarding the draft Walk Bike Daly City plan.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

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*Making Conservation
a California Way of Life.*

January 15, 2020

GTS # 04-SM-2019-00290

GTS ID: 17982

SM/Var/PM Var

Jimmy Fu, Civil Engineering Associate
City of Daly City
333 90th Street
Daly City, CA 94015

Walk Bike Daly City – City of Daly City Pedestrian and Bicycle Master Plan

Dear Jimmy Fu:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for Walk Bike Daly City Pedestrian and Bicycle Master Plan. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2019 Draft Pedestrian and Bicycle Master Plan.

Project Understanding

The City of Daly City (City) prepared, and in 2004 adopted, the City's first Bicycle Master Plan. In 2013, the City updated and broadened that plan to incorporate proposed improvements for pedestrians. Since its adoption, the 2013 Bicycle and Pedestrian Master Plan has helped the City plan its Capital Improvement Program (CIP) to emphasize bicycle and pedestrian infrastructure improvements. The new 2020 plan, called Walk Bike Daly City (Plan), is intended to create a roadmap for the next generation of pedestrian and bicycle improvements, particularly as the City experiences new development and as its population continues to increase. The Plan is intended 1) to expand the City's network of pedestrian and bicycle facilities, 2) close gaps in the existing system, 3) enhance connections to key destination, and 4) make walking and biking in Daly City safer, easier and more popular. The City is accessible by the State Transportation Network (STN) from Interstate (I)-280 and State Routes (SR)-1, 35, and 82.

*"Provide a safe, sustainable, integrated and efficient transportation
system to enhance California's economy and livability"*

Highway Operations

As stated on page 49 of the Plan, “Any changes impacting the design or function of state routes would need Caltrans’ approval, including changes at their on- and off-ramps”. If the proposed Plan moves forward, a Transportation Impact Study may be required and should discuss the following:

- **I-280 and John Daly Boulevard (Blvd.) Interchange** on-ramp and off-ramp storage capacity analysis to determine if reconfiguration and reduction of lanes on John Daly Boulevard would impact these ramps and the need to provide mitigation to reduce any queuing that spills back onto the freeway or city streets.
- **SR- 35 (Skyline Blvd.)/Thornton Beach Road (Rd.)/John Daly Blvd. Intersection** operations analysis, which should include storage capacity evaluations of all turning movements, to determine if removing the slip lanes to/from Thornton Beach Rd/Skyline Boulevard and closing the off-ramp from northbound Skyline Boulevard to eastbound John Daly Boulevard would negatively impact the operations of this intersection.
- **SR-82 (Mission Street (St.))/San Pedro Rd./E. Market St. Intersection** operations analysis, which should include storage capacity evaluations of all turning movements, to determine if removal and reconfiguration of traffic lanes at various approaches to the intersection of Mission Street/E. Market Street/San Pedro Road would negatively impact safety on SR-82.
- **SR-1/Serramonte Blvd. Intersection** operations analysis for a signal warrant and queue lengths to determine the impact of installing a signal.
- **Mitigation** measures to reduce the impact to State facilities, if necessary.

Design

Design proposals in the Plan identify reductions to lane widths and shoulder widths to non-standard widths. Any design feature that does not meet Caltrans Standards must be documented in a Design Standard Decision Document (DSDD) and reviewed and approved by Caltrans District 4 and Caltrans Headquarters. Proposed nonstandard features that cannot be justified will not be permitted. See attached for comments regarding 6.0, Conceptual Designs, explained below.

- **John Daly from Sheffield/Poncetta to I-280 (Figure 6.1)**
 - Caltrans Standards require 12-foot lanes within the lanes of an interchange. Reduction to 11-foot lanes would require approval of a nonstandard feature.

