Walk Bike Daly City

City of Daly City Pedestrian and Bicycle Master Plan 2020

WALK BIKE DALY CITY

The Walk Bike Daly City plan seeks to make walking and biking in Daly City safer, more convenient and more popular than ever before.

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Prepared for the City of Daly City by Eisen | Letunic with Parisi Transportation Consulting

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01 | Introduction

Why this plan?

Walking and bicycling are sometimes-overlooked parts of the transportation system. However, they have many valuable benefits in terms of mobility, public health, environmental protection and neighborhood livability. Perhaps most importantly, walking and bicycling are healthy, sociable, inexpensive and environmentally friendly ways for some people to meet their everyday transportation needs.

In recognition of these benefits, the City of Daly 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, acknowledging the importance of walking to Daly City's transportation system. 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 City has been successful in obtaining grant funds, which along with local funds, have allowed it to implement many of the projects recommended in the 2013 plan.

This document replaces the 2013 plan. This new, "2020" 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 2020 plan, called Walk Bike Daly City, aims to expand the City's network of pedestrian and bicycle facilities; close gaps in the existing system; enhance connections to key destinations; and, more generally, make walking and biking in Daly City safer, easier and more popular than ever. The title of the new plan places "Walk" before "Bike" as an acknowledgement that walking is the most fundamental form of transportation and that many more people walk than bike in Daly City.

Contents of the plan

The Walk Bike Daly City planning process took place in 2018–2019. The process began with an initial round of outreach to the community to introduce the project and encourage the public to get involved in the process. A description of that outreach is provided later in this chapter.

The initial outreach was followed by a review and analysis of existing local issues and conditions relevant to walking and biking in Daly City (see Chapter 2 of this plan). This task looked at, among other topics, the main destinations for pedestrians and cyclists; data on commuting and on traffic collisions; the City's street network, including existing pedestrian and bicycle facilities; integration

of walking and biking with transit; and other relevant planning efforts.

After these preliminary activities, the project team conducted a community needs assessment to learn about the concerns and needs of local pedestrians and cyclists; the obstacles and challenges to walking and biking in Daly City; and residents' ideas and suggestions for improving conditions. Chapter 3 contains a description of this process and a summary of the nearly 800 comments received from the public (a series of appendices to this document lists all the comments received). Following the needs assessment, the team developed a policy framework for the plan. The policy framework (see Chapter 4) consists of a long-term goal for walking and biking in Daly City, and specific policies and tasks to help achieve that goal.

Based in large part on the community's input, the project team formulated a series of proposed pedestrian and bicycle improvements, including ones that would respond to the main concerns raised by the public. Chapter 5 outlines the priority recommendations and includes a segment-by-segment description of the designated Citywide bicycle network. Chapter 6 proposes concepts for the redesign of several priority street segment and intersections around the City. Chapter 7 contains a design toolkit to help city staff plan and design appropriate pedestrian and bicycle facilities. Chapter 8 lists five supporting actions for the City to pursue in order to maximize the potential of walking and biking in Daly City. Lastly, this document contains six appendices, which include, among other contents, equity and public health analyses conducted for the Walk Bike Daly City plan and all the public comments received as part of the community needs assessment.

Public engagement

Public outreach efforts for the Walk Bike Daly City planning process were focused on two phases of the project: the project launch and the community needs assessment.

Project launch

The City began inviting the public to learn more about the Walk Bike Daly City project even before the planning process was fully underway. The goals of this early, initial outreach were to introduce the project to the community, describe the upcoming work and encourage the public to sign up for updates and announcements for when more substantial tasks were in progress. During this period, project staff conducted a number of activities to engage the public:

- Created a project logo and ordered walking- and biking-related giveaway items. Many of the items featured the logo; had a safety angle or message; were available in English and Spanish; and/or were geared toward children. These items included coloring and activity books, reflector lights, stickers, paint sheets and temporary tattoos.
- Launched the project website, www.WalkBikeDalyCity.org. The website included a form that people could use to sign up for the project email list and submit questions. (The website was active only through the duration of the project.)
- Posted announcements on the City's website and Facebook and Twitter feeds; in the City's monthly "Daly Wire" e-newsletter; and on Nextdoor, a social-media platform for neighborhoods.
- Sent announcements to civic, advocacy and other stakeholder groups and organizations including the Silicon Valley Bicycle Coalition and San Francisco Bicycle Coalition (advocacy groups), Daly City Partnership (a community services nonprofit), and Republic Services (the City's garbage and recycling collection company).
- Presented at a meeting of the City's Bicycle/Pedestrian Advisory Committee.

- Staffed an outreach table at the National Night Out event at Serramonte Center on August 7, 2018 (see photo below).

Outreach table at the National Night Out event.

Community needs assessment

The community needs assessment was a crucial component of the planning process, since it directly informed the recommendations for improvements. To maximize public participation, the City offered a number of different ways to provide comments. The various channels for public participation are described in more detail in Chapter 3; they included an online survey, an interactive "pinnable" map, and comment cards distributed at community centers around the City and at a series of events and presentations. These opportunities for participation were announced and publicized in numerous ways, also described in Chapter 3. The extensive public outreach effort for the community needs assessment yielded almost 800 comments.

02 | Planning context

This chapter presents local issues and conditions relevant to walking and biking organized under the following thirteen topics:

1. Setting and urban form
2. Demographics
3. Key destinations
4. Commuting
5. Traffic collisions
6. Street network
7. Pedestrian facilities
8. Bicycle facilities
9. Events and activities
10. Integration with other modes
11. Related plans
12. Equity analysis
13. Public health analysis

1 Setting and urban form

Daly City is located at the northern edge of San Mateo County—hence its nickname as the "Gateway to the Peninsula." It has an area of 7.7 square miles, characterized by somewhat consistently hilly terrain. The City stretches from the Pacific Ocean on the west to nearly San Francisco Bay on the east and borders a number of other jurisdictions. Clockwise from the north, the City shares borders with San Francisco, Brisbane, San Bruno Mountain State and County Park, Colma, South San Francisco, Pacifica and the Pacific Ocean (see Figure 2.1). Also, the City completely surrounds the unincorporated community of Broadmoor, a residential enclave of county land located between the Westlake and St Francis Heights neighborhoods.

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

Commercial areas, and civic and community facilities such as schools, parks and government buildings are scattered throughout the City (see "Key destinations" section). Large swaths of land are taken up by Lake Merced Golf Club (a private facility) and Mussel Rock Open Space Preserve (public open space), both of which are located west of I-280. Other large land uses include Serramonte Center (a shopping mall), the Cow Palace (an arena and events center) and several cemeteries in the Serramonte neighborhood.

Daly City enjoys the mild Mediterranean climate typical of the San Francisco Bay area: cool, dry summers and chilly, wet winters. However, parts of the City experience frequent periods of fog or low clouds due to their location along the ocean.

WALK BIKE DALY CITY

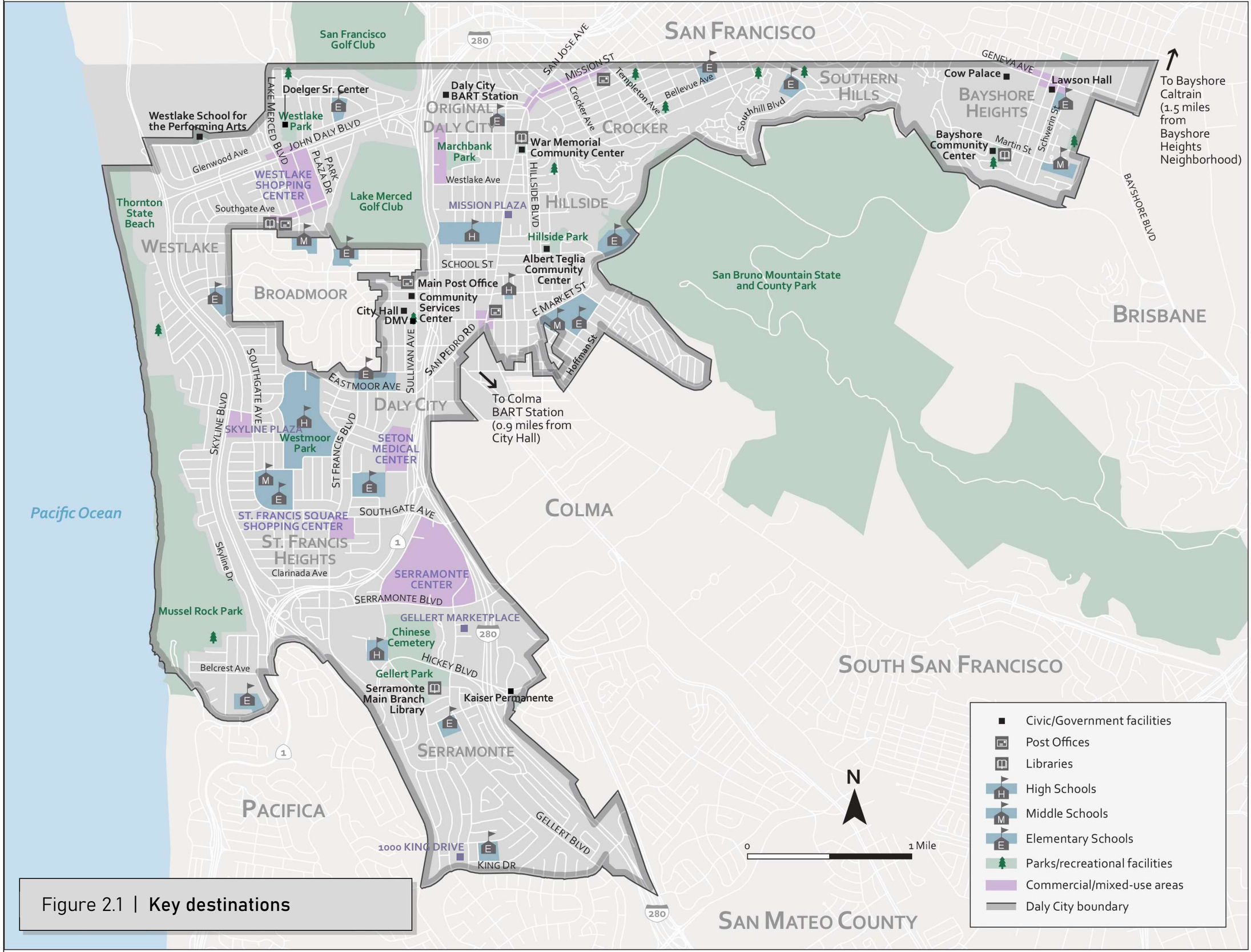
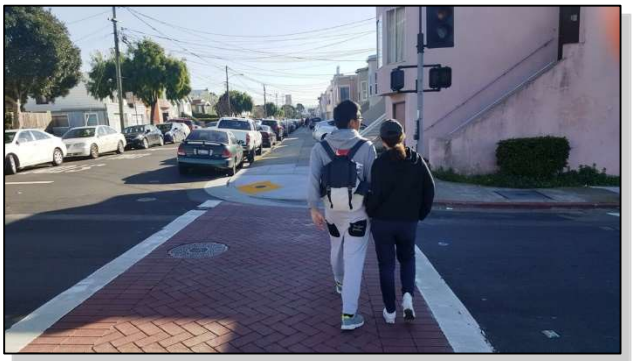


Figure 2.1 | **Key destinations**

2 Demographics

Daly City is the largest city in San Mateo County by population (105,543 people in 31,595 households) and also the most densely populated (almost 14,000 people per square mile). Of the City's residents, 13,197 people, or approximately 13%, are children between the ages of 5 and 17. Another 16,427 people (approximately 16%) are seniors ages 65 and older. Just about a third of the households include children under the age of 18. The data in this section comes from the American Community Survey, or ACS, an ongoing demographic survey conducted by the U.S. Census Bureau. The data covers 2012–2016, the most recent five-year period for which ACS data is available.

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



Pedestrians in one of the City's crosswalks.

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

3 Key destinations

Typically, the most important destinations in a city are residential neighborhoods, commercial areas, employment sites and community facilities such as schools, parks, libraries and transit hubs. The main destinations in Daly City are listed below and are shown in Figure 2.1.

The City's neighborhoods east of Interstate 280 (I-280) include Original Daly City, Hillside, Crocker, Southern Hills and Bayshore. Neighborhoods west of I-280 include Westlake, Broadmoor (not a neighborhood of Daly City proper but rather an enclave of unincorporated County land), St. Francis Heights and Serramonte.

Key commercial areas in Daly City include the Geneva Avenue and Mission Street commercial corridors; Westlake Shopping Center; Serramonte Center; and commercial clusters around the intersection of San Pedro Road, E. Market Street and Mission Street and along Gellert Boulevard between Serramonte and Hickey Boulevards. Large employment centers include City Hall; Seton Medical Center (the largest employer in Daly City), in St. Francis Heights; and the Kaiser Permanente medical offices on Hickey Boulevard.

Pedestrians at Westlake Shopping Center

The City has numerous schools, both public and private. These include 14 public elementary schools, three public intermediate/middle schools, four public high schools and three private/parochial schools. The main recreational facilities in the City include 27 City parks and tot lots scattered around the City (of which the largest parks are Mussel Rock Open Space Preserve and Gellert, Westlake, Hillside and Marchbank parks); several community centers,

club houses and other event spaces, many of them located in City parks; Giammona Pool, at Westmoor High School; two private golf and country clubs, both in the Westlake neighborhood; and Westlake School for the Performing Arts, a dance school.

The main civic and government facilities serving visitors are City Hall and, across the street, the Community Service Center; four public libraries; four post offices; a Department of Motor Vehicles office; and the North County Mental Health Center. Other important destinations worthy of note include Daly City BART station, the Cow Palace and several large cemeteries in the Serramonte neighborhood. In addition, just outside the City limits are the Colma BART station, Bayshore Caltrain station and Muni Metro's Sunnydale light-rail station.

4 Commuting

This section looks at the number of pedestrian and bicycle commuters in Daly City. According to the Census Bureau's 2012–2016 American Community Survey, 2.0% of Daly City workers commute *primarily* on foot; this might seem low but given Daly City's population, it still represents 1,151 people. At the same time, 0.2%, or 128 people, commute primarily by bike (see Table 2.1, below). The City's pedestrian and bicycle commute shares (2.0% and 0.2%) are lower than San Mateo County's as a whole (2.5% and 1.3%) and also lower than California's (2.7% and 1.1%). Because Daly City is largely residential, most people work outside of the City and are therefore less likely to commute primarily on foot or by bike. At the same time, Daly City does have a high percentage of people who commute primarily by public transportation (20.0%) and many of these riders access transit by walking and, to a lesser extent, by biking.

The ACS is our best source of comprehensive travel data for Daly City. However, the data has two significant limitations. First, it provides information on work-related travel only, which in most communities makes up a relatively small share of trips. Second, because the numbers of pedestrian and bicycle commuters in Daly City are small, the margin of error for these estimates is quite large. (Margin of error is a measure of the variability or range of an estimate. The larger the margin of error, the lower the accuracy of the estimate and the less likely it is to be close to the true value). Based on the margins of error for the data, the likely true range of pedestrian commuters in Daly City is between 790 and 1,512 people (1.4% – 2.7% of all commuters) while the likely true range of bicycle commuters is between 9 and 247 people (0.0% – 0.4% of all commuters; again, see Table 2.1).

Table 2.1: Commute mode split*

	Daly City				*San Mateo County*	*California*
	Commuters	*%*	*Likely true range*			
Drove alone	34,931	62.1%				
Carpooled	7,039	12.5%				
Public transportation	11,269	20.0%				
Walked	1,151	2.0%	790 – 1,512	1.4% – 2.7%	2.5%	2.7%
Bicycled	128	0.2%	9 – 247	0.0% – 0.4%	1.3%	1.1%
Worked from home	1,312	2.3%				
Other**	394	0.7%				
Total	**56,224**	**100%**				

*Numbers might not add up due to rounding.
** Includes taxicab, motorcycle and other means.

5 Traffic collisions

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

Collisions involving pedestrians

According to SWITRS, there were 235 traffic collisions in Daly City from 2013 through 2017 that involved a motor vehicle and a pedestrian. These collisions resulted in 242 casualties: seven pedestrian fatalities (including four on Mission Street alone), 37 pedestrians severely injured and 198 pedestrians suffering lesser injuries (see Table 2.2).

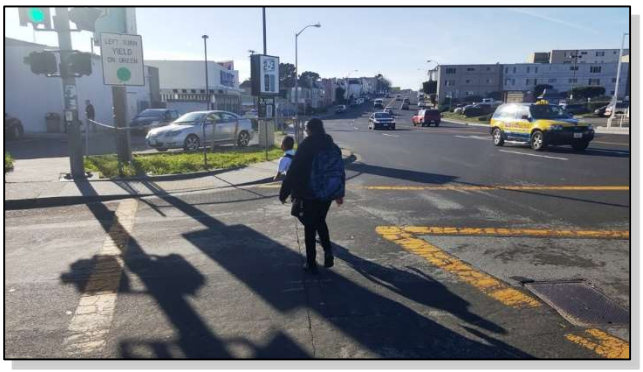
The 242 pedestrian casualties identified above equate to an average of almost 50 casualties annually. Pedestrians represented almost 13% of the almost 1,900 people injured or, much less frequently, killed as a result of traffic collisions in Daly City during 2013–2017.

Table 2.2: Pedestrians killed or injured

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

Annual average of pedestrian casualties: 48.4.
Pedestrians as percentage of all traffic casualties: 12.8%.

Figure 2.2, on the next page, shows the locations of collisions that involved pedestrians. A large percentage of these collisions happened on Mission Street. This might not be surprising since Mission Street is flat, central and connects many key destinations and, as such, is Daly City's most popular pedestrian route. As shown on the map, noticeable strings or clusters of collisions occurred along Geneva Avenue, San Jose Avenue/Mission Street, Hillside Boulevard near Mission Street, Southgate Avenue between St. Francis Boulevard and I-280, E. Market Street, San Pedro Road and Serramonte Boulevard; around Westlake Shopping Center and along the adjacent commercial strip on Southgate Avenue; on John Daly Boulevard as it crosses I-280; around Jefferson High School; and at the intersections of John Daly and Skyline Boulevards and of Hickey and Gellert Boulevards. These clusters indicate collision hotspots, or areas of concern.



Pedestrians crossing Hillside Boulevard at E. Market Street

Table 2.3, below, categorizes by age group the pedestrians injured or killed in collisions. Of the 227 casualties whose age was recorded (out of 242 casualties total), 17% were school-age children or teenagers of school age; this is higher than their 13% share of Daly City's population (see "Demographics" section). Fourteen percent were seniors, slightly less than their 16% share of the City's population.

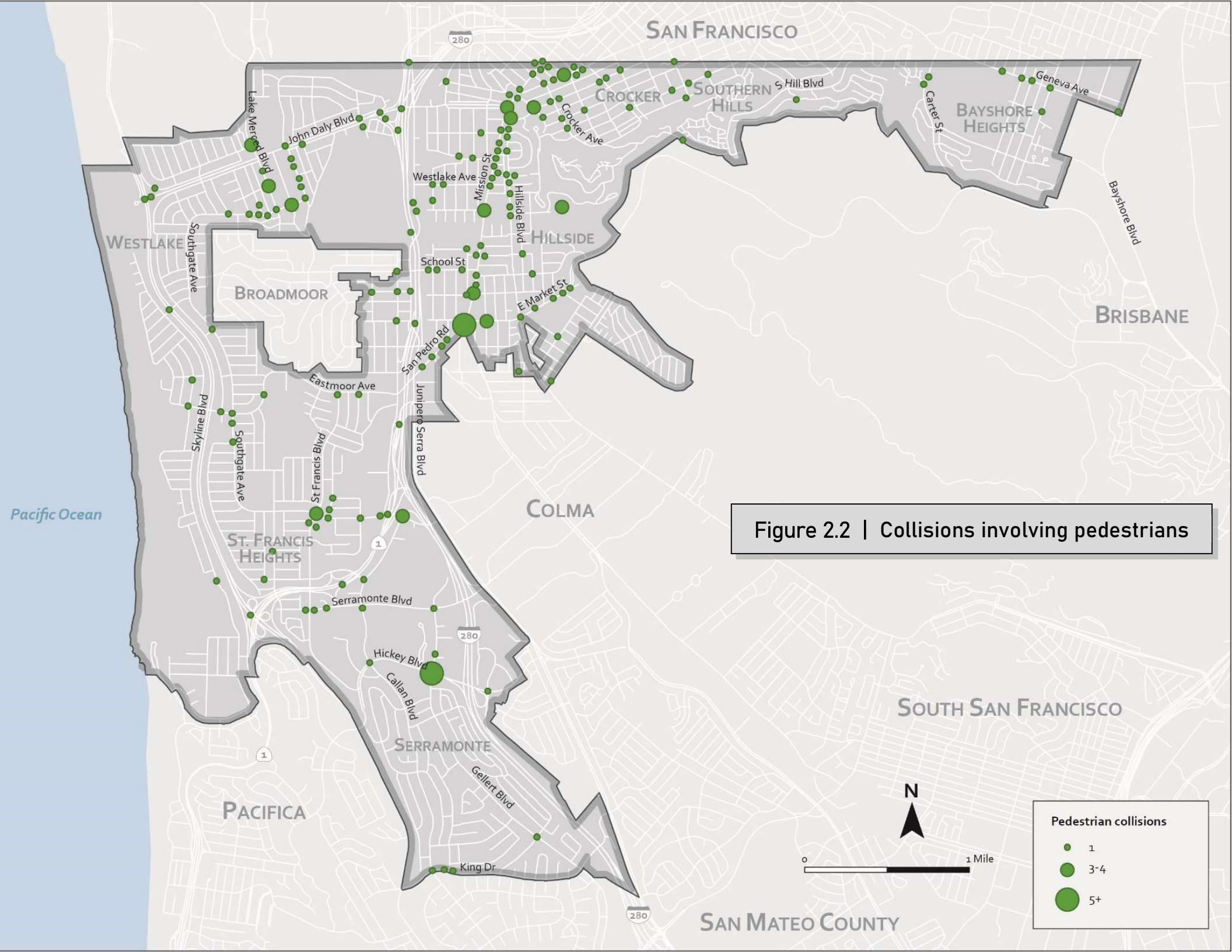


Figure 2.2 | Collisions involving pedestrians

Table 2.3: Pedestrian casualties by age group

	Number	*% of total*
Pre-school (0–4)	6	3%
School-age (5–17)	38	17%
Young adult (18–34)	72	32%
Middle-aged (35–64)	80	35%
Senior (65 and older)	31	14%
Total	**227**	**100%**

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

Collisions involving bicyclists

During the five-year period from 2013 through 2017, collisions in Daly City that involved a motor vehicle and a bicyclist resulted in 57 casualties: one bicyclist fatality (in 2015, on Skyline Boulevard at Highway 1), seven bicyclists severely injured and 49 bicyclists suffering lesser injuries (see Table 2.4).

