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 crosswalk 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 BoF A 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]

[Response from City staff.] It’s 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 walkway 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 away 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 to 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 to 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 sooooooo 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.
Concerns about walking: Comments 1–40

Pinnable map
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 add 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 crosswalk 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 sidewalks are too narrow and are overgrown with bushes and encroaching 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]
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]
97. Need a sidewalk on Crocker from South Hill Blvd to Pointe Pacific [+4]
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 near Pointe Pacific. Super dangerous to walk -- have to walk in traffic lane on windy road [+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.

133. No sidewalk.

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 crosswalk of Hickey and the 280 S offramp has very limited lighting that is covered by a tree. More lighting for the crosswalk 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 swerving around curves, not always staying in the lanes. There are also blind spots 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]

145. No sidewalks in 1000 Block of Crocker making it very dangerous. Twice as dangerous at night on this curvy section.

146. 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.]

147. We need a safe sidewalk to walk and bike down because this road is too narrow! [+3]

148. 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.

149. Lack of sidewalks between Pointe Pacific and the beginning of Village in the park.

150. 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]

151. 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]

152. 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. 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.gethealthysmc.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.gethealthysmc.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.gethealthysmc.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.
Concerns about walking: Comments 81–120
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.

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]
Making it easier to walk and bike in Daly City

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.
Making it easier to walk and bike in Daly City
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 or 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-18wgiutrtrtm12mptch/18wgiutrtrtm12mptch

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 oncoming traffic. 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.
Making it easier to walk and bike in Daly City

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
Making it easier to walk and bike in Daly City

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. Pedes 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!
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 Underpass 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. A lot 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 in front of the Vietnamese restaurant or the banks.
8. This street needs more lighting. The cross walk is a pitiful hidden and you will not see people crossing right away and it is dangerous because people tend to speed up at night

9. Monitor the parking garage, a lot of drag racing. Sometimes there are beer bottles being dropped from the garage to the groundfloor near the gym [+3]
10. A lot 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. A lot of illegal parking. King Hua, kumon and laundry causes traffic [+1]
12. A lot 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!
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