- Installation of a Rectangular Rapid Flashing Beacon (RRFB) and the location of the crossing would be subject to a safety analysis to determine the adequacy of the stopping sight distance.
 - Approval would be subject to a signal operations analysis due to reduction of storage and intersection capacity at Caltrans ramps.
- **John Daly Blvd from I-280 to Junipero Serra Blvd (Figure 6.2)**
 - At the southeast corner of Junipero Serra Blvd. and John Daly Blvd., extra attention to the bikeway entrance is required to eliminate the possibility of automobile traffic entering the bike path.
 - Approval would be subject to a signal operations analysis due to the reduction of storage and intersection capacity at Caltrans ramps.
- **State Route 35 (Skyline Blvd.)/Thornton Beach Rd./John Daly Blvd. Intersection (Figure 6.4)**
 - Both sides of SR-35 should have standard right shoulder widths of 10 feet. Use of narrower shoulders will require approval of this nonstandard feature (all quadrants).
- **SR 82 (Mission St.)/Market St. Intersection/San Pedro Rd. Intersection (Figure 6.5)**
 - Depending upon truck and traffic volumes, the standard lane width on Mission St. may be 12 feet.
 - Verify all truck turning movements in the intersection to ensure that trucks do not encroach onto bike facilities.
- **Junipero Serra Boulevard / San Pedro Road Intersection (Figure 6.6)**
 - Work on the San Pedro Road Overcrossing is subject to Caltrans Standards, including lane widths, shoulder widths, etc.
- **State Route 1/Serramonte Blvd. Intersection (Figure 6.7)**
 - Verify the SR-1 off-ramp to eastbound Serramonte Rd. movement can accommodate truck turning as it does not appear that this configuration can accommodate the necessary turning movement.
 - Verify that drivers have adequate sight distance for crossing around parked cars as cyclists may move slowly towards the uphill direction.

Caltrans Coordination

The City is encouraged to coordinate with Caltrans' Capital Preventative Maintenance Project (04-0Q140) to identify opportunities to implement planned improvements that are within the scope of roadway rehabilitation on SR-82.

Additional Considerations

The Plan should consider adding an additional crosswalk at the SR-82 (Mission Street)/ San Pedro Avenue/ Market Street intersection from the Wendy's parking lot to the Goodwill to avoid forcing pedestrians to make unnecessary street crossings. This improvement would likely require traffic signal modifications and coordination with Caltrans. As such, this improvement may be most feasible to implement in conjunction with Class IV bikeway implementation.

Lead Agency

As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit/Maintenance Agreements

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires a Caltrans-issued encroachment permit. Maintenance agreements on routes with new bike paths should be revised and/or updated.

To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Jimmy Fu, Civil Engineering Associate
January 15, 2020
Page 5

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Leong", followed by a long, horizontal, slightly wavy line that extends to the right.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

Appendix G | Planning-level cost estimates for the conceptual designs

Conceptual designs 1 and 2 | John Daly Blvd. from Sheffield Drive / Poncetta Drive to I-280 ramps

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$61,400.00	\$61,400
2	Traffic Control (15%)	1	LS	\$184,300.00	\$184,300
3	Civil				
4	Demolition	530	CY	\$200.00	\$106,000
5	Paving (Roadway / Median)	1040	TON	\$350.00	\$364,000
6	Pave Pathway (Base)	70	CY	\$320.00	\$22,400
7	Pave Pathway (AC)	130	TON	\$320.00	\$41,600
8	Fill	700	CY	\$150.00	\$105,000
9	Curb Ramp	6	EA	\$7,000.00	\$42,000
10	Retaining Wall	110	CY	\$1,200.00	\$132,000
11	Pavement Delineation				
12	Continental Crosswalk	3300	SF	\$5.00	\$16,500
13	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	6500	LF	\$2.50	\$16,250
14	Stop Bar	190	SF	\$5.00	\$950
15	Large Through/ Turn Arrow Symbol Striping	1480	SF	\$5.00	\$7,400
16	Bike Lane Symbol	40	SF	\$5.00	\$200
17	Cross Bike	690	SF	\$15.00	\$10,350
18	Electrical/ Signals				
19	Pedestrian Signal Head	2	EA	\$4,000.00	\$8,000
20	APS	2	EA	\$3,000.00	\$6,000
21	Beacon System	1	EA	\$30,000.00	\$30,000
22	Overhead Signage Relocation	2	EA	\$50,000.00	\$100,000
23	Light Pole Relocation	2	EA	\$10,000.00	\$20,000
24	Retrofit Traffic Signal	1	LS	\$200,000.00	\$200,000