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

Table 2.4: Bicyclists killed or injured

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

Annual average of bicyclist casualties: 11.4.
Bicyclists as percentage of all traffic casualties: 3.0%.

Figure 2.3, on the next page, shows the location of collisions that involved bicyclists. Noticeable strings or clusters of collisions occurred at the following locations: along Geneva Avenue, at the junction of John Daly and Skyline Boulevards; along Mission Street around Jefferson High School; along E. Market Street; along Eastmoor Avenue; and on King Drive around Gellert Boulevard.

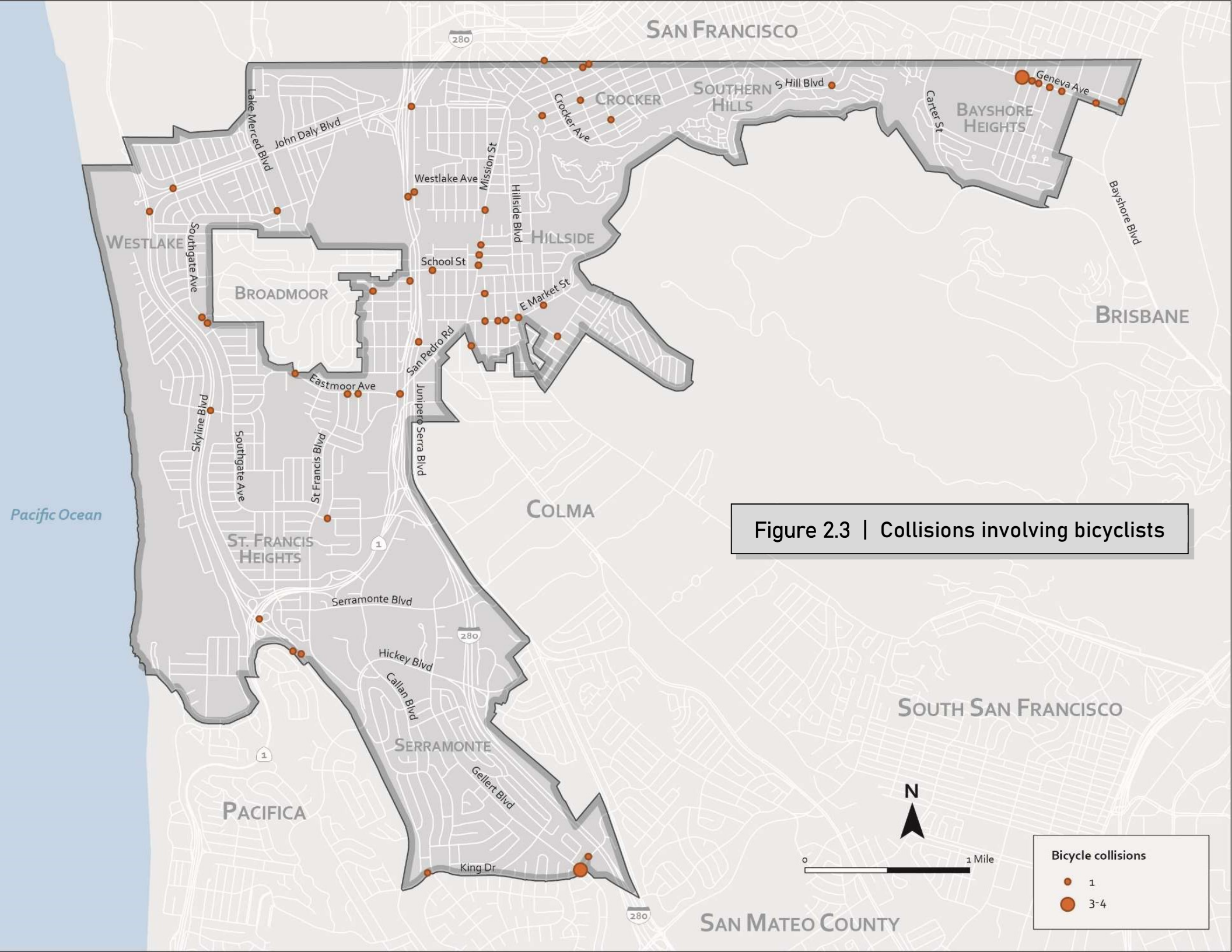


Figure 2.3 | Collisions involving bicyclists

Table 2.5 categorizes by age group the bicyclists injured or killed in collisions. Of the 56 casualties whose age was recorded, almost a quarter were school-age children, even though they represent only 13% of the City's population

Table 2.5: Bicyclist casualties by age group

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

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

OTS rankings

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

In 2016—the latest year for which OTS had published rankings as of this writing—Daly City generally ranked in the middle of the pack in terms of traffic hazards. In its group of cities with a population between 100,001 and 250,000, Daly City's composite, or overall, ranking was 37th out of 58 cities (see Table 2.6). A ranking of 1 is considered the lowest, or "worst" in terms of traffic safety while a ranking of 58th would be the highest, or "best," for this group of cities. In other words, Daly City ranked better than 62% of other cities in its peer group. It ranked 9th in terms of traffic safety for pedestrians as a whole (better than 14% of other cities), 14th for pedestrians under 15 years old and 5th for pedestrians 65 and older. In terms of traffic safety for bicyclists as a whole, it ranked 48th (better than 81%) and 35th for bicyclists under 15 years old.

Table 2.6: OTS rankings (2016)

Type of collision	*Ranking (out of 58)*	*Better than … of peer cities*
Composite	37th	62%
Pedestrians	9th	14%
Pedestrians <15	14th	22%
Pedestrians 65+	5th	7%
Bicyclists	48th	81%
Bicyclists <15	35th	59%

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

6 Street network

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

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

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

Highways carry heavy traffic volumes at moderately high speeds. Typically, but not always, cross traffic is at the same grade, access to fronting properties is

provided by frontage roads, intersections have traffic signals and parking is limited or not permitted. The highways in Daly City are Skyline Boulevard (Highway 35) and Mission Street/San Jose Avenue (Highway 82). Like the freeways, these two highways are also owned and maintained by Caltrans.

Arterials are designed to carry heavy traffic volumes at lower speeds than highways. They generally connect to freeways, highways and other arterials. Arterials typically have 4–6 lanes of traffic and posted speed limits of 25–40 miles per hour; they incorporate medians to control cross traffic, and provide separate turn lanes and traffic signals at major intersections. Examples of arterials in Daly City include Geneva Avenue, John Daly Boulevard, Lake Merced Boulevard, Junipero Serra Boulevard, Hillside Boulevard, E. Market Street, San Pedro Road, Hickey Boulevard and Serramonte Boulevard.

John Daly Boulevard, one of the city's arterials

Collectors are lower-speed, lower-volume streets than arterials. They are intended to serve short trips within neighborhoods and to channel traffic from local, neighborhood-serving streets to the arterials. Collectors in Daly City include Crocker Avenue and Skyline Drive, among others. Along with arterials, collectors form the backbone of Daly City's roadway system. The rest of the City's street network is made up of **local streets.** These are low-speed, low-volume, neighborhood-serving streets, typically with on-street parking on both sides of the street. Their main purpose is to provide access to fronting properties.

7 Pedestrian facilities

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

Daly City has a number of paths and trails, including:

- A multi-use (pedestrian/bicycle) path on the south side of John Daly Boulevard between Ashland Drive (near Skyline Boulevard) and Sheffield Drive/Poncetta Drive (near I-280)—a distance of approximately one mile—with a gap in front of Westlake Shopping Center.
- Approximately a dozen walkway paths scattered around the City provide cut-throughs between blocks and through the street grid. Most but not all of these paths are found south of Hickey Boulevard.
- Paved recreational paths in the City parks, especially in the largest ones: Gellert, Hillside, Marchbank and Westlake.

Walking paths in Hillside Park

- At Mussel Rock Open Space Preserve, a zigzagging series of unpaved recreational hiking trails with views of the coast.
- A complex of hiking trails crisscrossing San Bruno Mountain, which can be reached off trailheads

and access points along Guadalupe Canyon Parkway, Alta Vista Way (in the Southern Hills neighborhood), Crocker Avenue (across from Village in the Park) and the Royce Way cul-de-sac (near Susan B. Anthony Elementary School).
- Short footpaths providing internal access between the apartment blocks on either side of Westlake Shopping Center; and within the Village in the Park residential complex off Crocker Avenue/S. Hill Boulevard.

The City, and in one case Caltrans, have completed a number of pedestrian improvements since adoption of the 2013 Bicycle and Pedestrian Master Plan and are in the process of implementing others. These completed or in-progress projects include:

- Crosswalk warning light systems on Geneva Avenue at Oriente Street; on San Pedro Road at Reiner Street; and on Southgate Avenue at Crestwood Drive.
- Streetscape and pedestrian safety project on Mission Street between Crocker and Templeton Avenues (includes a widened, landscaped median; high-visibility stamped crosswalks; and yield-to-pedestrians signs).
- Sidewalk bulb-outs, or extensions, at several crossing locations along Mission Street (Caltrans project).
- Streetscape improvement project on John Daly Boulevard from the Daly City BART station (De Long Street) to Mission Street.
- New sidewalk on the west side of Mission Street/El Camino Real between San Pedro Road and A Street.
- More than 50 accessible curb ramps at various locations along Junipero Serra Boulevard, E. Market Street and Eastmoor Avenue.
- Sidewalk on the east side of Junipero Serra Boulevard from San Pedro Road to D Street.
- Bulb-outs on Eastmoor Avenue at and across the street from Margaret P. Brown Elementary School.
- Sidewalk bulb-outs with stormwater bio-retention ponds at Westlawn Avenue and Fieldcrest Drive, next to Westlake Elementary School.
- Recreation trail improvements and amenities at Mussel Rock Open Space Preserve.

8 Bicycle facilities

The greatest challenges to bicycling in Daly City include the hilly topography; wet, foggy weather; relatively long commutes (as a largely residential city, Daly City has many more residents than jobs); busy streets with high traffic volumes and speeding traffic; and north–south thoroughfares—especially I-280, Highway 1 and, to a lesser extent, Skyline Boulevard—that function as physical barriers. There are few flat or even relatively flat routes in the City, and cyclists must compete for space on these streets with cars, trucks and buses.

While bicyclists may use any public street in Daly City other than the two freeways, the City has nevertheless designated a set of streets as a Citywide bikeway network. These streets are intended to provide a higher level of comfort, convenience or connectivity for cyclists than other streets. The City's existing network consists of three types of bikeways, known as Class I, Class II and Class III facilities, according to the California Department of Transportation's (Caltrans) classification system. Some of these bikeways already exist while others are proposed or in the process of being designed and installed as of this writing.

Path along the south side of John Daly Boulevard, approaching Eastgate Drive.

Class I bikeways are paved paths separated from cars and for use exclusively by bicyclists and, in the case of multi-use paths, also by pedestrians. Class I paths are typically found in parks, through open space, on abandoned and converted railroad corridors, or along surplus easements and rights-of-way. While it does not fully meet industry standards for Class I bikeways, the multi-use path mentioned in the previous section that runs along the south side

of John Daly Boulevard (see photo above) may be considered the only existing Class I facility in Daly City. It consists of two 0.4 mile segments separated by a gap in front of Westlake Shopping Center.

Conventional bike lane (credit: National Association of City Transportation Officials).

Class II bikeways are conventional bike lanes, designated by painted white stripes, stenciled bike symbols and signage (see image above). Bike lanes are usually 4-7 feet wide and are placed next to car lanes. They are recommended only on certain streets that are sufficiently wide to accommodate them. Bike lanes exist on approximately a dozen streets, including Bayshore Boulevard, Geneva Avenue, Lake Merced Boulevard, Serramonte Boulevard and Southgate Avenue, among others.

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

Bike-route sharrow on Bellevue Avenue, in Daly City.

In Daly City, bicycle parking can be found at various City government buildings, including City Hall, libraries and community centers; City parks; public high schools and middle/intermediate schools; the Daly City BART station; and various private commercial developments, including Westlake Shopping Center and Serramonte Center. The City does not have an ordinance requiring bicycle parking in private developments. Most traffic signals in the City do not have bicycle-detection technology. Lastly, there are no dedicated bicycle shops in Daly City.

Bicycle parked outside the Westlake Branch Library

9 Events and activities

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

Daniel Webster Elementary School

Safe Routes to School

The most common initiatives are those designed to encourage and make it safer for children to walk and bike to school. In San Mateo County, most of these efforts are led by the County's Office of Education (COE), through its Safe Routes to School Program. During the 2016–2017 school year, the program sponsored bicycle rodeos, traffic-safety classes and other activities at four schools in Daly City: Fernando Rivera Middle School, Thomas Edison Elementary School, Marjorie H. Tobias Elementary School and Westlake Elementary School. (Bike rodeos are clinics to teach children how to ride safely in traffic.) In May 2018, the program helped organize a "Walk & Roll to School Day" encouragement event at Daniel Webster Elementary School. Students in the class with the most participants received reusable school-branded water bottles and other incentive items. More recently, in March 2019, the COE sponsored two walk audits at The Bayshore School and Woodrow Wilson Elementary School. Subsequently, City staff joined a working group called "Collective Impact" to further enhance student education and opportunities for bicycling and pedestrian activities.

Bicycle/Pedestrian Advisory Committee

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

Members of the B/PAC and city staff (credit:Jimmy Fu, City of Daly City)

Police Department activities

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

Bike to Work Day

Perhaps the best-known bicycle-promotion initiative is Bike to Work Day, held annually in May. That day, during the morning and evening commutes, volunteers at a network of "energizer stations" give away refreshments, incentive items, bike-commuting information—and, of course, encouragement—to bicyclists. In recent years, there had been an energizer station in Daly City, near Lake Merced; this year (2019), the energizer stations closest to Daly City were at Colma Town Hall and at two locations in and near downtown Brisbane.

10 Integration with other modes

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

Daly City is a regional transit hub, with passenger rail service provided by BART (and also by Caltrain and San Francisco Muni Metro, nearby) and bus service provided by SamTrans and, to a lesser extent, by Muni. In large part as a result, Daly City has the highest percentage of residents in San Mateo County who take transit to work (20%)—and the seventh highest percentage out of 101 cities in the Bay Area—according to the Metropolitan Transportation Commission's "Vital Signs" database.

Rail service

The Daly City BART station is located on the north side of John Daly Boulevard east of I-280. Traffic from the I-280 and Highway 1 ramps, along with the need to traverse a pedestrian tunnel under John Daly Boulevard, create significant barriers for pedestrian and bicycle travel to and from the western and southern neighborhoods. Meanwhile, the wide arterials and lack of bike lanes connecting to the station pose other significant obstacles for cyclists. As a result, the station is tied, at 3%, for the lowest share of riders accessing the station by bike from home in the BART system, according to the 2015 BART Station Profile Study.

Bicyclists at the Daly City BART station

In addition, the Colma BART station is located just outside the City limits, off D and Hill Streets. Both it and the Daly City station have ample bicycle parking in the form of racks and lockers. BART allows bikes on all trains at all times with the following exceptions: (i) in the first car; (ii) in any crowded car; and, (iii) during commute hours, in the first three cars. Folded bikes are allowed on any car at any time.

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

Bus service

Daly City is served by ten regular SamTrans bus routes, connecting most of the City's neighborhoods to San Francisco to the north and other San Mateo County communities to the south and east. The destinations served by the most routes are the two BART stations and Serramonte Center. In addition, SamTrans runs several school-day-only routes that serve Jefferson and Westmoor High Schools and Ben Franklin Intermediate School. All SamTrans buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for two bicycles. Two additional bikes may be carried inside at the driver's discretion, depending on passenger loads.

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

Shuttles

Lastly, there are several free weekday bus shuttle services available—in some cases with restrictions—to Daly City residents. These shuttles, operated by different institutions, variously serve San Francisco State University, the Daly City BART station, Bayshore Caltrain station, City Hall, Serramonte Center, Seton Medical Center and Skyline College in San Bruno.

11 Related plans

The development of the Walk Bike Daly City plan has been informed by a number of related plans and policies developed by both the City of Daly City and other agencies. These documents were reviewed and summarized with the goal of identifying recommended projects and specific, "actionable" policies that could be reflected in the Walk Bike Daly City plan.

The City of Daly City plans and policies that were reviewed include:

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

The planning efforts of other agencies that were reviewed include:

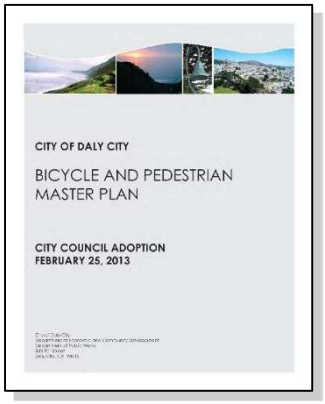
- BART Daly City Station Access Improvement Plan (2012)
- San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)
- Plans of adjacent cities: San Francisco, Brisbane, Colma, South San Francisco and Pacifica
- Caltrans District 4 Bike Plan (2018)
- Regional Bicycle Plan for the San Francisco Bay Area (2009)
- "Creating Safer Streets near Schools" (2018)

In addition, development of the Walk Bike plan was coordinated as appropriate with several other concurrent planning efforts of the City of Daly City:

- Vision Zero Action Plan
- Systemic Safety Analysis Report
- American with Disabilities Act (ADA) Transition Plan
- Green Infrastructure Plan
- Parks and Open Space Master Plan

In addition, the City has been involved in the update of a Community-Based Transportation Plan to determine transportation needs and identify improvements for the Bayshore, a project being led by the City/County Association of Governments of San Mateo County. That effort was in progress at the time of this writing and a final plan document was not yet available for review.

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



The 2013 Bicycle and Pedestrian Master Plan updated and supplemented the Citywide network of existing and proposed bikeways designated in the Circulation Element of the General Plan.

Also, the 2013 Master Plan identified a set of proposed pedestrian improvements:

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

Among the bicycle and pedestrian improvements proposed in the 2013 Master Plan, five are identified as priorities for implementation:

- Priority One: Signage and pavement markings designating a Class III bike route on John Daly Boulevard between Sheffield Drive and Mission Street.
- Priority Two: Signage and pavement markings designating a Class III bike route the entire length of Mission Street / San Jose Avenue within Daly City.
- Priority Three: Signage and pavement markings designating Class II bike lanes on Geneva Avenue between Santos Street and Bayshore Boulevard.
- Priority Four: Signage and pavement markings designating a Class III bike route on Junipero Serra Boulevard between John Daly Boulevard and the Colma city limit.

- Priority Five: Pathway from North Mayfair Avenue to the northeast corner of John Daly Boulevard / Skyline Boulevard and sidewalk on the north side of John Daly Boulevard between Eastgate Drive and Skyline Boulevard.

Additionally, the 2013 Bicycle and Pedestrian Master Plan included a goal and a set of policies and specific tasks—drawn largely from the Circulation Element of the General Plan—to support implementation of the plan.

Daly City Vision Zero Resolution (2016)

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

Daly City Complete Streets Policy (2012)

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

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

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

Daly City Pedestrian Safety Assessment (2013)

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

- Prepare a Pedestrian Master Plan and Americans with Disabilities Act (ADA) Transition Plan.
- Implement a comprehensive Citywide Safe Routes to School program.
- Develop a GIS-based inventory of existing and missing sidewalks and other pedestrian facilities.
- Develop an inventory of crosswalks and ensure that the City's crosswalk policy reflects best practices and recent research on the installation, removal, and enhancement of crosswalks.
- Implement sustained pedestrian safety enforcement efforts, and use enforcement as an opportunity for education.
- Employ traffic calming strategies where speed surveys suggest traffic speeds are too high for pedestrian areas.

- Explore the use of 15 mile-per-hour school zones.
- Hire or designate a pedestrian / bicycle coordinator to provide interdepartmental coordination, serve as liaison to schools and community groups, and pursue grant opportunities.

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

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

BART Daly City Station Access Improvement Plan (2012)

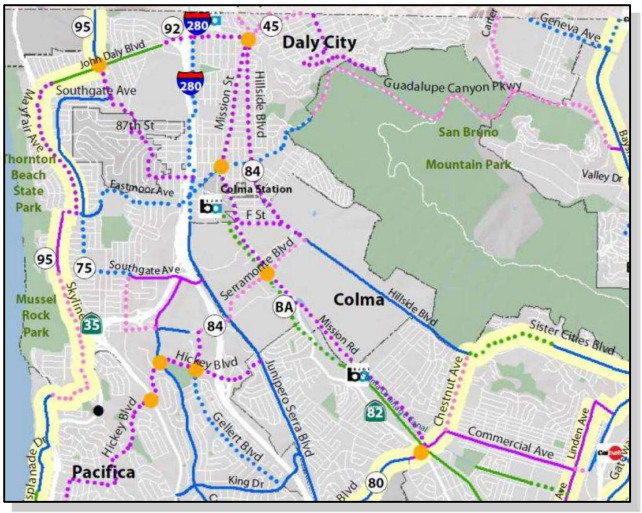
This document is a comprehensive analysis of the all-modes access challenges and opportunities for improvement at Daly City BART station. The main challenges identified for pedestrians and bicyclists are the imposing structures at and around the station—I-280, the Highway 1 ramps, the large parking structure and the BART guideway—that act as physical barriers; the station's dark, uninviting architectural design; and the pedestrian tunnel under John Daly Boulevard.

Opportunities discussed for improvement within BART property include wayfinding signage, distinctive gateway treatments, and a variety of enhancements to the tunnel and the station's public spaces. The plan also identified potential improvements on City streets, including an at-grade, signal-controlled crosswalk on John Daly Boulevard at Niantic Avenue or East Station Road; high-visibility crosswalks and streetscape improvements on De Long Street, East Station Road and West Station Road; and alternatives for improved bike access on John Daly Boulevard.

San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)

San Mateo County is in the process of updating its Bicycle and Pedestrian Plan. The current version, dated 2011, establishes a Countywide Bikeway Network (CBN) and includes maps of existing and proposed bikeways. The objectives of the CBN are to improve north–south connectivity along El Camino Real and Highway 1; improve east–west connectivity across Highway 1, I-280, El Camino Real, the Caltrain tracks and Highway 101; and provide access between cities, to San Francisco and Santa Clara Counties, and to significant destinations.

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



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

Plans of adjacent cities

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

Through its WalkFirst planning effort, completed in 2014, the City and County of San Francisco identified "key walking streets," several of which connect to Daly City: Bayshore Boulevard, Santos Street, Geneva Avenue, Mission Street and Junipero Serra Boulevard. Two of these are also on WalkFirst's list of "high-injury corridors," where safety improvements are most needed: Geneva Avenue and Mission Street. The San Francisco Bicycle Plan (2009) designated a citywide bicycle route network. The network includes several routes that connect to Daly City: Bayshore Boulevard, Geneva Avenue, San Jose Avenue, St. Charles Avenue, Lake Merced Boulevard, John Muir Drive and Skyline Boulevard.

In 2017, the City of Brisbane published a walking and bicycling brochure that identifies facilities and suggested routes to schools, parks, civic buildings, trailheads, transit/shuttle stops and other points of interest. The map shows bike lanes on Bayshore Boulevard and Guadalupe Canyon Parkway connecting to Daly City.

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

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

In addition, the Town is in the process of preparing a plan to identify improvements for enhancing the comfort, safety, access and convenience of people walking and biking on El Camino Real in Colma, from Daly City to South San Francisco.

At the time of this writing, the City of South San Francisco was in the process of updating its bicycle and pedestrian plans**.** The current Pedestrian Master Plan proposes a number of projects connecting to or adjacent to Daly City:

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

Meanwhile, South San Francisco's current Bicycle Master Plan designates several bikeways connecting directly to Daly City:

- Junipero Serra Boulevard (existing bike lanes).
- Hickey Boulevard (existing bike route to Longford Drive and proposed bike route to the city limit).
- San Felipe Avenue / Newman Drive / King Drive (proposed bike route).
- Arroyo Drive (existing bike route).
- Gellert Boulevard (proposed bike lanes).
- Callan Boulevard (existing bike lanes).

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

Caltrans District 4 Bike Plan (2018)

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

The plan identifies the following priority projects in Daly City:

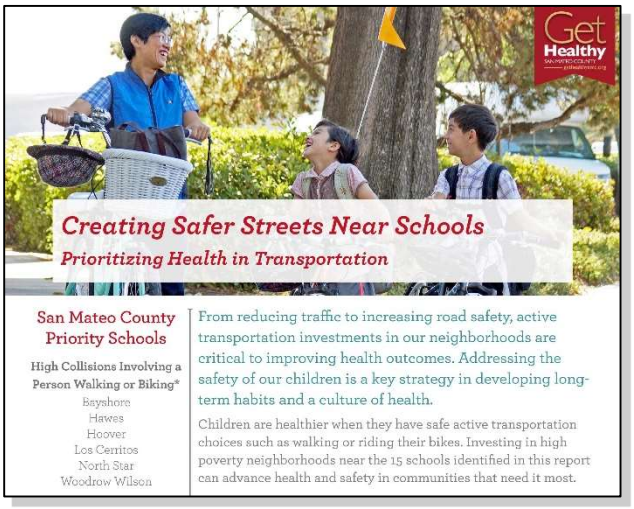
- Separated bikeway on Skyline Boulevard (Highway 35) between Shelbourne Avenue and Highway 1.
- Separated bikeway on Mission Street / El Camino Real (State Route 82) between John Daly Boulevard and Collins Avenue in Colma.
- Signage and striping improvements on the I-280 ramps at Serramonte Boulevard.

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

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

Creating Safer Streets near Schools (2018)

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



The report lists a number of challenges to improving student safety while walking and biking. These include limited funding for programming and infrastructure improvements; limited or non-existent coordination between schools and cities; and lack of school and city staff resources to support "Safe Routes to School" projects. At the same time, the report identifies a number of "opportunities for action." These include prioritizing infrastructure improvements for student drop-off and pick-up zones, high-collision intersections and mid-block crossings; disseminating information about grant opportunities available for transportation safety improvements; increasing dedicated Safe Routes to School staff and funding; and increasing enforcement of traffic laws near schools.

Concurrent planning efforts

The Walk Bike Daly City process overlapped in part with five other planning efforts being conducted by the City of Daly City that have a relationship to walking and biking. Efforts were made to coordinate the development of the Walk Bike plan with these other efforts as appropriate, and as allowed by the different project timelines. These concurrent planning efforts are listed below. The project descriptions reflect information as of the time of this writing.

Vision Zero Action Plan

In 2016, the City Council passed a resolution endorsing a "Vision Zero" approach toward eliminating traffic deaths and life-altering injuries (see write-up earlier in this section). The resolution envisions achieving this goal "by prioritizing safety within current and future infrastructure projects in combination with public education and enforcement practices." More recently, the City received a grant from the Federal Highway Administration to develop the first Vision Zero Plan in San Mateo County. The plan seeks to advance the City's Vision Zero resolution by setting measurable goals around traffic safety, and a timeline for implementation. Whereas the Walk Bike plan, and also the Systemic Safety Analysis Report (see below), recommend location-specific improvements, the Vision Zero Plan focuses primarily on recommended changes to policies and practices in order to institutionalize a systems approach to traffic safety.

Systemic Safety Analysis Report

The State of California awarded a grant to Daly City to conduct a Citywide safety analysis of the street network. The project will evaluate crash trends and patterns to identify the main locations with safety concerns; analyze the roadway characteristics of these locations to develop both systemic as well as location-specific safety treatments; and formulate concept designs for improvement projects at priority locations. It is expected that the City will then use the concept designs to pursue grant funding to implement the recommended improvement concepts (see flow chart below). Development of the concept designs was coordinated between the Systemic Safety Analysis Report and the Walk Bike plan so that each project focused on a different set of locations or concerns.

American with Disabilities Act (ADA) Transition Plan

The ADA is a civil-rights law that mandates equal opportunity for individuals with disabilities. Pursuant to the law, the City is updating the ADA Self-Evaluation and Transition Plan, which is required of all public agencies with more than 50 employees. The Self-Evaluation portion examines how the City's policies, programs and services are provided to the public. The Transition Plan portion looks at physical barriers and identifies structural modifications necessary for providing access for people with disabilities to the City's programs and services. As part of the Transition Plan, the City will develop a strategy and schedule for the elimination or mitigation of barriers.

Green Infrastructure Plan

Green infrastructure uses vegetation and soils to mimic natural processes for capturing, storing, releasing and cleaning stormwater. Examples of green infrastructure include landscaped medians and traffic islands; stormwater curb extensions; and pervious paving systems such as interlocking concrete pavers and porous asphalt. Green infrastructure improves water quality by removing trash and pollutants, decreases the chance of localized flooding and makes streets and neighborhoods more attractive.

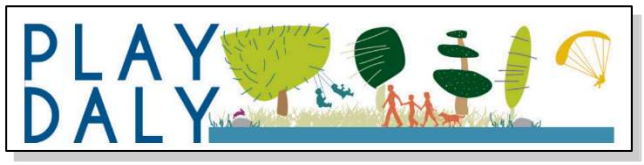
Example of a green infrastructure project: landscaped medians and bioswales on John Daly Boulevard.

The City is currently developing a Green Infrastructure Plan to comply, as a permittee, with requirements of the regional stormwater permit under the National Pollutant Discharge Elimination

System. The plan is examining opportunities and developing guidelines for the inclusion of green infrastructure measures into storm drains primarily on public property, including streets, roads, parking lots and roofs. Green infrastructure has benefits for walking and biking by promoting traffic calming (when incorporated into sidewalk bulb-outs, for example) and by making the streets more inviting.

Parks and Open Space Master Plan

Lastly, the City has also been preparing a Parks and Open Space Master Plan. The plan, called "Play Daly," has evaluated the City's existing park system and facilities and recreation programming; has solicited public input on parks-related needs and suggestions; and will develop a blueprint for protecting, improving and expanding the City's network of parks, facilities and recreational services. The plan will provide both a long-term vision for the park system as well as specific policies and standards to direct day-to-day decisions.



12 Equity analysis

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, while lower-income individuals are less likely to own cars and are more likely to be stretched financially by transit costs. Improving conditions for walking and biking can begin to address some of these challenges, as those forms of transportation are affordable and accessible to most people.

A citywide equity analysis was conducted as part of the Walk Bike Daly City planning process. The analysis examined the six indicators listed below. A report describing the methodology and results of the analysis is included under Appendix A.

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

13 Public health analysis

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. Walking and biking are among the most accessible forms of physical activity, promising multiple health benefits. Potential 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.

The Walk Bike Daly City planning process also included a citywide public health analysis. The analysis examined the seven indicators related to active transportation that are listed below. A report describing the methodology and results of the public health analysis is included under Appendix B.

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.

03 | Community needs assessment

When it comes to identifying the walking and biking needs in any community, it is the members of that community who are the foremost experts. After all, they are the ones who walk or bike the streets on a regular basis—or who would like to but are discouraged by the existing conditions.

For this reason, the Walk Bike Daly City process relied on an extensive community outreach and engagement effort to identify needs. The purpose of that effort was to gather input from the general public on the barriers, obstacles and challenges to walking and biking in the City; the needs and concerns of local pedestrians and cyclists; specific problem areas and locations; and ideas and suggestions for improving conditions.

The community needs assessment was conducted in late 2018. Input from the public was gathered through three main channels: an online survey; an online map on which people could pin location-specific comments and also respond to other people's comments; and comment cards handed out at public events and made available at community centers throughout the City. The effort resulted in almost 800 individual comments. These comments were assessed, summarized, and used to prioritize the needs and, ultimately, to help formulate the improvements recommended in this plan.

The rest of this chapter describes in detail the opportunities for public engagement and participation, and also the ways in which those opportunities were publicized. Perhaps more importantly, the chapter summarizes the comments received, identifying the key themes and main areas of concern. A series of appendices to this document lists all the comments received.

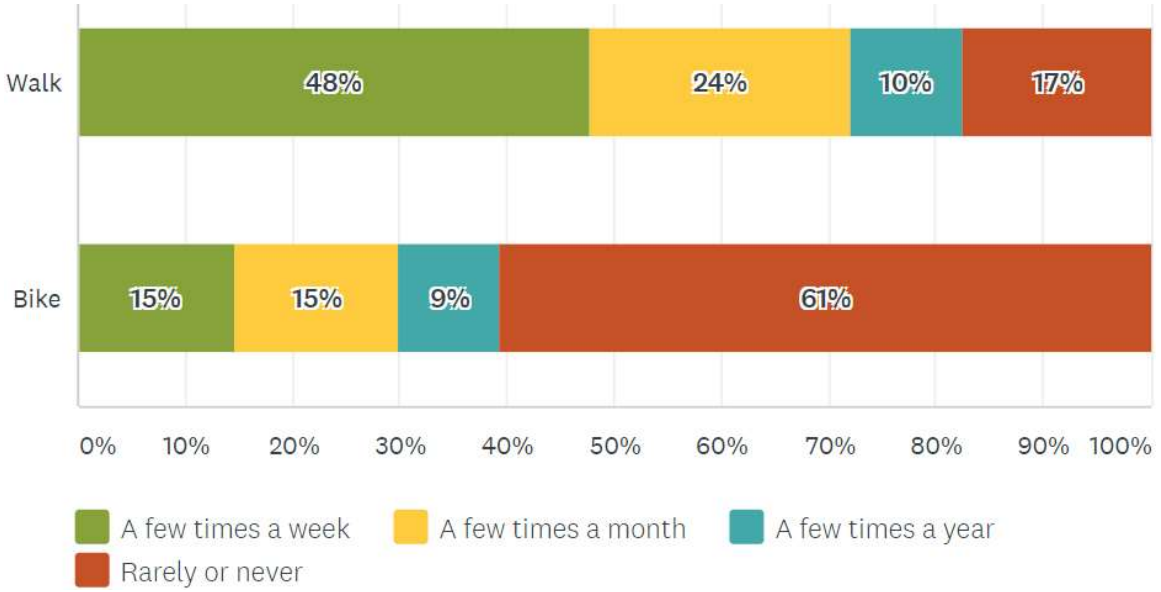
Online survey

The Walk Bike Daly City online survey was open for three months, from mid-September to mid-December 2018. The survey, administered through SurveyMonkey.com, contained 11 questions, all of which were optional. Respondents were eligible to win one of three $25 gift cards for Amazon.com. The survey received 316 responses. Below are the questions included in the survey, along with a summary of the responses to each question.

Screenshot of the introductory section of the online survey.

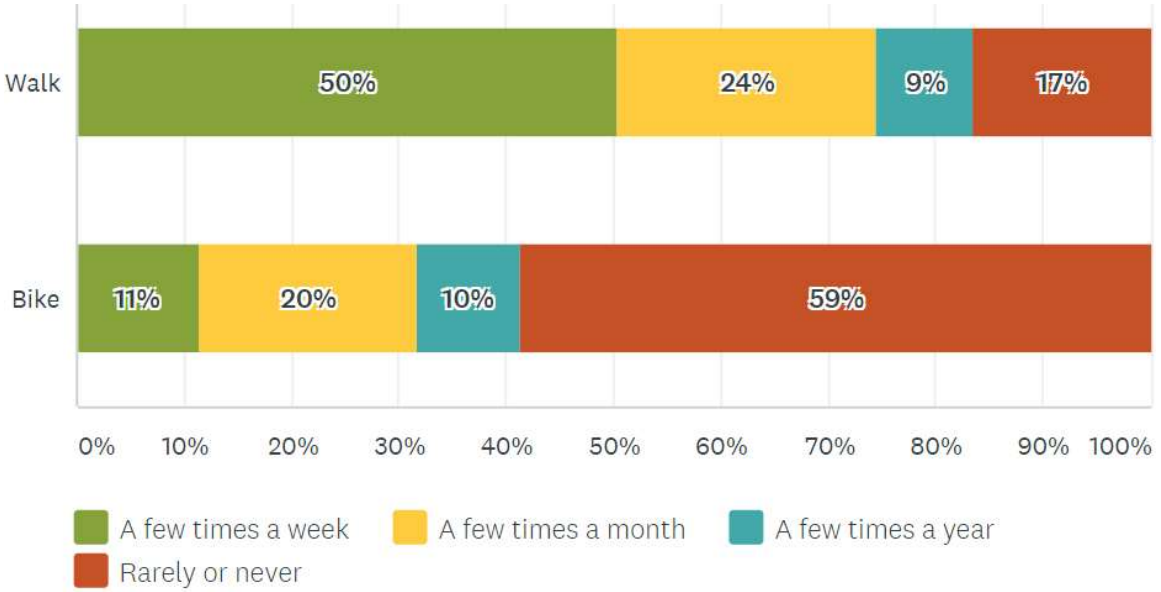
Q1: Walking or biking for transportation

The first question asked, "How often do you walk or bike in Daly City for transportation (to go to school, work, a transit stop, shopping, etc.)?" 305 people responded regarding walking and 280 responded regarding biking. As shown in the chart below, almost half of respondents (48%) walk in Daly City for transportation a few times a week while 15% bike for transportation at the same frequency. At the other end of the spectrum, 17% rarely or never walk, and just over three fifths (61%) rarely or never bike, in Daly City for transportation.



Q2: Walking or biking for recreation/exercise

This question asked, "How often do you walk or bike in Daly City for recreation or exercise?" 302 people responded regarding walking and 280 responded regarding biking. As the chart below shows, half (50%) of respondents walk in Daly City for recreation or exercise a few times a week while just over one tenth (11%) bike for those purposes at the same frequency. At the other end of the spectrum, 17% rarely or never walk, and almost three fifths (59%) rarely or never bike, in Daly City for recreation or exercise.

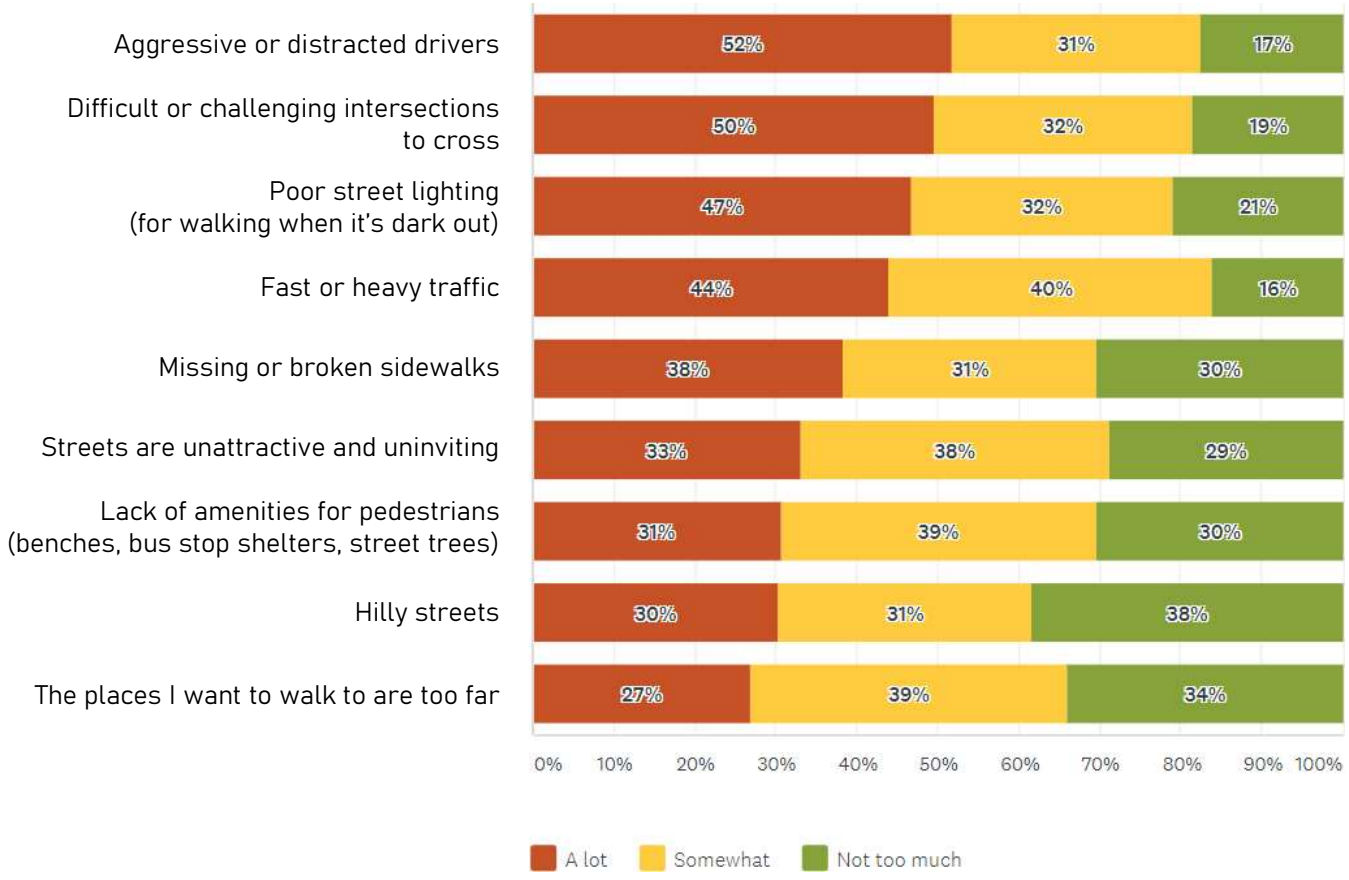


Q3: Challenges and obstacles to walking

This question listed nine potential challenges and obstacles related to walking and asked respondents, "In your opinion, how much do they discourage you or other people from walking in Daly City?" (In the survey, the challenges were always listed in random order.) The answer choices were "a lot" (shown on the chart below in red), "somewhat" (shown in yellow) and "not too much" (shown in green). 275 people responded to this question. As the chart shows, the following four challenges were seen by more than 75% of respondents as discouraging people "a lot" or "somewhat" from walking (the combined red and yellow parts of the bars):

- Aggressive or distracted drivers (83% of respondents).
- Difficult or challenging intersections to cross (82% of respondents).
- Poor street lighting (for walking when it is dark out; 79% of respondents).
- Fast or heavy traffic (84% of respondents).

These could be interpreted to be the most important or significant obstacles to walking in Daly City.



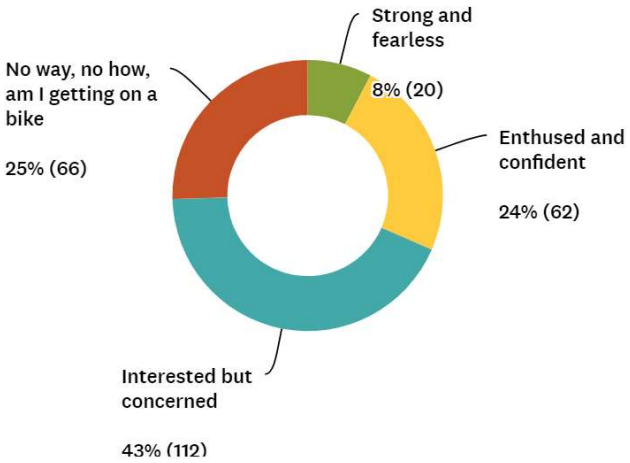
Respondents were allowed to submit a comment in response to this sub-question: "Did we forget any general challenges or obstacles to walking in Daly City?" 85 responses were submitted (see Appendix C-1). Additional challenges that were mentioned several times include the fog, which makes it hard for drivers to see pedestrians; cars parked on the sidewalk; litter and dog droppings on the sidewalks; cyclists who are inconsiderate of pedestrians; and concerns about crime. In addition, many of the responses simply echoed the challenges and obstacles listed in the main question, particularly the lack of sidewalks; aggressive or careless drivers; and challenging street crossings.

Q4: Improving walking conditions

This was an open-ended question asking, "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?" The question received 148 responses, which are listed in Appendix C-2. A summary of the responses has been incorporated into the "key themes" section, at the end of this chapter.

Q5: Type of cyclist

This question asked respondents to select the bicyclist profile that best describes them. 260 people responded to this question. As shown in the chart below, more than two fifths (43%) classified themselves as "interested but concerned." One quarter (25%) responded, "no way, no how, am I getting on a bike," while almost as many (24%) identified themselves as "enthused and confident" cyclists. Just under one tenth (8%) classified themselves as "strong and fearless" cyclists.



Q6: Challenges and obstacles to biking

This question listed eight challenges and obstacles related to biking and asked respondents, "In your opinion, how much do they discourage you or other people from biking in Daly City?" (In the survey, the challenges were always listed in random order.) The answer choices were "a lot" (shown in the chart on the following page in red), "somewhat" (shown in yellow) and "not too much" (shown in green). 251 people responded to this question. As the chart shows, the following challenges were seen by more than 85% of respondents as discouraging people "a lot" or "somewhat" from biking (the combined red and yellow parts of the bars):

- Aggressive or distracted drivers (90% of respondents).
- Lack of bike lanes, bike paths and bike routes (87% of respondents).
- Fast or heavy traffic (86% of respondents).