Total \$1,474,350

Contingency % 0.15 \$221,200

Total \$1,695,550

Construction Engineering % 10% \$169,600.00

Plans, Specs and Estimates % 20% \$339,100.00

Environmental % 0.50% \$8,500.00

Location Total \$2,212,750

Conceptual design 3 | John Daly Boulevard from Junipero Serra Boulevard to De Long Street

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$22,900.00	\$22,900
2	Traffic Control (15%)	1	LS	\$68,700.00	\$68,700
3	Civil				
4	Demolition	240	CY	\$200.00	\$48,000
5	Paving (Roadway / Median)	460	TON	\$350.00	\$161,000
6	Curb Ramp	2	EA	\$7,000.00	\$14,000
7	Pavement Delineation				
8	Continental Crosswalk	490	SF	\$5.00	\$2,450
9	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	4750	LF	\$2.50	\$11,875
10	Stop Bar	160	SF	\$5.00	\$800
11	Large Through/ Turn Arrow Symbol Striping	1480	SF	\$5.00	\$7,400
12	Bike Lane Symbol	110	SF	\$5.00	\$550
13	Cross Bike	600	SF	\$15.00	\$9,000
15	Bike Lane Buffer (Painted)	500	LF	\$6.50	\$3,250
16	Electrical/ Signals				
17	Retrofit Traffic Signal	1	LS	\$200,000.00	\$200,000
				Total	\$549,900
				Contingency %	0.15
				Total	\$82,500
				Total	\$632,400
				Construction Engineering %	10%
				Plans, Specs and Estimates %	20%
				Environmental %	0.50%
				Location Total	\$825,320

Conceptual design 4 | Intersection of John Daly Boulevard / Skyline Boulevard

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$45,900.00	\$45,900
2	Traffic Control (15%)	1	LS	\$137,700.00	\$137,700
3	Civil				
4	Demolition	380	CY	\$200.00	\$76,000
5	Paving (Roadway / Median)	740	TON	\$350.00	\$259,000
6	Future Path	1	LS	\$50,000.00	\$50,000
7	Curb Ramp	10	EA	\$7,000.00	\$70,000
8	Pavement Delineation				
9	Continental Crosswalk	1570	SF	\$5.00	\$7,850
10	Cross Bike	530	SF	\$15.00	\$7,950
11	Stop Bar	160	SF	\$5.00	\$800
12	Large Through/ Turn Arrow Symbol Striping	1480	SF	\$5.00	\$7,400
13	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	3940	LF	\$2.50	\$9,850
14	Bike Lane Symbol	150	SF	\$5.00	\$750
15	Green Thermoplastic	1540	SF	\$15.00	\$23,100
17	Bike Lane Buffer (Painted)	810	LF	\$6.50	\$5,265
18	Electrical/ Signals				
19	New Traffic Signal	1	LS	\$400,000.00	\$400,000
				Total	\$1,101,600
				Contingency %	0.15
				Total	\$165,200
				Total	\$1,266,800
				Construction Engineering %	10%
				Plans, Specs and Estimates %	20%
				Environmental %	0.50%
				Location Total	\$1,653,140

Note: Striping quantities assume work from the study intersection to the next adjacent intersection along Skyline Blvd.

Conceptual design 5 | Intersection of Mission Street / E. Market Street / San Pedro Road