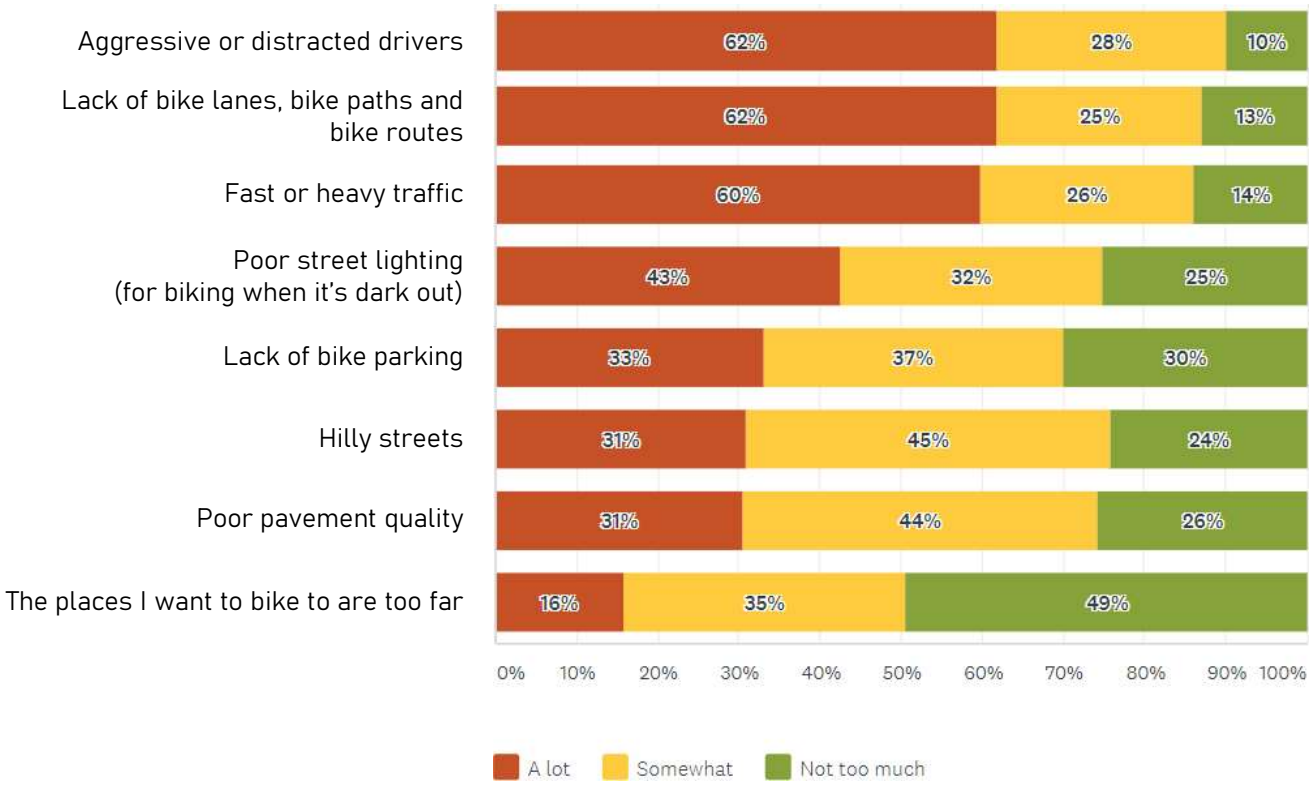
These could be interpreted to be the most important or significant obstacles to biking in Daly City.

Respondents were allowed to submit a comment in response to this sub-question: "Did we forget any general challenges or obstacles to biking in Daly City?" 37 responses were submitted (see Appendix C-3). Most of these responses did not raise new challenges or obstacles but rather echoed those listed in the main question, particularly the lack of space and facilities on the streets for cyclists. One additional challenge that was mentioned several times is Daly City's cold, foggy weather.

Q7: Improving biking conditions

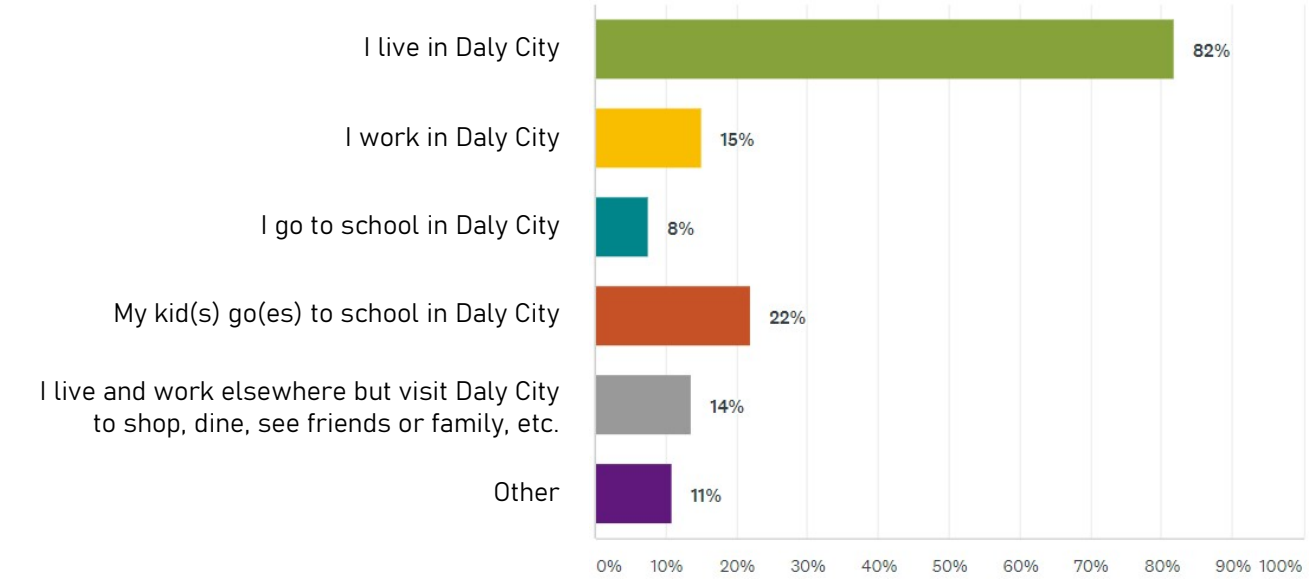
This was an open-ended question asking, "Are there specific streets or intersections in Daly City that are especially challenging or intimidating for cyclists? Or do you have specific ideas or suggestions for improving biking conditions in the City?" The question received 93 responses, which are listed in Appendix C-4. A summary of the responses has been incorporated into the "key themes" section, at the end of this chapter.

Q6 continued: Challenges and obstacles to biking



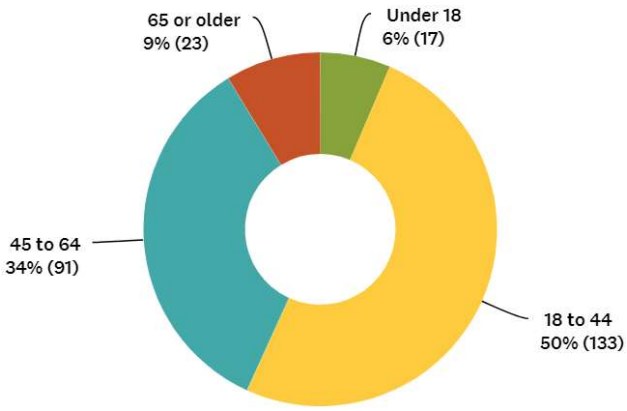
Q8: Connection to Daly City

This question asked, "What is your connection to Daly City?" (People could select more than one answer.) 265 people responded to this question. As shown in the chart below, more than four fifths of respondents (82%) live in Daly City, 15% work in Daly City and 14% "live and work elsewhere but visit Daly City to shop, dine, see friends or family, etc." Almost a third (30%) are either youth who go to school in Daly City or are adults who have children who do. 28 people responded "Other" and specified their answer (see Appendix C-5).



Q9: Respondents' age

264 people responded to this question. As shown in the chart below, 6% of respondents were under 18 years old; half (50%) were ages 18–44; one third (34%) were ages 45–64; and almost a tenth (9%) were 65 or older.



Q10: Disability status of respondents

265 people responded to this question. Almost a tenth (9%) of respondents had a "disability or medical condition that makes it difficult to walk at least some of the time" while 91% did not indicate having such a disability or medical condition.

Q11: Drawing for gift cards; sign-ups for project updates

- 219 people indicated that they would like to be entered in the drawing for one of three $25 gift cards for Amazon.com. See the sidebar below for the results of the drawing.
- 116 people indicated that they would like to receive future announcements and updates about Walk Bike Daly City.

Drawing for Amazon.com gift cards

Anyone who submitted a comment as part of the community needs assessment for the Walk Bike Daly City plan and who provided an email address was entered in a drawing for one of three $25 gift cards for Amazon.com. 343 email addresses were entered in the drawing. (Only unique addresses were entered; duplicate addresses—from people who submitted more than one comment using the same email address—were removed from the list of entrants to the drawing.)

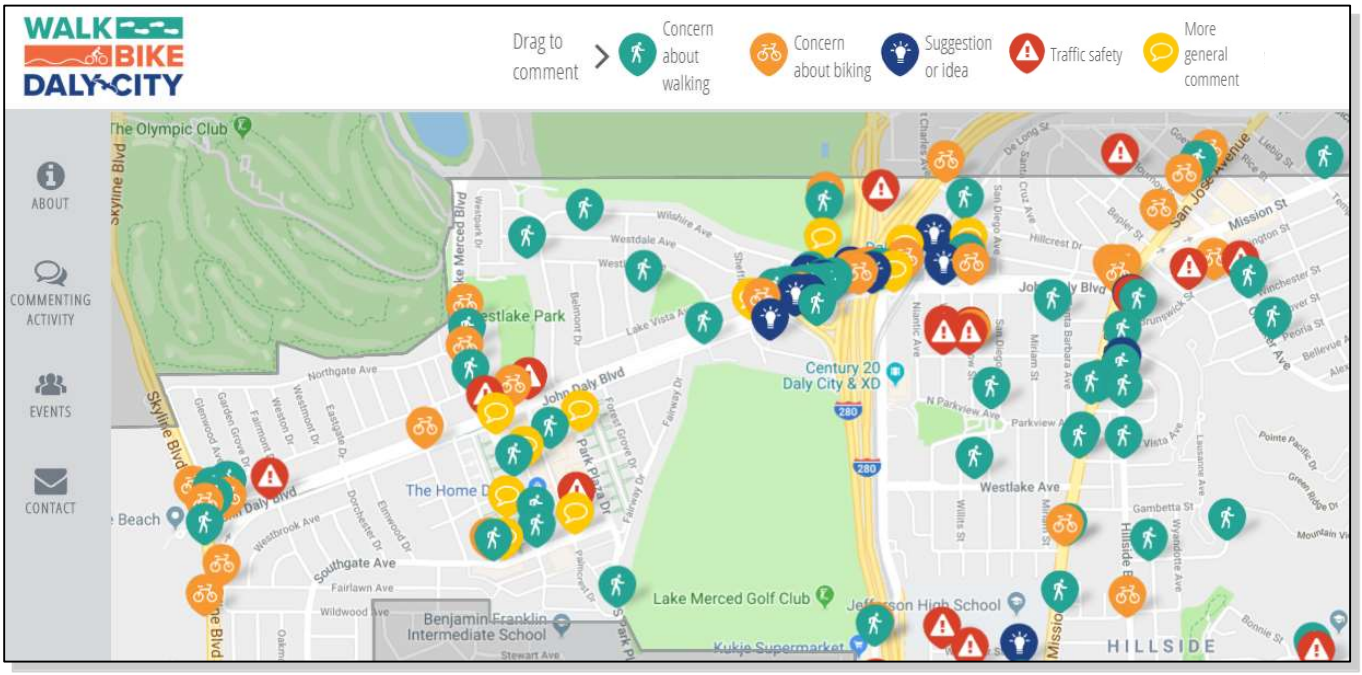
The drawing was held on December 27, 2018, using an online application called Random.org. The following three winners were picked at random by the application (their email addresses have been anonymized for privacy); they were notified of having won and were invited to redeem their gift card:

- rm...rt@gmail.com
- rw...23@yahoo.com
- va...yr@sbcglobal.net

Interactive pinnable map

In addition to the online survey, the City set up an online map on which people could pin markers with location-specific comments, and also read and respond to the comments that others posted. Both the map and the online survey were available through the project webpage and both were open for comment during the same time period, from mid-September to mid-December 2018.

Participants could post the following five types of comments, using markers of different colors as shown in the screenshot below: "concern about walking" (turquoise marker), "concern about biking" (orange), "suggestion or idea" (dark blue), concern about general "traffic safety" (red), and "more general comment" (yellow). Commenters were also eligible to win one of the three $25 Amazon gift cards mentioned earlier.



Screenshot of the interactive pinnable map.

360 comments were submitted through the map (of these, 329 were pinned comments and 31 were responses to the comments). The breakdown by comment type shows:

- Concern about walking: 178 comments. These comments are listed in Appendix D-1.
- Concern about biking: 69 comments; see Appendix D-2.
- Suggestion or idea: 42 comments; see Appendix D-3.
- Concern about general traffic safety: 49 comments; see Appendix D-4.
- More general comment: 22 comments; see Appendix D-5.

The locations with the greatest concentrations of comments include:

- The John Daly Boulevard / Skyline Boulevard intersection.
- John Daly Boulevard around I-280 and the BART station (roughly between De Long Street and Sheffield Drive).
- The San Jose Avenue–Mission Street–San Pedro Road corridor.
- Crocker Avenue, just west of the Village in the Park residential complex.
- Hickey Boulevard east of Gellert Boulevard.

Comment cards and other channels

The City distributed printed Walk Bike Daly City comment cards soliciting people's opinions about walking and biking in Daly City, and their ideas and suggestions for improving conditions (see images below). The comment cards were handed out at meetings where project staff gave presentations or at community events or gathering spots where staff set up tables with information about the project. These occasions are listed below (all dates are 2018).

Making Daly City more walkable and bikeable

Give your input for a chance at a $25 Amazon gift card!

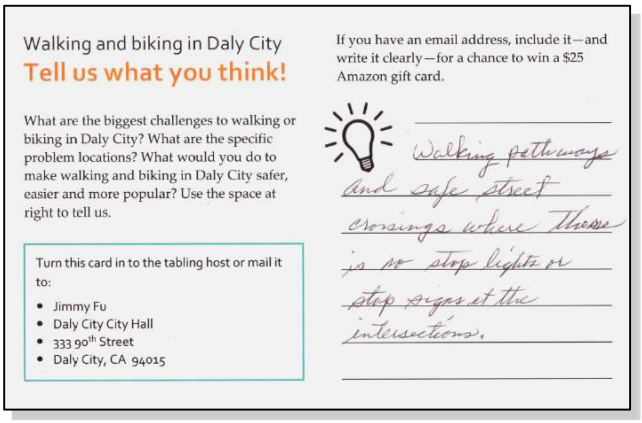
WALK BIKE DALY CITY

The City of Daly City is updating its Bicycle and Pedestrian Master Plan. The new plan, called Walk Bike Daly City, will recommend new projects to make walking and biking in Daly City—including to school—safer, easier and more popular than ever before.

WalkBikeDalyCity.org

Go to WalkBikeDalyCity.org or scan the code at left, and tell us what you think:

- Fill out a brief survey—and be eligible to win one of three $25 Amazon gift cards.
- Pin comments on an online map—and read what others have posted—also for a chance to win a $25 Amazon gift card.
- Stop by a project event to learn more or give your input. All events are open to the public.
- Email or call Jimmy Fu (City of Daly City) at (650) 991-8165.



Walking and biking in Daly City

Tell us what you think!

What are the biggest challenges to walking or biking in Daly City? What are the specific problem locations? What would you do to make walking and biking in Daly City safer, easier and more popular? Use the space at right to tell us.

Turn this card in to the tabling host or mail it to:

- Jimmy Fu
- Daly City City Hall
- 333 90th Street
- Daly City, CA 94015

If you have an email address, include it—and write it clearly—for a chance to win a $25 Amazon gift card.

Walking pathways and safe street crossings where there is no stop lights or stop signs at the intersections.

Front of the comment card (top image) and back of the card with a sample comment (bottom image).

- Latino Heritage Month celebration at City Hall (September 15).
- Weekday senior luncheon at Doelger Senior Center (September 19).
- City Council hearing at City Hall (September 24).
- Tabling at the farmers' market at Serramonte Center (September 27).
- Presentation and listening session at Hillcrest Gardens, a residential community for seniors (September 27).
- Kasayahan Sa Daly City (Filipino-American History Month celebration) at Marchbank Park (October 13).
- Meeting of the Bayshore Parent Teacher Organization at Bayshore Elementary School (October 17).
- Tabling on four occasions at the Daly City and Colma BART stations (various dates in October).
- Healthy Living, Healthy Lives Fair at Serramonte Center (November 10).

In addition to the above events, project staff also tabled at the National Night Out event at Serramonte Center on August 7, prior to launching the community needs assessment, to begin introducing the project to the public.

Stacks of comment cards were also dropped off at public schools throughout the City. In addition, comment cards—along with display boards with general information about the project—were placed visibly at a dozen gathering places throughout the City. These included:

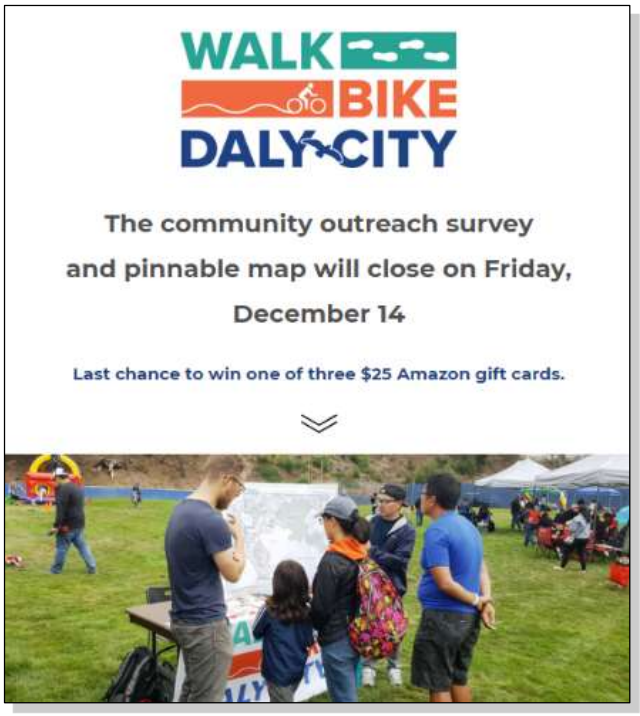
- War Memorial Community Center.
- Bayshore Community Center.
- Lincoln Park Community Center.
- Doelger Senior Center.
- Community Service Center.
- Larcombe Clubhouse.
- Serramonte Main Branch Library.
- Westlake Branch Library.
- Bayshore Branch Library.
- John Daly Branch Library.
- Administrative office of the Recreation Department (Westlake Park).
- Administrative office of the Public Works Department's Engineering Division (City Hall).

Appendix E lists the 31 comments submitted on comment cards as well as through various other channels. These miscellaneous channels include the comment form on the project website (www.WalkBikeDalyCity.org), email, postal mail and Nextdoor (a social-media platform for neighborhoods).

Publicizing the opportunities for public participation

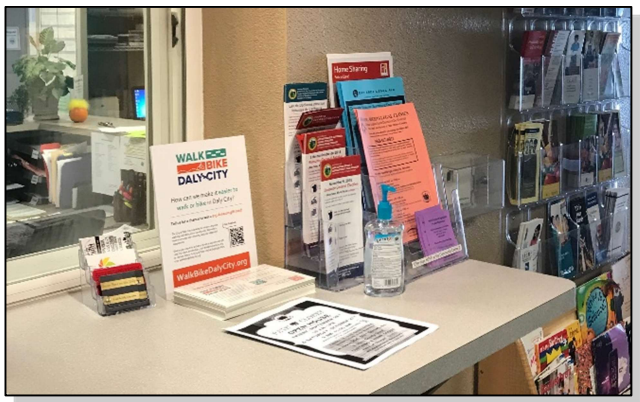
Opportunities for the public to provide input are effective only to the extent that people know about them. To inform the community, the City publicized the outreach for the Walk Bike Daly City plan through various online and off-line means:

- Mass email to the nearly 70 contacts that were on the project's email distribution list at the time. (The list has since grown to more than 300 contacts.)



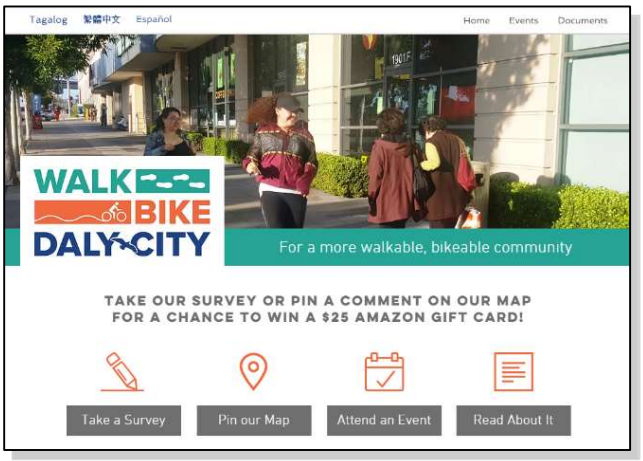
Partial screenshot of the mass email.

- Display boards at the gathering places listed in the previous section.



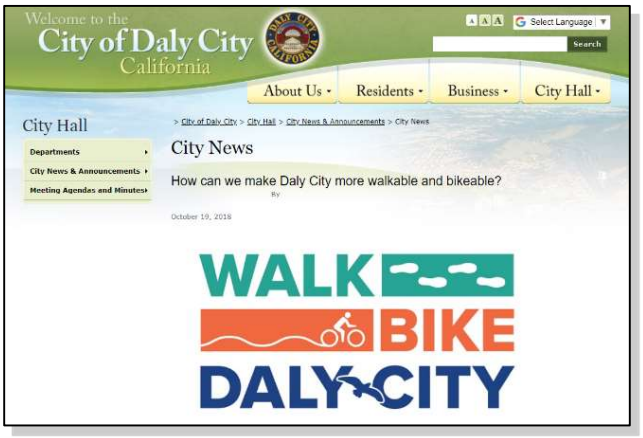
Display board.

- Project website.



Screenshot of the project website. The screenshot shows links to the online survey and the pinnable map.

- Posts and announcements on the City's website and Facebook and Twitter feeds; in the City's "Daly Wire" (a monthly e-newsletter); and on Nextdoor.



Post about the project on the City's Facebook feed (top image) and on the City's website (bottom image).

- Tabling and presentations at the occasions listed in the previous section.

. *Tabling at Kasayahan Sa Daly City (Filipino-American History Month celebration) at Marchbank Park.*

Tabling at the farmers' market at Serramonte Center.

Visitor to the project table at City Hall, before a City Council hearing.

After a presentation at the weekday senior luncheon at Doelger Senior Center.

- Requests to other agencies and organizations to post an announcement on their website or social-media feeds and in their newsletters. The request was sent to, among others, the Daly City Partnership (a community services nonprofit), Silicon Valley Bicycle Coalition and San Francisco Bicycle Coalition (advocacy groups) and Republic Services (the City's garbage and recycling collection company).

Announcement on the website of the Silicon Valley Bicycle Coalition.

Key themes

As mentioned previously, the City received almost 800 public comments providing input into the community needs assessment for the Walk Bike Daly City plan. The comments, which are compiled in the appendices to this report, offer a detailed look at the respondents' thoughts and opinions regarding walking and biking in Daly City. This section presents the key themes from these comments, identifying the main areas of concern and opportunities for improvements expressed by the public. Below is a "word cloud" of the words that appear most frequently in the public comments. (The word cloud combines words with similar meanings—for example, "cyclist," "cyclists" and "bikers"—and excludes words with very general meanings—for example, "only," "will" and "around.")

The themes are organized under two main categories—walking and biking—and are further divided into general and location-specific challenges. The themes are not necessarily listed in order of importance. It is worth noting that a large percentage of the location-specific comments and concerns involve a very small number of streets, namely major thoroughfares such as John Daly Boulevard, Mission Street, Junipero Serra Boulevard, Skyline Boulevard and Serramonte Boulevard. These streets tend to be the most direct, convenient routes to key destinations in Daly City. For this reason, they attract the bulk of local traffic and therefore experience a large share of the conflicts among drivers, pedestrians and cyclists.

Word cloud of the words that appear most frequently in the public comments.

General concerns about walking

- Difficult, challenging or intimidating intersections to cross.
- Speeding traffic, and careless or distracted drivers. This is a concern especially around the elementary and middle schools. Suggestions regarding unsafe driver behavior around schools included higher-visibility crosswalks, more crossing guards, slow-traffic zones, warning signs and a more consistent police presence.
- Cars parked on the sidewalk, obstructing pedestrian access.
- Trash, discarded furniture and dog waste on sidewalks.
- Poor street lighting, for walking when it is dark or foggy.

Location-specific concerns about walking

- Large, complex intersections can be difficult or intimidating for pedestrians to cross. These intersections tend to be where major thoroughfares cross each other. The following intersections were identified as being areas of concern for walking:
  - Along John Daly Boulevard: Mission Street/Hillside Boulevard, Junipero Serra Boulevard, I-280, Poncetta Drive, Lake Merced Boulevard and Skyline Boulevard.
  - Along Mission Street and Hillside Boulevard between John Daly Boulevard and Como Avenue.
  - Along Junipero Serra Boulevard: I-280, Washington Street, San Pedro Road, Southgate Avenue, Serramonte Boulevard and Hickey Boulevard. (It should be noted that the intersections at Southgate, Serramonte and Hickey are located in part or entirely outside the Daly City city limits.)
  - Along I-280: Washington Street, Serramonte Boulevard and Hickey Boulevard.
  - Along Gellert Boulevard: Serramonte Boulevard, Hickey Boulevard and King Drive.
  - Along Skyline Boulevard: Westridge Avenue and Westmoor Avenue.
  - Other intersections: Mission Street/E. Market Street/San Pedro Road, Southgate Avenue/Westmoor Avenue, Sullivan Avenue/Eastmoor Avenue and Serramonte Boulevard/Highway 1.
- Lack of sidewalk or sidewalk gaps on:
  - Crocker Avenue between Pointe Pacific Drive and Hana Vista Lane.
  - John Daly Boulevard, on the north side between the Daly City BART station and Sheffield Drive, and at Skyline Boulevard.
  - Junipero Serra Boulevard south of B Street.
  - Hickey Boulevard between Gellert Boulevard and I-280.

General concerns about biking

- Too few bikeways (bike lanes, bike routes, bike paths and other similar facilities); more generally, lack of safe cycling space on streets due to narrow streets, fast traffic and on-street parking.
- Inadequate bike connections to the Daly City BART station, Westlake Shopping Center, Serramonte Center and neighboring jurisdictions, especially San Francisco, Colma and South San Francisco. Coordination with San Mateo County needed to provide bike connections through the unincorporated neighborhood of Broadmoor.
- Fast traffic, and aggressive or distracted drivers.
- Difficult, challenging or intimidating intersections to cross; also, intersections lack technology to detect cyclists waiting at the traffic light to cross.
- Daly City's cold, windy weather; also, the fog makes it hard for drivers and cyclists to see each other.

Location-specific concerns about biking

- Lack of a safe bikeway on John Daly Boulevard between the Daly City BART station and Sheffield Drive; the boulevard is an essential east–west connector to the BART station, with no adequate alternatives. The I-280 and Highway 1 on- and off-ramps are particularly challenging. Also, opportunities could be explored to provide a continuous bikeway to Skyline Boulevard using the frontage roads (N. and S. Mayfair Avenues), and possibly the medians and parking lots, along John Daly Boulevard.
- Very fast traffic on Skyline Boulevard and, to a lesser extent, also on Skyline Drive.
- Lack of safe cycling space on a number of other important east–west thoroughfares such as Southgate Avenue (a segment of which runs north–south), Westmoor Avenue, Eastmoor Avenue, Crocker Avenue, S. Hill Boulevard,

Serramonte Boulevard and Hickey Boulevard (especially through I-280); and on other north–south routes such as the San Jose Avenue/Mission Street/San Pedro Road corridor, Hillside Boulevard, Lake Merced Boulevard, Junipero Serra Boulevard (a rare flat north-south route through Daly City) and Callan Boulevard.

- Intersections where the above-named streets cross tend to be large and complex, with many turning movements and potential conflicts. Challenging intersections for cyclists include John Daly Boulevard/Mission Street/Hillside Boulevard; John Daly Boulevard/Junipero Serra Boulevard; John Daly Boulevard/Skyline Boulevard; Southgate Avenue/Westmoor Avenue; Mission Street/San Pedro Road/E. Market Street; and San Pedro Road/Junipero Serra Boulevard/ Washington Street.
- Opportunities for wayfinding signage to make more people aware of the pedestrian tunnel to the Daly City BART station under John Daly Boulevard and to bicycling routes between the Daly City BART station and San Francisco State University.
- Trash along Guadalupe Canyon Parkway (most of the road lies in unincorporated San Mateo County).

04 | Goal, policies and tasks

This chapter contains the policy framework for the 2020 Walk Bike Daly City plan. It includes a broad, overarching, long-term goal for the plan; several thematic policies in support of that goal; and detailed tasks under each policy area. The policy framework presented here revises and updates the policy framework in the 2013 Bicycle and Pedestrian Master Plan and is anticipated to amend the pedestrian- and bicycle-oriented goal, policies and tasks in the Circulation Element of the City's General Plan.

Goal

The following goal reflects an end-condition which communicates what bicycling and walking will be like in Daly City in the future, once the projects proposed in the 2020 Walk Bike Daly City plan are implemented:

> Daly City has an interconnected system of safe, convenient and universally accessible pedestrian and bicycle facilities, for both transportation and recreation. These facilities provide access to jobs, homes, schools, transit, shopping, community facilities, parks and regional trails throughout Daly City. At the same time, the City has improved its jobs/housing balance and has strengthened its network of vibrant, higher-density, mixed-use and transit-accessible neighborhoods that enable people to meet their daily needs without access to a car.
>
> As a result of making our transportation system more balanced, equitable and sustainable, many more people in Daly City walk, while a new generation of bicycle improvements has greatly increased the number of cyclists. The new walking and bicycling activity has reduced automobile dependence, traffic congestion, pollution and the City's carbon footprint while increasing mobility options, reinforcing transit, promoting healthy lifestyles, saving residents money and fostering social interaction.

Policy 1: Pedestrian access

Strengthen pedestrian safety and access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and other key destinations and major activity centers in the City.

- **Task 1-1:** Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing safe pedestrian crossings in areas of heavy pedestrian and vehicular traffic.
- **Task 1-2:** Include infrastructure and design treatments in public projects on both new and existing roads that make street crossings easier and more accessible to pedestrians; examples of such improvements include wider sidewalks, median refuges, bulb-outs (curb extensions), curb ramps, crosswalks, pedestrian signals and increased crossing time for pedestrians.
- **Task 1-3:** Ensure that pedestrian infrastructure and other aspects of the transportation right-of-way comply with the Americans with Disabilities Act and meet the needs of people of different

ages and of people with different types of disabilities, including mobility, vision, hearing and other impairments.

- **Task 1-4:** Provide additional opportunities for the City's residents to congregate in public through dedicated physical spaces such as parklets, plazas or special events such as temporary car-free blocks or streets.
- **Task 1-5:** Consider mid-block pedestrian crossings where they facilitate a direct pedestrian connection between properties and uses and can be implemented safely.
- **Task 1-6:** Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes safe pedestrian access from perimeter sidewalks, parking lots to storefronts, and between storefronts.
- **Task 1-7:** Evaluate updating the City standard for new sidewalk construction to be consistent with the recommendations of the 2020 Walk Bike Daly City plan in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices.

Policy 2: Bicycle access

Continue to install and maintain bicycle facilities throughout the city and take other steps to ensure that using a bicycle in Daly City is a viable transportation option.

- **Task 2-1:** Implement bikeway improvements, which include signing, striping, paving and the latest proven safety techniques including green-back sharrows, intersection crossing markings and buffered and separated bicycle lanes for bike routes serving employment sites, shopping centers, schools, public facilities and along other bicycle corridors.
- **Task 2-2:** Continue looking for opportunities to create direct bike routes on less-trafficked streets while enhancing existing bike routes on busier streets by adding conventional, buffered or separated bike lanes, or by otherwise redesigning the streets to reduce speeding.
- **Task 2-3:** Stay informed about the bicycle master planning efforts of adjacent jurisdictions, and coordinate with them on the development of connecting bikeways across jurisdictional boundaries.
- **Task 2-4:** Ensure that the prioritized bicycle, and also pedestrian, improvements identified in the Bicycle and Pedestrian Master Plan are included in the City's Capital Improvement Program (CIP).
- **Task 2-5:** Pursue funding under countywide, regional, state and federal sources for new and improved bikeways, and also pedestrian facilities.
- **Task 2-6:** Require—either through the Zoning Ordinance or a stand-alone Bicycle Parking Ordinance—the provision of secure, covered off-street bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations. Where feasible consider sidewalk bicycle racks where supported and maintained by adjacent property owners.
- **Task 2-7:** Encourage provision of showers and lockers for employees as a part of all non-residential or mixed-use developments.
- **Task 2-8:** Support the provision of a bicycle rental vendor at the Daly City BART station, should BART decide to include such a vendor, and subsequently explore the deployment of bicycle rental kiosks in other commercial districts.
- **Task 2-9:** Work with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity.

Policy 3: Complete streets

View new and retrofit transportation improvements and maintenance operations as opportunities to create Complete Streets, with infrastructure and design features that improve safety, access, and mobility for all travelers, including pedestrians, cyclists and transit users.

- **Task 3-1:** In the design of any new roadway and as a part of any development review, ensure that adequate infrastructure is included that promotes a safe and convenient means of travel for all users. This shall include the provision of sidewalks, shared use paths, bicycle lanes and other types of bikeways.
- **Task 3-2:** Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work.
- **Task 3-3:** Formalize a program to implement—at the request of, and in coordination with, residents and neighborhood groups—traffic-calming measures on residential streets.
- **Task 3-4:** In accordance with the City's Green Infrastructure Plan, incorporate stormwater treatment measures such as landscaped medians and traffic islands, planted curb extensions, bioswales and pervious surfaces, into the design of pedestrian and bicycle improvements.
- **Task 3-5:** In any assessment, collection, and/or distribution of the City's Development Impact Fee (AB1600) funds, consider the implementation of City projects that further the provision of Complete Streets in Daly City.

Policy 4: Walking and biking to school

In collaboration with local school districts, individual schools, San Mateo County's Safe Routes to School program and other advocates, implement capital projects as well as events and activities that make it safer and more appealing for students, parents, and staff to walk and bike to school.

- **Task 4-1:** Pursue funding to implement Safe Routes to School infrastructure improvements and education and promotion programs.
- **Task 4-2:** Pursue encouragement efforts such as Walk and Bike to School Days, as well as "Walking School Bus"/"Bike Train" programs (in which parents take turns accompanying a group of children to school on foot or by bicycle) and "Safety Patrol" programs at elementary schools,.
- **Task 4-3:** Encourage educational programs that teach students safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving.
- **Task 4-4:** Enforce speed limits and traffic laws, assist in ensuring safe crossings, and promote safe travel behavior within the schools.
- **Task 4-5:** Invite the school districts to participate in the City's Bicycle/Pedestrian Advisory Committee.

Policy 5: New development

Require, as appropriate, that new development projects and significant redevelopment projects contribute to the implementation of adjacent pedestrian and bicycle facilities, and that such development be designed to accommodate and encourage walking and cycling.

- **Task 5-1:** Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking; repair or replacement of damaged sidewalks; and reconstructing existing sidewalks along the project frontage to meet ADA standards including but not limited to width, slopes, obstruction removal, pedestrian push buttons and pedestrian signal upgrades.
- **Task 5-2:** In the review of new residential subdivisions, ensure that sidewalks are provided on both sides of public streets and, where site conditions allow, also on private streets. Where determined feasible by the City and where minimum lot size can be maintained, new residential development shall provide sufficient right-of-way to ensure comfortable and attractive sidewalks. The City shall update and provide a standard sidewalk cross-section to developers.
- **Task 5-3:** Require that new subdivisions be designed to minimize the use of cul-de-sacs,

unless pedestrian connections are provided in perpetuity between cul-de-sac ends.

- **Task 5-4:** As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale lighting, street trees, landscaping, benches, bicycle racks and other street furniture. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities.
- **Task 5-5:** Require during the design review of all new public or private parking lots and driveways the incorporation of raised sidewalks providing access from the City sidewalk adjoining the development to site interior or, in the case of non-residential development, to the proposed store- or office-front(s).
- **Task 5-6:** Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted.
- **Task 5-7:** As part of any reassessment of the City's Development Impact Fee (AB1600) ensure that adequate and commensurate money is collected and distributed to City projects involving the improvement and expansion of Daly City's pedestrian and bicycle systems. The amount of this allocation shall be determined at the time of the fee reassessment, should a reassessment occur.

Policy 6: City practices and standards

As appropriate and necessary, continue, revise, update or institute City practices and design standards that take full consideration of walking and bicycling as everyday modes of transportation.

- **Task 6-1:** For faster and cheaper installation of pedestrian and bicycle infrastructure, consider 'quick-build' solutions that rely on paint, soft posts and other inexpensive materials. These methods also provide flexibility in experimenting and piloting projects before a final, permanent design is chosen.
- **Task 6-2:** Prioritize implementation of the City's 2016 Vision Zero resolution and 2020 Vision Zero Action Plan (to eliminating traffic deaths and life-altering injuries) by setting measurable goals and an implementation timeline; incorporating traffic-safety considerations into all infrastructure projects; enhancing public education and enforcement practices; and reporting publicly on progress.
- **Task 6-3:** Revise the City's urban design standards to incorporate best practices in pedestrian- and bicycle-friendly siting, architecture and access for new development.
- **Task 6-4:** Increase the City's efforts to attain a better jobs/housing balance as a way to shorten commutes and therefore encourage more walking and biking to work.
- **Task 6-5:** Stay informed about, and participate in, planning efforts of the county and of adjacent jurisdictions that are relevant to walking and biking in Daly City; also, actively comment on the environmental reviews completed by other agencies for projects within or adjacent to Daly City to ensure that pedestrian and bicycle circulation systems are not negatively impacted but rather enhanced.
- **Task 6-6:** As part of the effort to unify the Zoning Ordinance into a broader set of development regulations (see General Plan Policy LU 4.1), review the City's public improvement standards for streets, curbs, sidewalks and other features to ensure that safe and effective pedestrian and bicycle circulation is accommodated.
- **Task 6-7:** Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width does not meet the recommendations of the 2020 Walk Bike Daly City plan.
- **Task 6-8:** Develop a citywide anti-litter campaign which may include education, enforcement and/or increased targeted maintenance activities to address trash, litter, animal waste, illegal dumping, and other obstructions which adversely impact the accessibility of pedestrian and bicycle facilities.
- **Task 6-9:** Develop a policy that minimizes the number of curb-cuts along arterial and collector roadways, and when driveways are proposed,

that the sidewalk behind the driveway apron be an at-grade, accessible crossing for pedestrians.

Policy 7: Location-specific improvements

In addition to projects proposed in the Walk Bike Daly City Plan, implement improvements at a number of additional specific locations around the City to enhance conditions for pedestrians and cyclists in support of the City's General Plan and adopted policies.

- **Task 7-1:** As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue corridor (see General Plan Task LU-3.2), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes.
- **Task 7-2:** As part of any City involvement in, or comments provided for, the Geneva Avenue connection with the Highway 101 Interchange and/or redevelopment of the Brisbane Baylands, require the improvement and enhancement of both the regional pedestrian and bicycle transportation networks.
- **Task 7-3:** Continue to participate in the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, seek to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan.
- **Task 7-4:** Explore amendments to the Zoning Ordinance pertinent to Mission Street and Geneva Avenue to ensure that new buildings along these corridors: are sited to be easily accessible by pedestrians; provide for maximum setbacks, consistent with any City-adopted urban design plan; provide all parking spaces either underground or behind buildings; and provide on-site bicycle parking.
- **Task 7-5:** Work with adjacent jurisdictions and the transit providers to improve walking and biking access to the Daly City and Colma BART stations and nearby Caltrain stations, including utilizing existing street level crossings on John Daly Boulevard and maximizing either existing or future grade-separated crossing(s) at this location.
- **Task 7-6:** Work with Caltrans to implement pedestrian and bicycle improvements on Mission Street, Skyline Boulevard and where the Interstate 280 and Highway 1 ramps meet surface streets.
- **Task 7-7:** Encourage and work more closely with Caltrans to ensure adequate maintenance of pedestrian and bicycle facilities on Caltrans routes through Daly City.

05 | Priority improvements

Overview

One of the key goals of the Walk Bike Daly City plan is to propose the next generation of pedestrian and bicycle improvements that will expand the City's network of walking and biking facilities, close gaps in the existing system and enhance connections to key destinations. This chapter presents the priority recommended improvements in terms of infrastructure projects. It includes both the priority pedestrian projects as well as improvements to the City's bikeway network. While this chapter focuses on infrastructure, it should be noted that the supporting actions listed and described in Chapter 8 are also considered priorities of the Walk Bike plan.

Priority pedestrian projects

Daly City is largely built-out, with an extensive system of sidewalks, marked crosswalks and pedestrian crossing signals, particularly on the arterials and collectors, and at main intersections. In terms of challenges, the City is hilly and is crisscrossed and divided by several major thoroughfares that are challenging for pedestrians and even some that are entirely off-limits to them. Two grade-separated freeways—I-280 and Highway 1—pick up and drop off large volumes of traffic in the City at their on- and off-ramps. Surface streets such as Skyline, John Daly, Junipero Serra and Serramonte Boulevards are busy multi-lane arterials carrying fast traffic. Not surprisingly, the main concerns raised through the community needs assessment for the Walk Bike plan were traffic-related. These include aggressive or distracted drivers; fast, heavy traffic; and difficult or challenging intersections to cross.

Pedestrians crossing Junipero Serra Boulevard at John Daly Boulevard, near the Daly City Bart station.

The priority pedestrian projects recommended by the Walk Bike Plan are listed in Table 5.1 and their location is shown in Figure 5.1, on the pages that follow. The priority list consists of 14 projects, divided into two tiers of seven projects each. The tiering is based on such considerations as a project's relative importance, its likely technical feasibility, whether it addresses a priority collision hotspot and the potential extent of community support. *Within* each tier, the projects are not listed in order of priority, importance or feasibility. Also, it is not intended that the City will complete all Tier I projects before taking on Tier II projects; instead, the City should pursue projects from either tier depending on the opportunities that arise. (The same consideration applies to the priority bicycle projects presented later in this chapter.)

Table 5.1: Priority pedestrian projects (projects *within* each tier are not listed in order of priority)

Tier I	
P1	New crossing of John Daly Boulevard (between Niantic Avenue and Willits Street) to the Daly City BART station entrance (see conceptual design 5.3).
P2	Improvements to the intersection of John Daly Boulevard / Junipero Serra Boulevard / I-280 ramps / Highway 1 ramps (see conceptual design 5.2).
P3	Improvements to the intersection of John Daly Boulevard / Sheffield Drive / Poncetta Drive (see conceptual design 5.1).
P4	Improvements to the intersection of John Daly Boulevard / Skyline Boulevard (see conceptual design 5.4).
P5	Improvements to the intersection of Mission Street / E. Market Street / San Pedro Road (see conceptual design 5.5).
P6	Improvements to the intersection of Junipero Serra Boulevard / San Pedro Road (see conceptual design 5.6).
P7	Improvements to the intersection of Serramonte Boulevard / Highway 1 ramps (see conceptual design 5.7).

Tier II	
P8	Continuation of the multi-use path on the south side of John Daly Boulevard, within the public right-of-way, in front of Westlake Shopping Center.
P9	Improvements to the intersections of Skyline Boulevard / Westridge Avenue and Skyline Boulevard / Westmoor Avenue.
P10	Continuous sidewalk on Crocker Avenue between Pointe Pacific Drive and Hana Vista Lane.
P11	Improvements to the intersection of Junipero Serra Boulevard / Washington Street / I-280 on-ramps.
P12	Improvements to the intersection of Sullivan Avenue / San Pedro Road / Eastmoor Avenue.
P13	Sidewalk on the south side of Serramonte Boulevard between Callan Boulevard and just west of Gellert Boulevard.
P14	Stairs (including bicycle trough, or channel) from Hickey Boulevard and Callan Boulevard to the playing fields in Gellert Park.