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$18,800.00	\$18,800
2	Traffic Control (15%)	1	LS	\$56,300.00	\$56,300
3	Civil				
4	Demolition	100	CY	\$200.00	\$20,000
5	Paving (Roadway / Median)	200	TON	\$350.00	\$70,000
6	Curb Ramp	3	EA	\$7,000.00	\$21,000
7	Pavement Delineation				
8	Continental Crosswalk	2030	SF	\$5.00	\$10,150
9	Cross Bike	1070	SF	\$15.00	\$16,050
10	Stop Bar	180	SF	\$5.00	\$900
11	Large Through/ Turn Arrow Symbol Striping	940	SF	\$5.00	\$4,700
12	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	3710	LF	\$2.50	\$9,275
13	Bike Lane Symbol	130	SF	\$5.00	\$650
14	Shared Lane Marking	30	SF	\$5.00	\$150
16	Bike Lane Buffer (Painted)	1900	LF	\$6.50	\$12,350
17	Relocate Bus Stop	2	EA	\$5,000.00	\$10,000
18	Electrical/ Signals				
19	Retrofit Traffic Signal	1	LS	\$200,000.00	\$200,000
				Total	\$450,300
				Contingency %	0.15
				Total	\$67,500
				Total	\$517,800
				Construction Engineering %	10%
				Plans, Specs and Estimates %	20%
				Environmental %	0.50%
				Location Total	\$675,740

Note: Striping quantities assume work from the study intersection to the next adjacent intersection along Mission Street and Market Street.

Conceptual design 6 | Intersection of Junipero Serra Boulevard / San Pedro Road

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$22,400.00	\$22,400
2	Traffic Control (15%)	1	LS	\$67,300.00	\$67,300
3	Civil				
4	Demolition	60	CY	\$200.00	\$12,000
5	Paving (Roadway / Median)	110	TON	\$350.00	\$38,500
6	Curb Ramp	10	EA	\$7,000.00	\$70,000
7	Pavement Delineation				
8	Continental Crosswalk	3300	SF	\$5.00	\$16,500
9	Cross Bike	1330	SF	\$15.00	\$19,950
10	Stop Bar	400	SF	\$5.00	\$2,000
11	Large Through/ Turn Arrow Symbol Striping	1480	SF	\$5.00	\$7,400
12	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	15750	LF	\$2.50	\$39,375
13	Bike Lane Symbol	360	SF	\$5.00	\$1,800
15	Bike Lane Buffer (Painted)	6300	LF	\$6.50	\$40,950
16	Electrical/ Signals				
17	Retrofit Traffic Signal	1	LS	\$200,000.00	\$200,000
				Total	\$538,200
				Contingency %	0.15
				Total	\$80,700
				Total	\$618,900
				Construction Engineering %	10%
				Plans, Specs and Estimates %	20%
				Environmental %	0.50%
				Location Total	\$807,670

Note: Striping quantities assume work from the study intersection to the next adjacent intersection along San Pedro Road and Juniper Serra Blvd.

Conceptual design 7 | Intersection of Serramonte Boulevard / Highway 1 ramps

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	AMOUNT
1	Mobilization (5%)	1	LS	\$11,800.00	\$11,800
2	Traffic Control (15%)	1	LS	\$35,400.00	\$35,400
3	Civil				
4	Demolition	50	CY	\$200.00	\$10,000
5	Curb Ramp	10	EA	\$7,000.00	\$70,000
6	New Median	20	CY	\$2,000.00	\$40,000
7	Paving (Roadway / Median)	100	TON	\$350.00	\$35,000
8	Pavement Delineation				
9	Striping (Centerline stripe, Channelizing line, Lane Line, ect.)	3900	LF	\$2.50	\$9,750
10	Continental Crosswalk	9200	SF	\$5.00	\$46,000
11	Cross Bike	340	SF	\$15.00	\$5,100
12	Stop Bar	50	SF	\$5.00	\$250
13	Large Through/ Turn Arrow Symbol Striping	1480	SF	\$5.00	\$7,400
14	Bike Lane Symbol	130	SF	\$5.00	\$650
16	Bike Lane Buffer (Painted)	1800	LF	\$6.50	\$11,700
17	Electrical/ Signals				
18	New Traffic Signal	1	LS	Separate Project	
				Total	\$283,100
				Contingency %	0.15
				Total	\$42,500
				Total	\$325,600
				Construction Engineering %	10%
				Plans, Specs and Estimates %	20%
				Environmental %	0.50%
				Location Total	\$424,880

Note: Striping quantities assume work from the study intersection to the next adjacent intersection along Serramonte Blvd.