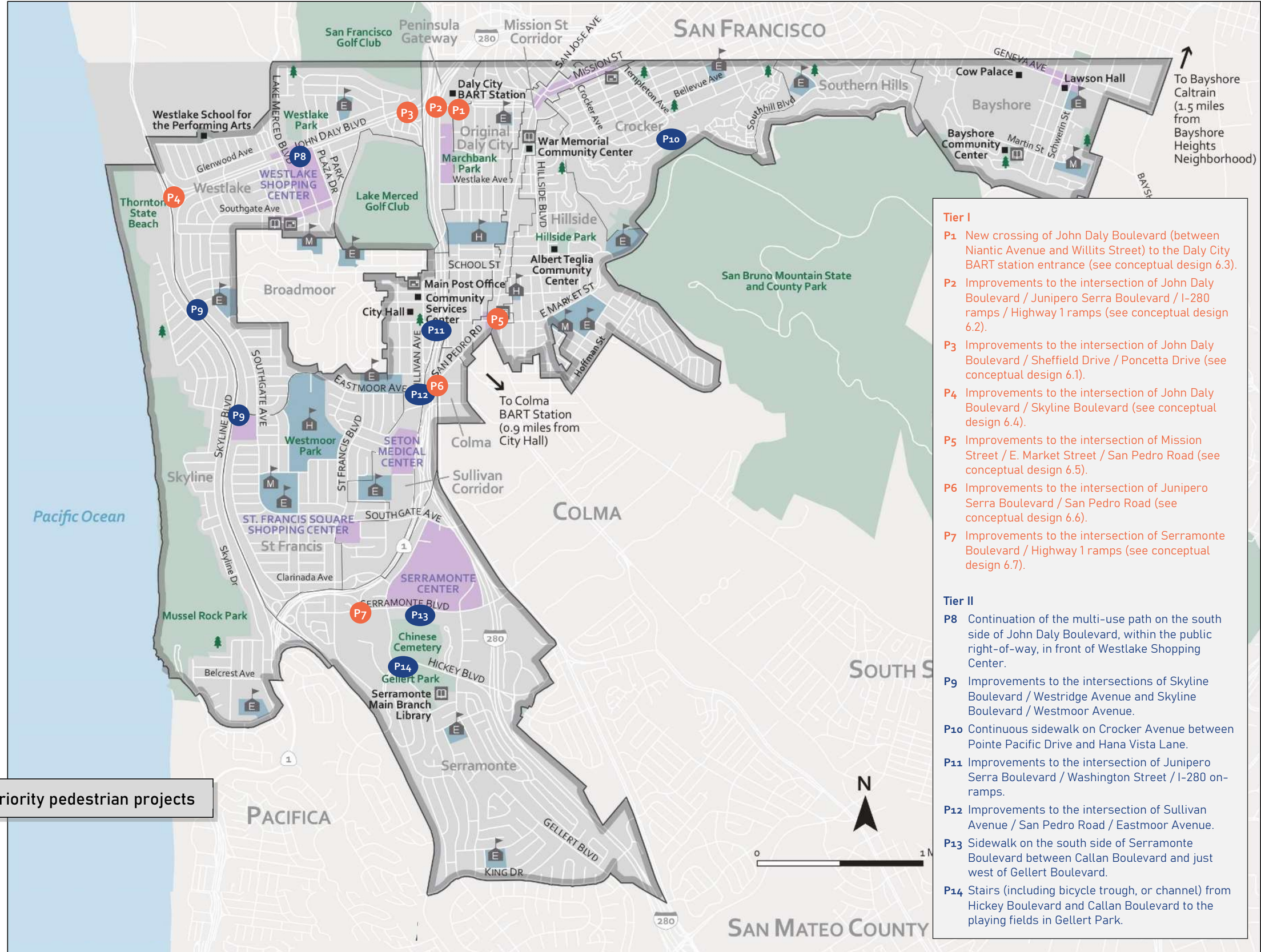


Figure 5.1 | **Priority pedestrian projects**

Tier I

- **P1** New crossing of John Daly Boulevard (between Niantic Avenue and Willits Street) to the Daly City BART station entrance (see conceptual design 6.3).
- **P2** Improvements to the intersection of John Daly Boulevard / Junipero Serra Boulevard / I-280 ramps / Highway 1 ramps (see conceptual design 6.2).
- **P3** Improvements to the intersection of John Daly Boulevard / Sheffield Drive / Poncetta Drive (see conceptual design 6.1).
- **P4** Improvements to the intersection of John Daly Boulevard / Skyline Boulevard (see conceptual design 6.4).
- **P5** Improvements to the intersection of Mission Street / E. Market Street / San Pedro Road (see conceptual design 6.5).
- **P6** Improvements to the intersection of Junipero Serra Boulevard / San Pedro Road (see conceptual design 6.6).
- **P7** Improvements to the intersection of Serramonte Boulevard / Highway 1 ramps (see conceptual design 6.7).

Tier II

- **P8** Continuation of the multi-use path on the south side of John Daly Boulevard, within the public right-of-way, in front of Westlake Shopping Center.
- **P9** Improvements to the intersections of Skyline Boulevard / Westridge Avenue and Skyline Boulevard / Westmoor Avenue.
- **P10** Continuous sidewalk on Crocker Avenue between Pointe Pacific Drive and Hana Vista Lane.
- **P11** Improvements to the intersection of Junipero Serra Boulevard / Washington Street / I-280 on-ramps.
- **P12** Improvements to the intersection of Sullivan Avenue / San Pedro Road / Eastmoor Avenue.
- **P13** Sidewalk on the south side of Serramonte Boulevard between Callan Boulevard and just west of Gellert Boulevard.
- **P14** Stairs (including bicycle trough, or channel) from Hickey Boulevard and Callan Boulevard to the playing fields in Gellert Park.

Citywide bikeway network

Bicyclists may use any public street in Daly City other than the two freeways. Nevertheless, the City has designated a set of streets as a Citywide bikeway network. These streets are intended to provide a higher level of comfort, convenience or connectivity for cyclists than other streets. The network is shown on the map in Figure 5.2. This network uses the network in the 2013 Bicycle and Pedestrian Master Plan as a starting point but makes several minor updates. The Walk Bike Daly City has not sought to increase the size of the network but rather to improve its safety, convenience and usability.

Table 5.2 breaks down the mileage of the network based on bikeway type (Class I bike paths, Class II bike lanes or Class III bike routes, defined in Chapter 2, "Planning Context") and on completion status (existing/in progress or proposed). The table does not include the Class IV separated bikeway segments mentioned and described in the next section (on the priority bikeway projects) because those facilities are still highly conceptual and subject to detailed traffic studies before they can be implemented.

Table 5.2: Length of bikeway network (miles)

Bikeway type	*Existing or in progress*	*Proposed*	*Total*
Class I (paths)	0.8	0.0	0.8
Class II (bike lanes)	9.4	2.7	12.1
Class III (bike routes)	16.5	5.0	21.5
Total	**26.7**	**7.7**	**34.4**

Table 5.3, below, lists the existing bike lanes in Daly City as well as those that are in progress as of this writing, while Table 5.4, following the map on the next page, lists proposed bike lanes. Table 5.5 lists existing or in-progress bike routes, while Table 5.6 lists proposed bike routes. (Tables 5.5 and 5.6 include the streets' posted speed limit, since this is an important consideration for the designation and design of bike routes.) The only existing Class I facility in Daly City is the multi-use path that runs along the south side of John Daly Boulevard. The path consists of two 0.4-mile segments separated by a gap in front of Westlake Shopping Center.

Table 5.3 | Existing or in-progress bike lanes (Class II)

Street	From	To	General direction	Length (miles)
Bayshore Boulevard	Just south of Sunnydale Ave.*	Geneva Ave.	N–S	0.3
Callan Boulevard	Serramonte Blvd.	King Dr.*	N–S	1.4
Eastmoor Avenue	Sullivan Ave. / San Pedro Rd.	Ocean Grove Ave.	E–W	0.7
Gellert Boulevard	Hickey Blvd.	King Dr.*	N–S	1.3
Geneva Avenue	Bayshore Blvd.	Just east of Santos St.*	E–W	0.7
John Daly Boulevard**	Mission St.	Santa Barbara Ave.	E–W	0.1
John Daly Boulevard	Santa Barbara Ave.	DeLong St.	E–W	0.2
King Drive	Junipero Serra Blvd.*	Skyline Blvd.*	E–W	1.3
Lake Merced Boulevard	John Muir Dr.*	John Daly Blvd.	N–S	0.5
St. Francis Boulevard	Campana Ave.	San Miguel Ave.	N–S	0.1
St. Francis Boulevard	South of Belhaven Ct.	Serramonte Blvd.	N–S	0.3
Southgate Avenue	Windsor Dr.	St. Francis Blvd.	N–S, E–W	2.2
Westmoor Avenue	Ocean Grove Ave.	Southgate Ave.	N–S, E–W	0.3
			Total	**9.4**

** Daly City city limit*

*** Existing Class II bike lane in the westbound direction, existing Class III bike route in the eastbound direction*

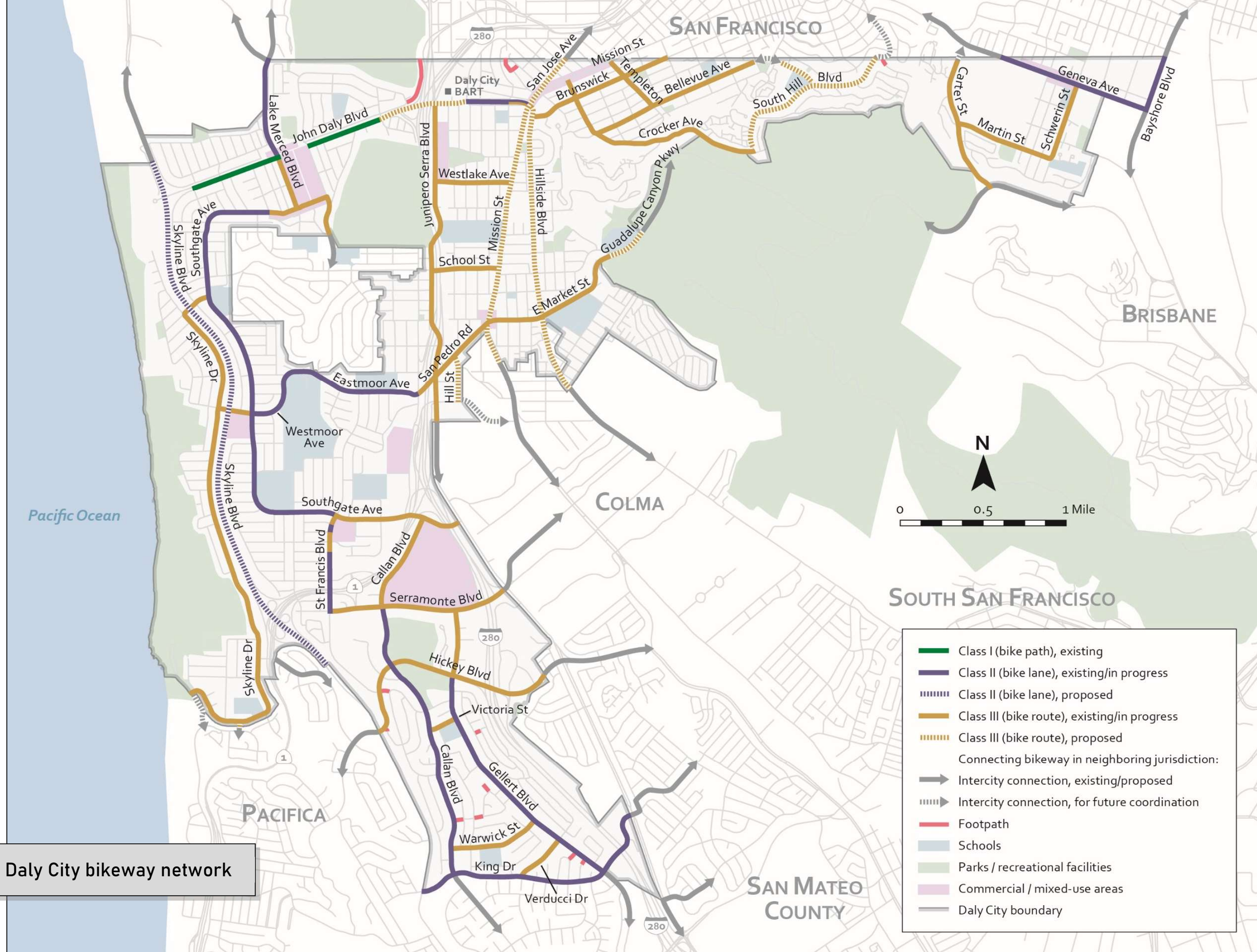


Figure 5.2 | **Daly City bikeway network**

Table 5.4 | Proposed bike lanes (Class II)

Street	From	To	General direction	Length (miles)
Skyline Boulevard	City limit near Olympic Way*	Just south of Hwy. 1*	N–S	2.7
** Daly City city limit*			**Total**	**2.7**

Table 5.5 | Existing or in-progress bike routes (Class III)

Street	From	To	Speed limit (MPH)	General direction	Length (miles)
Bellevue Avenue	Guttenberg St.*	Crocker Ave.	25	E–W	0.9
Brunswick Street	Just west of Oliver St.*	Hillside Blvd.	25	E–W	0.7
Callan Boulevard	Southgate Ave.	Serramonte Blvd.	35	N–S	0.5
Carter Street	Just south of Geneva Ave.*	Guadalupe Canyon Pkwy.*	30	N–S	0.7
Crocker Avenue	Mission St.	S. Hill Blvd.	25	N–S, E–W	1.1
E. Market Street	Price St.	Mission St.	25	E–W	0.7
Gellert Boulevard	Serramonte Blvd.	Hickey Blvd.	30	N–S	0.3
Hickey Boulevard	Just west of Dunman Way*	Skyline Blvd.*	35	E–W	1.2
John Daly Boulevard	Mission St.	Santa Barbara Ave.	35	E–W	0.1
Junipero Serra Boulevard	John Daly Blvd.	Just south of D St.*	35	N–S	1.6
Lake Merced Boulevard	John Daly Blvd.	Southgate Ave.	25	N–S	0.3
Martin Street	Schwerin St.	Carter St.	25	E–W	0.5
Park Plaza / Fairway / S. Park Plaza	Southgate Ave.	Broadmoor boundary*	25	N–S	0.2
San Pedro Road	Mission St.	Sullivan Ave.	25	N–S	0.5
School Street	Mission St.	Junipero Serra Blvd.	25	E–W	0.3
Schwerin Street	Geneva Ave.	Martin St.	25	N–S	0.4
Serramonte Boulevard	St. Francis Blvd.	Junipero Serra Blvd.*	30	E–W	0.9
Skyline Drive	Westridge Ave.	Westline Dr.*	25	N–S	2.5
Southgate Avenue	Park Plaza Dr.	Windsor Dr.	25	E–W	0.3
Southgate Avenue	Junipero Serra Blvd.*	St. Francis Blvd.	25	E–W	0.6
St. Francis Boulevard	Southgate Ave.	Campana Ave.	30	N–S	0.1
St. Francis Boulevard	San Miguel Ave.	South of Belhaven Ct.	30	N–S	0.1
Templeton Avenue	Brunswick St.	Bellevue Ave.	25	N–S	0.3
Verducci Drive	Gellert Blvd.	King Dr.	25	N–S	0.3
Victoria Street	Gellert Blvd.	Callan Blvd.	25	E–W	0.1
Warwick Street	Gellert Blvd.	Callan Blvd.	25	E–W	0.5
Westlake Avenue	Mission St.	Junipero Serra Blvd.	25	E–W	0.4
Westmoor Avenue	Southgate Ave.	Skyline Dr.	25	E–W	0.2
Westridge Avenue	Southgate Ave.	Skyline Dr.	25	E–W	0.2
** Daly City city limit*				**Total**	**16.5**

*** Existing Class III bike route in the eastbound direction, existing Class II bike lane in the westbound direction*

Table 5.6 | Proposed bike routes (Class III)

Street	From	To	Speed limit (MPH)	General direction	Length (miles)
Bellevue Avenue	South Hill Blvd.	Just east of Pope St.*	25	E–W	0.2
Crenshaw Drive	Skyline Drive	Just north of Palmetto Ave.*	25	N–S	0.1
Guadalupe Canyon Parkway	Just north of JFK Elem. School*	Price St.	25	E–W	0.2
Hill Street	San Pedro Rd.	D St.	25	N–S	0.2
Hillside Boulevard	Mission St.	Just south of Hoffman St.*	25	N–S	1.5
John Daly Boulevard	DeLong St.	Sheffield Dr.	35	E–W	0.4
Mission Street	Just south of Bepler St.	Just south of Valley St.*	25	N–S	1.3
San Jose Avenue	Just south of Goethe St.*	Just south of Bepler St.	25	N–S	0.2
South Hill Boulevard	Just south of Canyon Dr.*	Crocker Ave.	25	E–W	0.9
** Daly City city limit*				**Total**	**5.0**

Priority bikeway projects

The priority bicycle projects recommended by the Walk Bike Plan are listed in Table 5.7 and their location is shown in Figure 5.3, on the pages that follow. As with the pedestrian projects, the bicycle priority list consists of 14 projects, also divided evenly into higher-priority and lower-priority tiers, reflecting each project's relative importance and feasibility. *Within* each tier, the projects are not listed in order of priority, importance or feasibility. Again, the priority projects were selected based on input from the public and City staff, or because they were identified in other planning efforts but have not been implemented yet. As noted in the table below, improvements proposed for some of the priority bicycle projects are shown in the design concepts that appear in Chapter 6.

It should be noted that many of the priority bicycle projects, especially under Tier II, involve "Class IV separated bikeways." These are facilities that are separated from car traffic by a vertical barrier such as a concrete curb or flexible posts. Separated bikeways are generally thought to be necessary for most people to consider biking on multi-lane streets with fast or heavy traffic. Those conditions describe many of the streets in Daly City that provide good cross-town connectivity: John Daly Boulevard, Mission Street, Junipero Serra Boulevard, Skyline Boulevard and Serramonte Boulevard, among others.

Since public right-of-way on these streets is almost fully accounted for (in terms of travel lanes, parking lanes or sidewalks), incorporating Class IV bikeways would require the removal and reconfiguration of travel or parking lanes on most segments of those streets. The removal of traffic lanes might require traffic studies and detailed traffic-engineering drawings before the concepts would proceed. In particular, the studies would allow evaluation of the changes and potential effects to congestion and parking on the affected streets, and a consideration of the trade-offs of separated bikeways. Also, any changes impacting the design or function of state routes would need Caltrans's approval, including changes at their on- and off-ramps. The state routes in Daly City are I-280, Highway 1, Mission Street (State Route 82) and Skyline Boulevard (State Route 35).

Table 5.7: Priority bikeway projects (projects *within* each tier are not listed in order of priority)

Tier I

1	Bike lanes and routes listed as proposed in Tables 5.4 and 5.6 (see previous pages; citywide).
2	Upgrade of bike routes in the Crocker neighborhood into a mini-network of bicycle boulevards: • Brunswick Street (Hillside Boulevard to the city limit) • Crocker Avenue (Mission Street to Bellevue Avenue) • Bellevue Avenue (Crocker Avenue to Guttenberg Street) • Templeton Avenue (Mission Street to Bellevue Avenue)
3	Bike lanes and separated bikeways on John Daly Boulevard between Junipero Serra Boulevard and De Long Street (see conceptual design 5.3).
4	Separated two-way bikeway on the north side of John Daly Boulevard between Sheffield Drive and Junipero Serra Boulevard (see conceptual designs 5.1 and 5.2).
5	Separated bikeways on John Daly Boulevard between Skyline Boulevard and Fairmont Drive / Ashland Drive; or extension of the path on the south side of John Daly to Skyline Boulevard. Also, multi-use path from the intersection of John Daly / Skyline Boulevard to Northgate Avenue / N. Mayfair Avenue.
6	Separated bikeways on Skyline Boulevard through Daly City (see part of the segment on conceptual design 5.4).
7	Separated bikeways on Mission Street through Daly City (see part of the segment on conceptual design 5.5).

Tier II

8	Detailed feasibility study of all the bikeways to look for opportunities to make them safer and more user-friendly (citywide).
9	Separated bikeways on Junipero Serra Boulevard through Daly City (see part of the segment on conceptual design 5.6).
10	Separated bicycle intersection at John Daly Boulevard / Skyline Boulevard (see conceptual design 5.4).
11	Buffered bikeways on Southgate Avenue from Windsor Drive to St. Francis Boulevard.
12	Separated bikeways along the length of E. Market Street and contraflow bike lane on W. Market between Mission Street and Station Avenue (see part of the segment on conceptual design 5.5).
13	Separated bikeways along the length of San Pedro Road (see part of the segment on conceptual design 5.6).
14	Separated bikeways on Serramonte Boulevard from St. Francis Boulevard to Gellert Boulevard (see part of the segment on conceptual design 5.7).

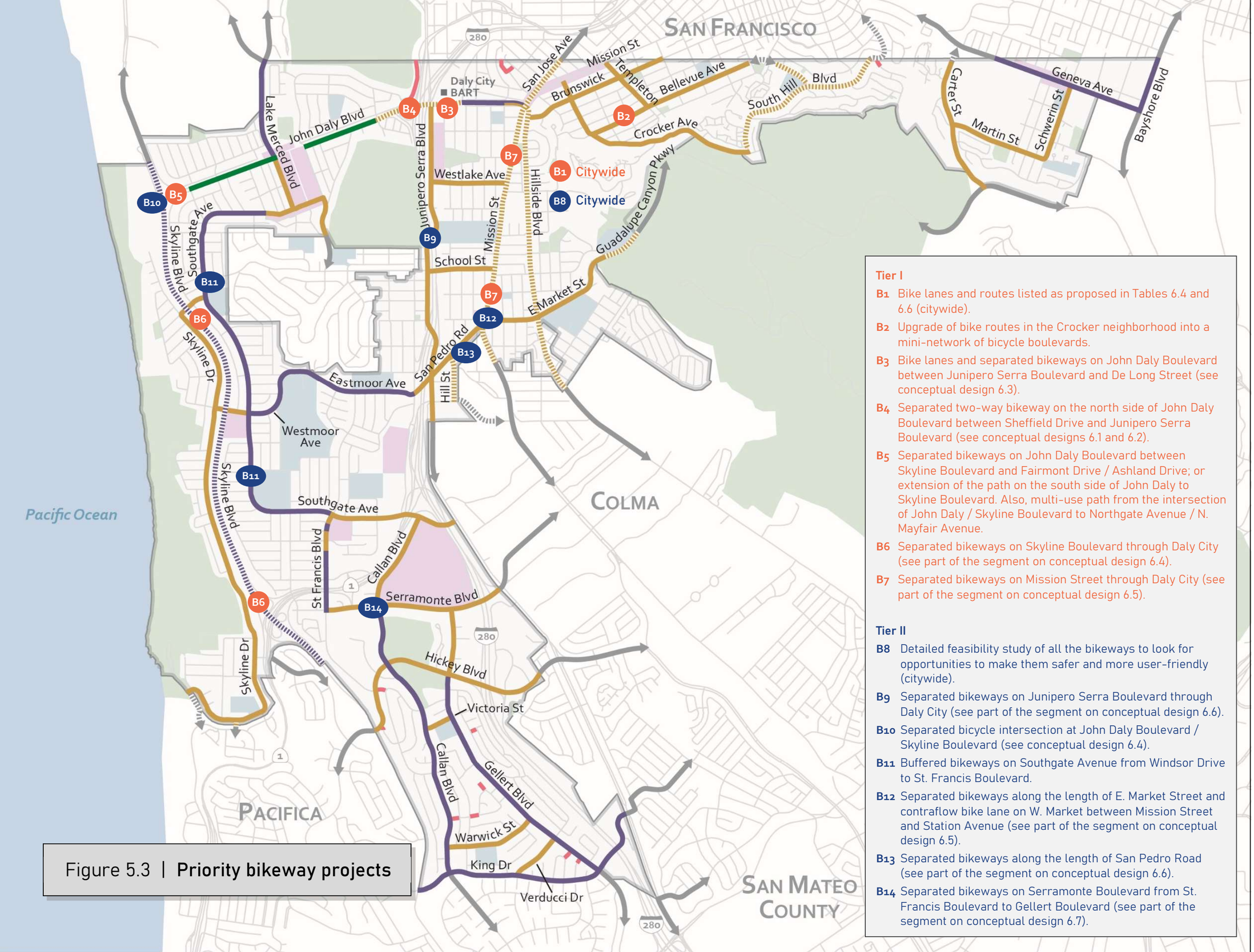


Figure 5.3 | **Priority bikeway projects**

Tier I

- **B1** Bike lanes and routes listed as proposed in Tables 6.4 and 6.6 (citywide).
- **B2** Upgrade of bike routes in the Crocker neighborhood into a mini-network of bicycle boulevards.
- **B3** Bike lanes and separated bikeways on John Daly Boulevard between Junipero Serra Boulevard and De Long Street (see conceptual design 6.3).
- **B4** Separated two-way bikeway on the north side of John Daly Boulevard between Sheffield Drive and Junipero Serra Boulevard (see conceptual designs 6.1 and 6.2).
- **B5** Separated bikeways on John Daly Boulevard between Skyline Boulevard and Fairmont Drive / Ashland Drive; or extension of the path on the south side of John Daly to Skyline Boulevard. Also, multi-use path from the intersection of John Daly / Skyline Boulevard to Northgate Avenue / N. Mayfair Avenue.
- **B6** Separated bikeways on Skyline Boulevard through Daly City (see part of the segment on conceptual design 6.4).
- **B7** Separated bikeways on Mission Street through Daly City (see part of the segment on conceptual design 6.5).

Tier II

- **B8** Detailed feasibility study of all the bikeways to look for opportunities to make them safer and more user-friendly (citywide).
- **B9** Separated bikeways on Junipero Serra Boulevard through Daly City (see part of the segment on conceptual design 6.6).
- **B10** Separated bicycle intersection at John Daly Boulevard / Skyline Boulevard (see conceptual design 6.4).
- **B11** Buffered bikeways on Southgate Avenue from Windsor Drive to St. Francis Boulevard.
- **B12** Separated bikeways along the length of E. Market Street and contraflow bike lane on W. Market between Mission Street and Station Avenue (see part of the segment on conceptual design 6.5).
- **B13** Separated bikeways along the length of San Pedro Road (see part of the segment on conceptual design 6.6).
- **B14** Separated bikeways on Serramonte Boulevard from St. Francis Boulevard to Gellert Boulevard (see part of the segment on conceptual design 6.7).

06 | Conceptual designs

This chapter presents conceptual designs developed for seven street segment and intersections around Daly City. The designs incorporate a variety of improvements that would make these streets and intersections safer and less intimidating for pedestrians and cyclists. The locations were selected by City staff from a longer list of hotspots identified by the public as areas of concerns. Four of the seven conceptual designs focus on various portions of John Daly Boulevard. The street is one of the City's main thoroughfares, connecting some of its original residential developments, the City's BART station, I-280, newer neighborhoods west of the interstate, Westlake Shopping Center and the Thornton State Beach Overlook. At the same time, the boulevard remains the main location for which improvements identified in the 2013 Bicycle and Pedestrian Master Plan have not yet been implemented.

Of the seven designs, five involve State Routes, owned by Caltrans. These are I-280, Highway 1, Mission Street (SR 82) and Skyline Boulevard (SR 35). Any changes impacting the design or function of these routes, including access ramps, would need Caltrans' approval. Caltrans reviewed the conceptual designs and provided comments. The agency's comment letter is found under Appendix F.

More specifically, if the projects are to move forward, the City will need to prepare more detailed design drawings, conduct transportation impact studies and identify any needed measures to mitigate impacts to a Caltrans or City roadway. As the lead agency for these projects, the City will be responsible for all project mitigation, and will need to consider and plan for the fair-share contribution, financing, scheduling, implementation responsibilities and monitoring for all proposed mitigation measures. The City is encouraged to coordinate with programs such as Caltrans' Capital Preventative Maintenance Project to identify opportunities to implement planned improvements that are on State Routes within Daly City. Also, any design feature that does not meet Caltrans standards will need to be documented in a Design Standard Decision Document (DSDD) and submitted for review and approval by Caltrans District 4 and Caltrans Headquarters; nonstandard features that cannot be justified will not be permitted by Caltrans. The City will also need to obtain a Caltrans permit for any work that encroaches onto the State right-of-way, and revise or update maintenance agreements with Caltrans for routes with new facilities. Last but not least, since community support will be essential for any of these projects to move forward, the City will need to conduct public outreach and engagement specific to each project.

Planning-level cost estimates

As part of this task, the project team developed planning-level cost estimates to implement the conceptual designs. These estimates are provided in Appendix G. (The first cost estimate covers the first two conceptual designs—John Daly Boulevard from Sheffield Drive/Poncetta Drive to the I-280 ramps, and from the ramps to Junipero Serra Boulevard—since these designs are two halves of a single project.) Project costs depend on numerous factors, and it is very difficult to arrive at accurate estimates without engineering details and specifications. Nevertheless, planning-level estimates are useful in providing a general idea of the expected costs.

Class IV (separated) bikeways

The conceptual designs presented in this chapter propose Class IV, or separated, bikeways on portions of John Daly Boulevard, Mission Street, E. Market Street, Junipero Serra Boulevard, San Pedro Road and Serramonte Boulevard. These are on-street bikeways that are demarcated and separated from car traffic by a vertical barrier such as a concrete curb or flexible posts. Separated bikeways may be one-way or, as shown in the photo below, two-way. More information on separated bikeways is provided in Chapter 7, "Design Toolkit," especially under sections 3.5 and 4.11.

Two-way separated bikeway in Davis (photo credit: Sacramento Area Bicycle Advocates).

In order to be accommodated, the separated bikeways proposed in this chapter require the removal and reconfiguration of traffic lanes on various street segments. This is necessary because Daly City's streets have historically been designed with most street space dedicated to travel and parking lanes. Without reallocating street space, it will be very difficult for Daly City to continue to make meaningful improvements for cyclists. That said, the removal of traffic lanes should be subject to detailed traffic studies, to gauge the impacts of the changes on congestion and parking on the affected streets.

❶ John Daly Boulevard from Sheffield Drive/Poncetta Drive to I-280 ramps

The first conceptual design covers the stretch of John Daly Boulevard from Sheffield Drive/Poncetta Drive (just west of I-280) to just past the I-280 on- and off-ramps (see Figure 6.1). The design proposes extensions of the medians to reduce the effective pedestrian crossing distance across the boulevard on the west side of the Sheffield Drive/Poncetta Drive intersection; adding a marked crosswalk on the east side; and, most noticeably, incorporating a two-way separated bikeway on the north side of the boulevard.

In order to accommodate the bikeway, this design, as well as the next two, would require reconfiguring and reducing the number of traffic lanes on John Daly Boulevard through these segments. (The conceptual designs include notes with more specific details.) For these projects, a storage-capacity analysis would need to be conducted for the access ramps, to determine the impact of the reconfiguration and reduction of traffic lanes. Mitigation measures to reduce any traffic queuing that spills back onto the freeway or City streets would need to be fully considered. Additionally, due to the reduction of storage and intersection capacity at the highway ramps, a signal operations analysis would need to be conducted and would need to be approved by Caltrans. Also, installation of a Rectangular Rapid Flashing Beacon and the location of the crossing would be subject to a safety analysis to determine the adequacy of the stopping sight distance. Lastly, reduction of lane widths within an interchange to 11 feet would require Caltrans approval of a non-standard feature.

Satellite view of John Daly Boulevard just west of I-280.

Figure 6.1 | **John Daly Boulevard from Sheffield Drive / Poncetta Drive to I-280 ramps**

Install corner curb extension (bulb-out) to create space for bicycle left-turn queue box

Remove right-turn lane, install two-way separated bikeway (Class IV)

Install retaining wall to install two-way separated bikeway (Class IV)

Install Rectangular Rapid Flashing Beacon (RRFB) or other beacon at bikeway-ramp crossing.

Install two-way separated bikeway (Class IV)

Study separate signal phase to accommodate two-way Class IV bikeway

Remove existing right-turn lane

Study potential right of way impact

Remove existing right-turn pocket. Widen multi-use path. Provide transition from path to street for people bicycling.

Reconstruct center median to provide width for bikeway facilities.

Reduced curb return.

Reconstruct center median to provide width for bikeway facilities.

Widen sidewalk in conjunction with reconstructing median

SHEFFIELD DR

N MAYFAIR AVE

JOHN DALY BLVD

PONCETTA DR

280 SOUTH BOUND ON RAMP

280 SOUTH BOUND OFF RAMP

MATCHLINE A

CONCEPTUAL PLAN

❷ John Daly Boulevard from the I-280 ramps to Junipero Serra Boulevard

The second design, which addresses the segment of John Daly Boulevard from the I-280 ramps to Junipero Serra Boulevard, would continue the proposed two-way separated bikeway through this stretch (see Figure 6.2). While the concept retains the existing width of the bridge over I-280, it would require reconstruction of the roadway divider.

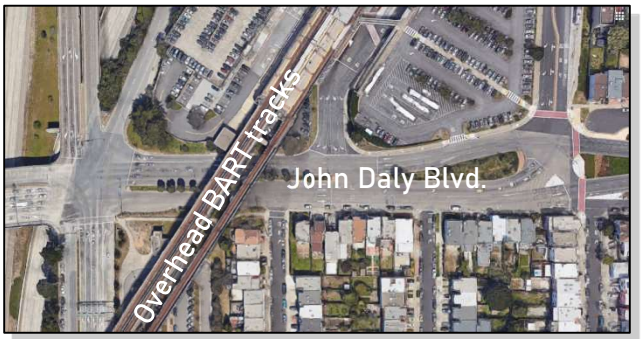
The final design will need to ensure that cars would not accidentally enter the bike path at the southeast corner of Junipero Serra Boulevard and John Daly Boulevard. (The design of the bikeway entrance could consider additional features such as a safety sign on the raised island, or extending closer to the intersection the green-painted area or the sharrow striping.) Also, due to the reduction of storage and intersection capacity at the highway ramps, a signal operations analysis would need to be conducted and would need to be approved by Caltrans.

Satellite view of John Daly Boulevard over I-280.

John Daly Boulevard over I-280, looking west.

❸ John Daly Boulevard from Junipero Serra Boulevard to De Long Street

This conceptual design covers the segment of John Daly Boulevard from Junipero Serra Boulevard to De Long Street, just past the BART station (see Figure 6.3). The concept continues the proposed two-way separated bikeway into the BART station and incorporates conventional bike lanes on the south side of the street and on the north side past the station. The concept also includes a new, high-visibility crosswalk at the station entrance, roughly halfway between Niantic Avenue and Willits Street.



Satellite view of John Daly Boulevard around the Daly City Bart station.

John Daly Boulevard near the BART station, looking east.

John Daly Boulevard at the BART station, looking west.

Figure 6.2 | **John Daly Boulevard from the I-280 ramps to Junipero Serra Boulevard**

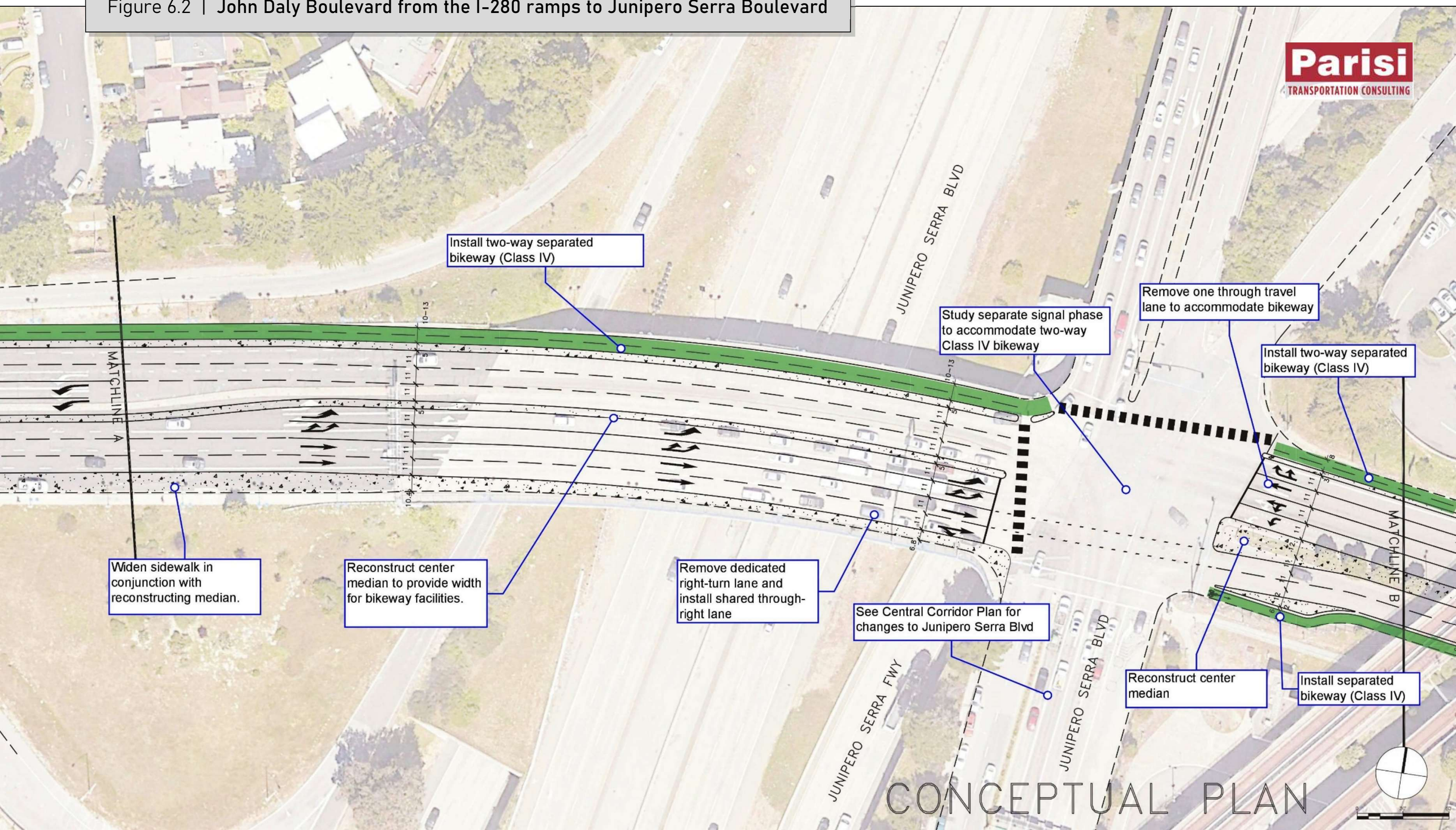
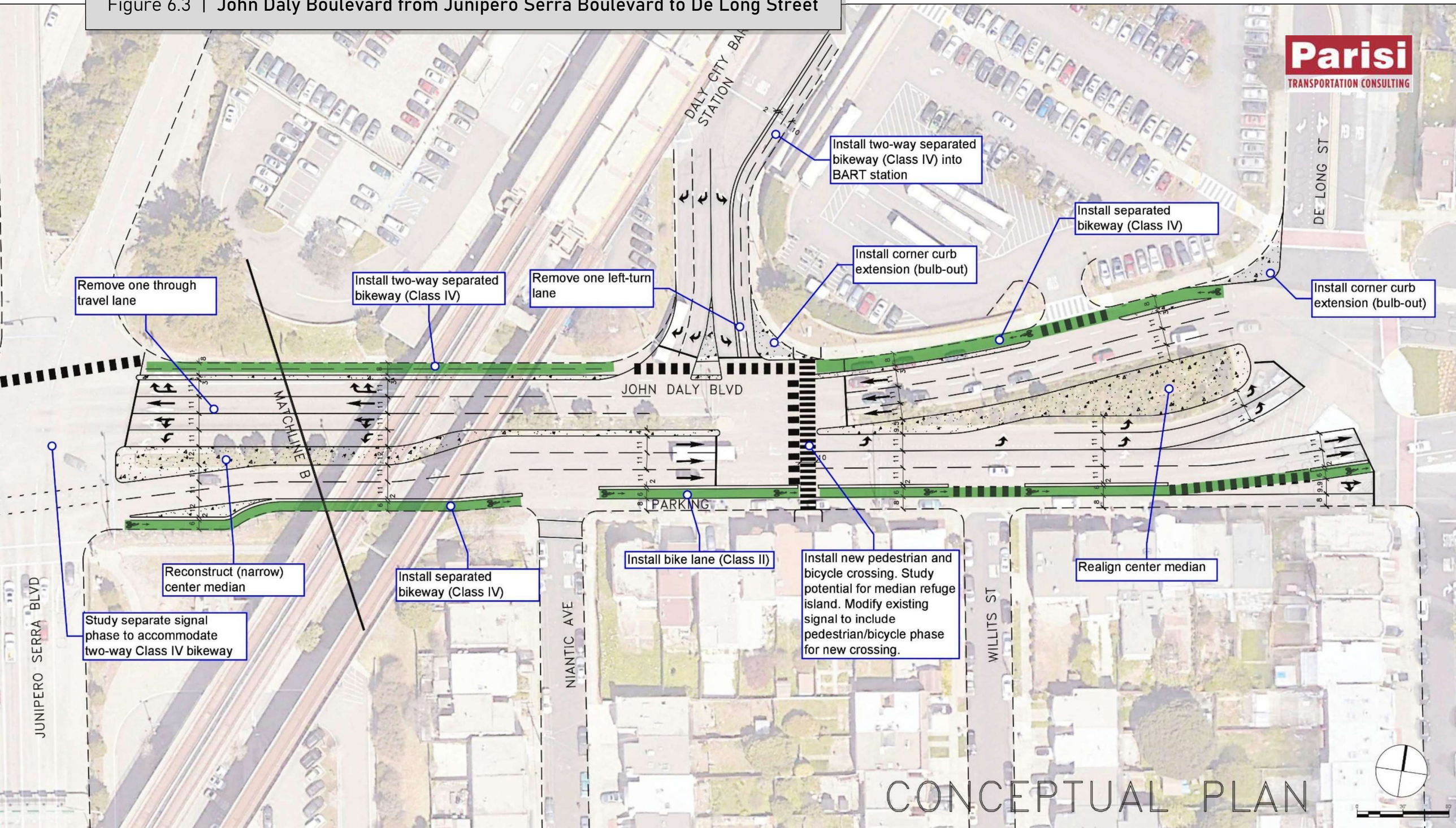


Figure 6.3 | **John Daly Boulevard from Junipero Serra Boulevard to De Long Street**



❹ Intersection of John Daly Boulevard / Skyline Boulevard

Access to Thornton Beach is the one priority pedestrian improvement identified in the previous Bicycle and Pedestrian Master Plan that has yet to be implemented. This project would redesign the John Daly Boulevard/Skyline Boulevard intersection by closing the slip lanes on the north side of Skyline, adding sidewalks on portions of Skyline and providing high-visibility crosswalks on all four legs of the intersection (see Figure 6.4). The design would add bike lanes on Skyline (including separated bike lanes at the intersection itself); a two-way bikeway on the south side of John Daly; a multi-use path from the intersection to N. Mayfair/Northgate; and an extension to the existing path on the south side of John Daly, along S. Mayfair (the precise alignment to be determined). An intersection operations analysis (including storage capacity evaluations of all turning movements) would need to be conducted to determine if the redesign would negatively impact the operations of this intersection. Also, shoulders narrower than 10 feet on Skyline would be a non-standard feature and as such would require Caltrans approval.

Satellite view of John Daly Blvd. at Skyline Blvd..

John Daly Boulevard at Skyline Boulevard, looking west.

❺ Intersection of Mission Street / E. Market Street / San Pedro Road

This design would provide separated bikeways at the E. Market Street and Mission Street approaches and add a contraflow bike lane on W. Market Street allowing cyclists to ride legally in the opposite direction of car traffic (see Figure 6.5). The separated bikeways would also reduce pedestrians' exposure to passing car traffic as they cross the street. The proposed design would require removing and reconfiguring traffic lanes at various approaches to the intersection. An additional crosswalk from the Wendy's parking lot to the Goodwill should be considered, to avoid forcing pedestrians to make extra crossings. This would likely require traffic signal modifications and coordination with Caltrans.

If the project moves forward, an intersection operations analysis (including storage capacity evaluations of all turning movements) would need to be conducted. Also, it will be necessary to verify that turning trucks would not encroach onto the new bike facilities; if they do, the design could consider different bikeway buffer configurations—including pavement striping alone and pavement striping with vertical features such as soft posts or concrete islands—that would progressively increase the protection from turning trucks. Additionally, depending on truck and general-traffic volumes, traffic lanes narrower than 12 feet on Mission Street might not meet Caltrans standards.

Satellite view of the Mission Street / E. Market Street / San Pedro Road intersection.

Figure 6.4 | **Intersection of John Daly Boulevard / Skyline Boulevard**

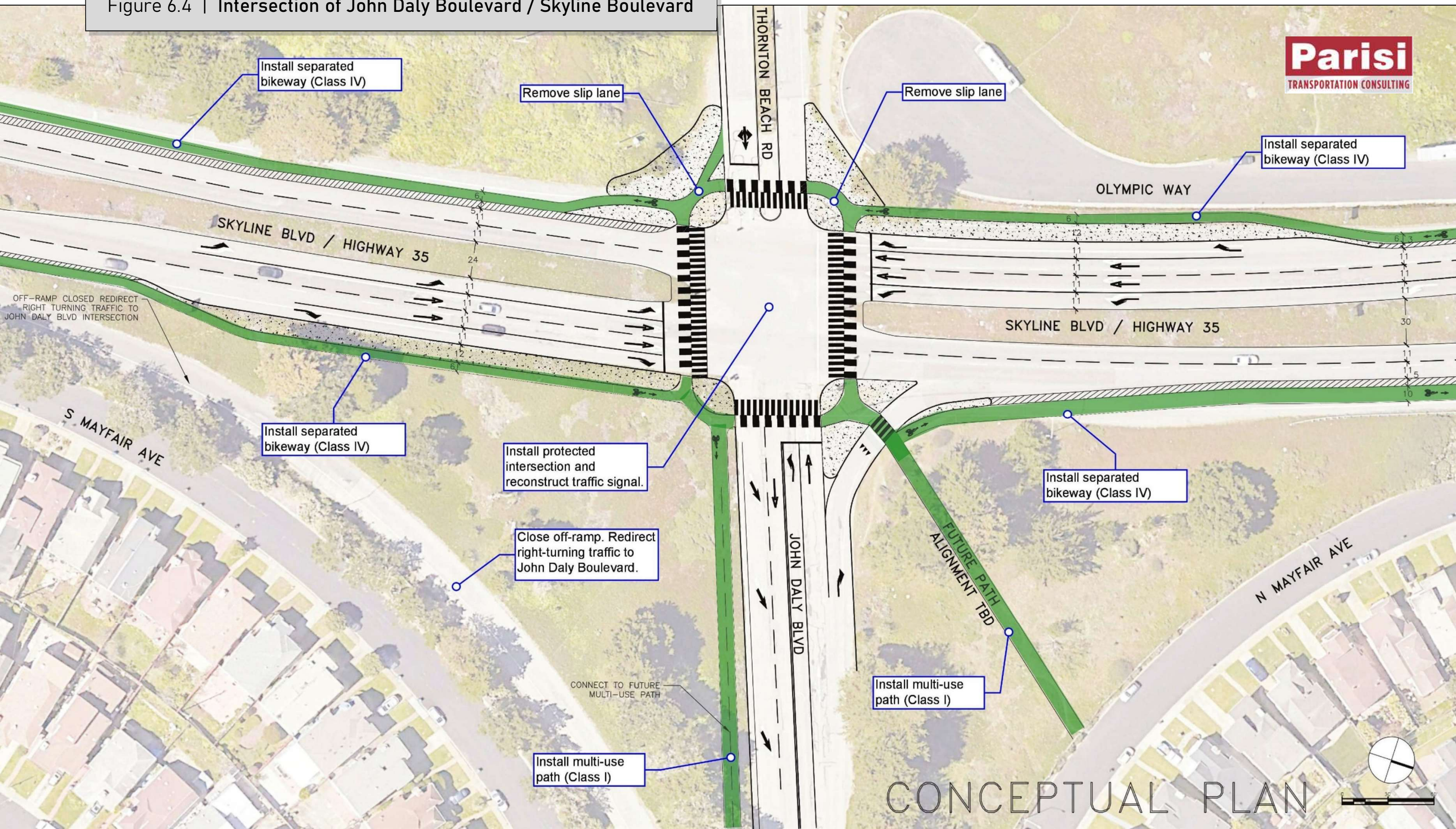
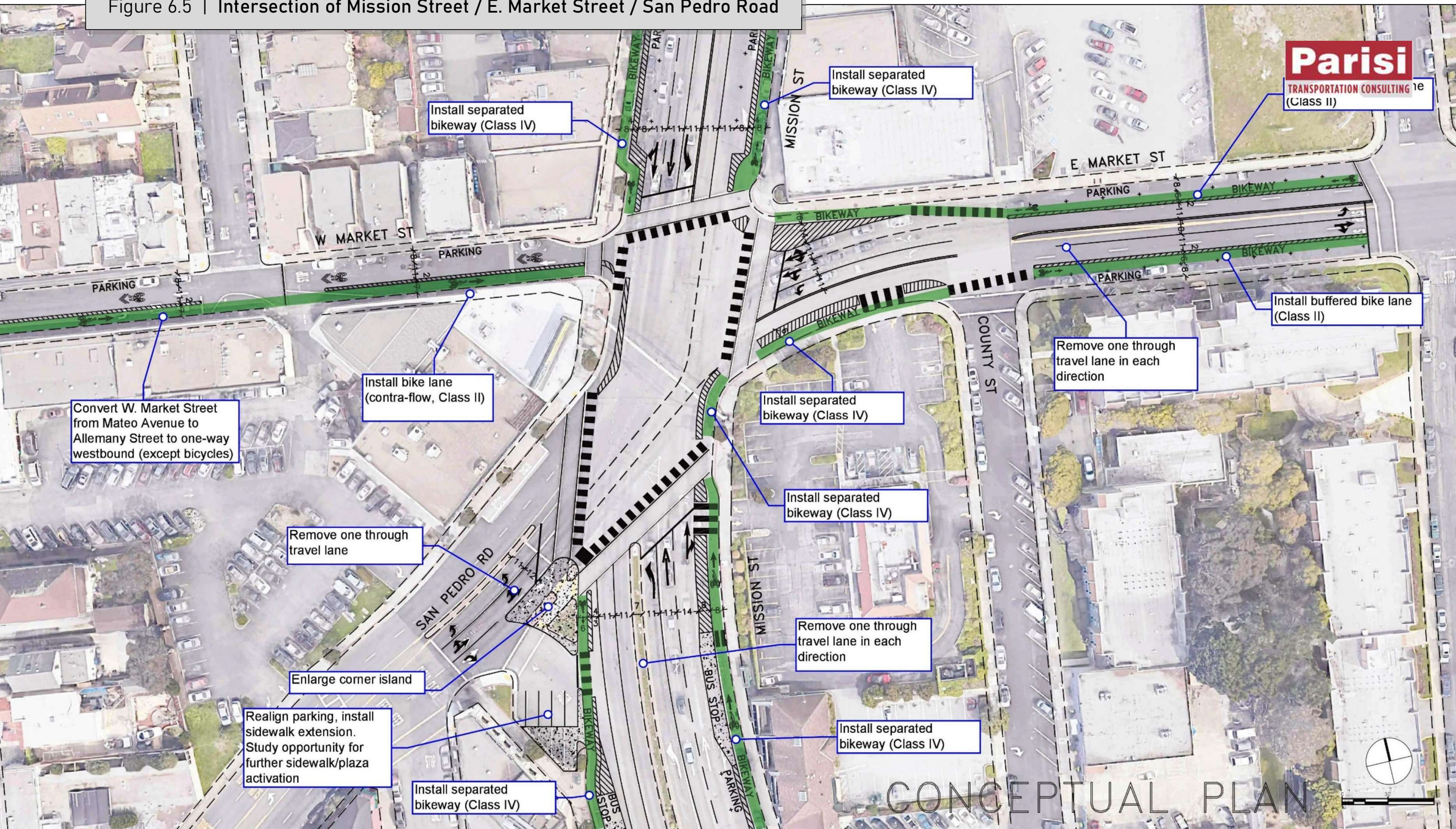


Figure 6.5 | **Intersection of Mission Street / E. Market Street / San Pedro Road**



❻ Intersection of Junipero Serra Boulevard / San Pedro Road

This design would add high-visibility crosswalks on all four legs of the intersection and across the slip lanes, and incorporate separated bikeways on both streets (see Figure 6.6). Installing the proposed bikeways would require removing and reconfiguring traffic lanes, which, again, would be subject to traffic-impact studies.

While the City is already planning to add a Class II/Class III bikeway on portions of Junipero Serra Boulevard, this design would make it even easier and more convenient for cyclists to navigate this stretch. Any work on the San Pedro Road overcrossing would be subject to Caltrans standards, including lane widths and shoulder widths.

Satellite view of Junipero Serra Blvd. at San Pedro Road.

Junipero Serra Blvd. at San Pedro Road, looking south.

❼ Intersection of Serramonte Boulevard / Highway 1 ramps

The interface between surface streets and freeway ramps is particularly challenging for pedestrians and cyclists. This design for Serramonte Boulevard at Highway 1 would introduce high-visibility crosswalks across Serramonte Boulevard and the highway (including across the slip lanes), and separated bikeways in both directions of Serramonte Boulevard (see Figure 6.7).

The City is considering a traffic signal at this intersection. While the proposed improvements would be compatible with signalization, an intersection operations analysis would need to be conducted for a signal warrant and queue lengths to determine the impact of installing a signal at this intersection. Also, it will be necessary to verify that the Highway 1 off-ramp-to-eastbound Serramonte Boulevard movement can accommodate truck turns and also that drivers have adequate sight distance for crossing around parked cars, as cyclists may move slowly towards the uphill direction.

Satellite view of Serramonte Boulevard at Highway 1.

Serramonte Boulevard at Highway 1, looking west.

Figure 6.6 | **Intersection of Junipero Serra Boulevard / San Pedro Road**

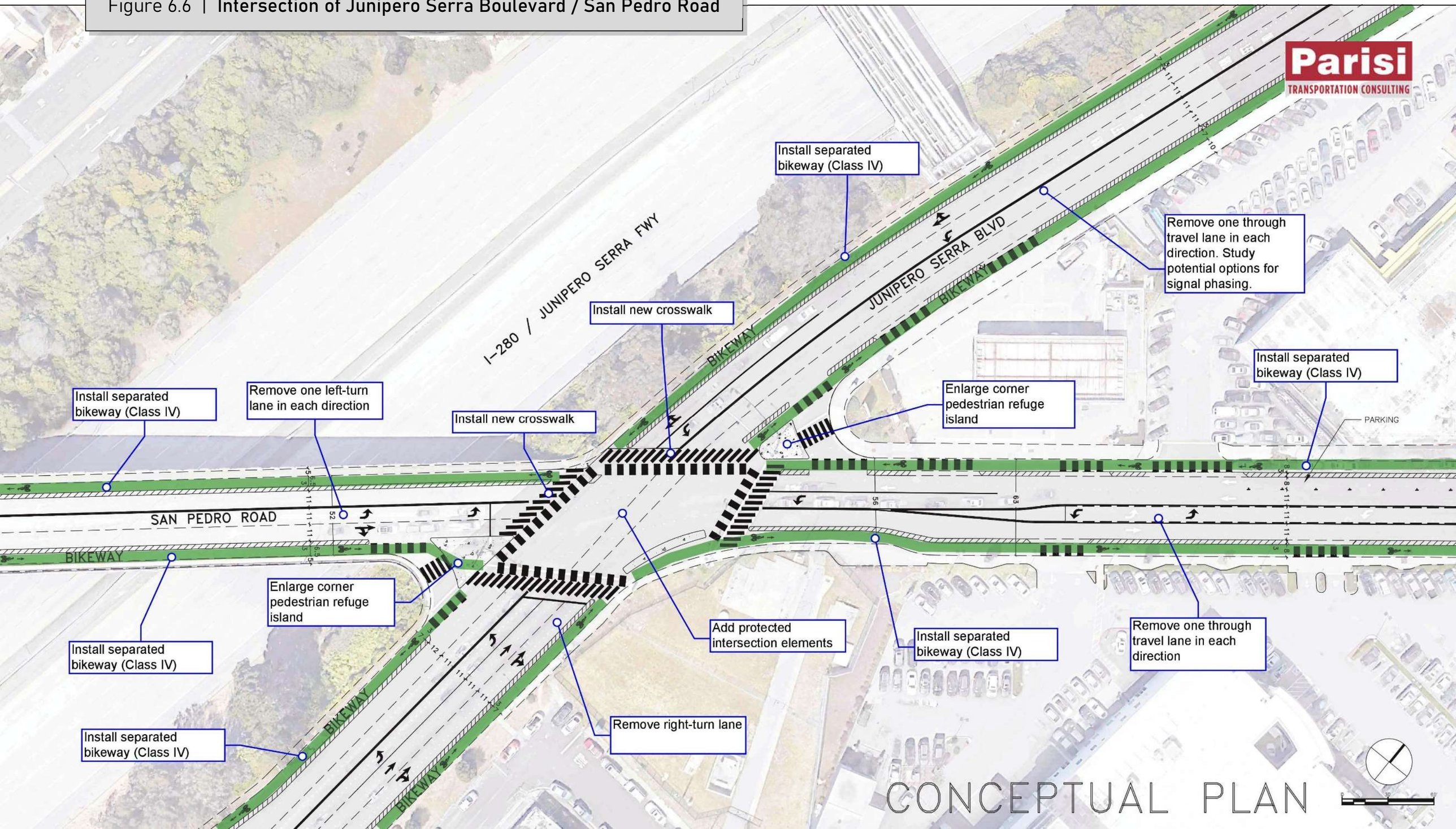
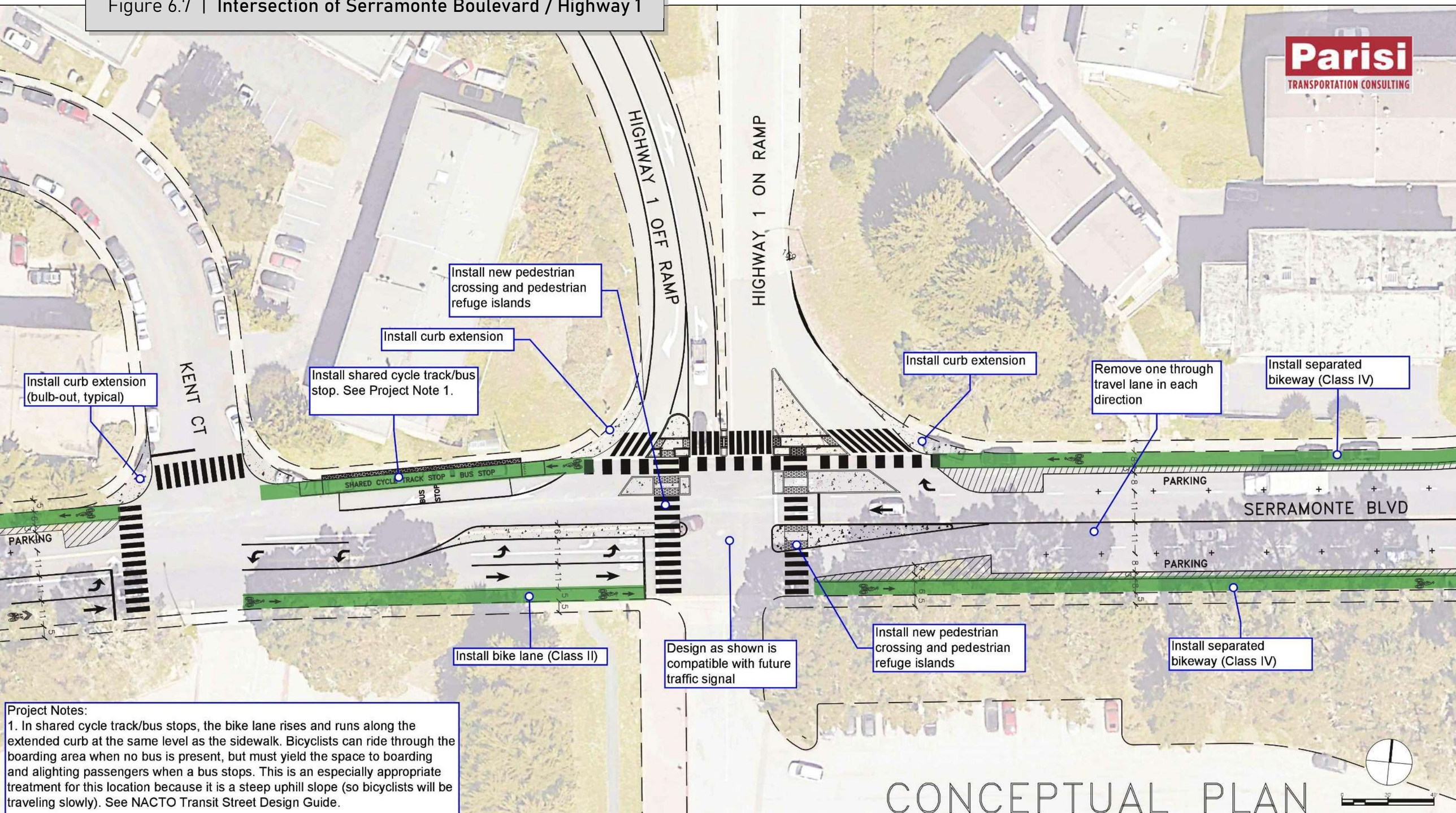


Figure 6.7 | **Intersection of Serramonte Boulevard / Highway 1**



07 | Design toolkit

Overview

This chapter contains a design toolkit of pedestrian and bicycle facilities and treatments. While the previous chapter presents location-specific design concepts, the toolkit gives general design guidance on facilities that may be applicable to multiple locations. The toolkit is intended to help Daly City staff plan and design appropriate pedestrian and bicycle improvements for a range of locations and roadway characteristics. In a number of cases, the City's design standards, policies and specifications might need to be updated. The facilities and treatments presented here are based on criteria established in published literature, best practices and national guidance.

The chapter is divided into five sections:

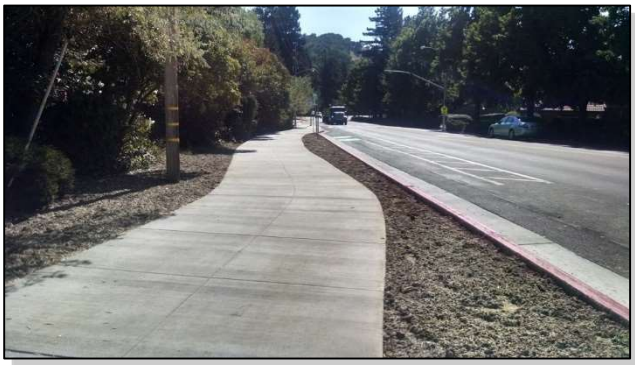
1. Guidelines and standards for sidewalks, crosswalks and other common types of **pedestrian facilities.**
2. Design treatments for some of the types of **pedestrian facilities** outlined in the section above.
3. Guidelines and standards for common types of bikeways and other **bicycle facilities.**
4. Design treatments for **bicycle facilities.**
5. Facilities and treatments for **pedestrian- and bicycle-friendly roadways.**

For each facility or treatment, the toolkit generally outlines more-flexible design guideline and lists documents containing firmer, more established design standards. Standards documents cited in the guidelines are referenced using superscript numbers. Unless noted, all the images used in this chapter are by Parisi Transportation Consulting.

1 Pedestrian facilities

1.1 Sidewalks

Sidewalks are the most fundamental public space in a city. Extending sidewalks where they currently do not exist provides access to important pedestrian destinations and amenities, including transit stops. Sidewalk widening enables pedestrians to walk side-by-side or wheelchair users to pass each other.



Newly constructed sidewalk (Fairfax, CA).

Design guidelines

Sidewalks have a desired minimum through zone of 6 feet and an absolute minimum of 5.5 feet, including the curb top. In commercial areas (for example, Mission Street, Southgate Avenue near Westlake Shopping Center and the area around Junipero Serra Boulevard and 87th Avenue), sidewalks should be at least 8 feet wide[1]; however, this standard might need to be reduced in areas with

constricted right-of-way width. Also, where a sidewalk is directly adjacent to moving traffic, the desired minimum is 8 feet, providing a minimum 2-foot buffer for street furniture and utilities.[2,3]

Daly City's "Standard Detail S-2" provides that "Where a new sidewalk is to be constructed, the sidewalk shall be extended up to an additional 35 feet or 25%, whichever is greater to connect with an existing sidewalk." This toolkit recommends increasing this to "150 feet or 25%, whichever is greater" and incorporating the 8-foot minimum sidewalk width, except in areas of constrained right-of-way width.

Similarly, the toolkit recommends revising the city's "Standard Detail S-3" to reduce commercial driveway widths from "Commercial garage 8-30' with 3' flares" to "Commercial garage 8-24' with 1.5' flares." The detail should note that driveway curb cuts for two-way traffic should generally not be wider than 18', except in industrial locations requiring frequent access for large trucks or semi-tractor trailers.

Design standards

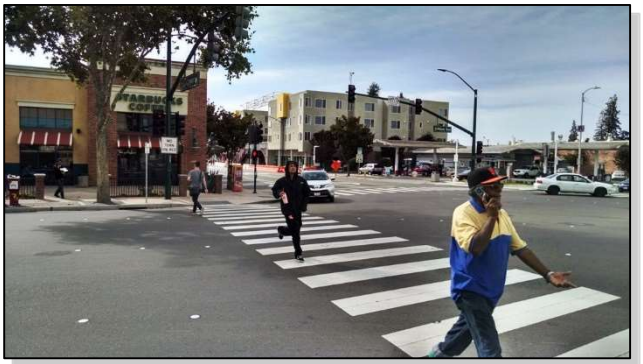
1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/ .
2. Federal Highway Administration, Designing Sidewalks and Trails for Access (2001), Chapter 4.
3. United States Access Board, Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011), Section R302.3.

1.2 Crosswalks (general)

Crosswalk markings provide crossing guidance for pedestrians by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or "stop" or "yield" signs.[1]

Some four-way intersections have just two or three pedestrian crossings instead of the standard four, which requires people walking to take circuitous routes. A single missing crosswalk at a large, signalized intersection triples the distance that a person walks to reach an opposing corner, which increases the likelihood that a person will cross outside a marked crosswalk.

Crosswalks should be striped across all legs of the intersection unless there is an unusual safety concern to consider, such as roadway geometry or grade that reduces a driver's visibility of the crosswalk. Inconvenience and access for pedestrians should be considered and evaluated against potential delay incurred by drivers within the context of other city policies.



Continental crosswalk (Hayward, CA).

High-visibility crosswalks (such as the continental crosswalk shown in the image above) should be the standard for all crosswalk striping. High-visibility crosswalks are preferable to traditional crosswalks, which consist of two transverse lines. High-visibility crosswalks are more visible to approaching vehicles and have been shown to improve yielding behavior.

Design guidelines

Crosswalks should be at least 10' wide or the width of the approaching sidewalk if it is greater. In areas of heavy pedestrian volumes, crosswalks can be up to 25' wide. Crosswalks should be aligned with the approaching sidewalk.[1,2] All legs of signalized intersections should have marked crosswalks unless pedestrians are prohibited from the roadway or section thereof, or if there is physically no pedestrian access on either corner and no likelihood that access can be provided. Pedestrians are unlikely to comply with a 3-stage crossing and may place themselves in a dangerous situation as a result.[1]

The intersection of Serramonte and Gellert Boulevards is an example of a location that should *not* have crosswalks striped at all four legs. At present, only two legs are striped with crosswalks because there is no sidewalk on the northeast corner. The existing striping treatment is appropriate given the current lack of pedestrian facilities, but in the future the City should consider constructing a sidewalk and striping crosswalks here. The intersection of Serramonte and Junipero Serra Boulevards is another example of a location that should not have marked crosswalks on all four legs, since the freeway entrance ramps here present a safety concern.

Traditional crosswalks (two transverse lines) are significantly less visible to drivers than high-visibility continental, ladder, or zebra crosswalks. As such, they should be used only on low-speed residential streets and other cases when engineering judgement determines that such markings are adequate.[3]

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/ .
2. California Manual on Uniform Traffic Control Devices (2014), Section 3B.18.
3. Federal Highway Administration, Crosswalk Marking Field Visibility Study (FHWA-HRT-10-068); https://www.fhwa.dot.gov/publications/research/safety/pedbike/10067/ .

1.3 Uncontrolled crosswalks

Crosswalk signage and advanced signage help announce designated pedestrian crossing points at uncontrolled locations. The pedestrian crossing sign and related supplemental plaques may have fluorescent yellow-green color for added visibility.[1]

Yield lines, sometimes called shark's teeth, consist of a row of solid white triangles pointing toward approaching vehicles. They are used in advance of crosswalks to indicate where drivers are required to yield in compliance with a "Yield Here to Pedestrians" sign.[2]

"Shark's teeth" yield line.

Image credit: Rapid City Journal.

In-street pedestrian crossing signs are low-cost treatments that can be effective in increasing the proportion of motor vehicles yielding to pedestrians. In-street pedestrian crossing signs can be placed between travel lanes or in conjunction with a refuge island or raised median.

Rectangular rapid-flashing beacons (RRFBs) are user-actuated LEDs that supplement warning signs at uncontrolled crossings.[3] They can be activated by a pushbutton or by a pedestrian detection system. RRFBs help alert oncoming drivers of pedestrians in the crosswalk and have been shown to increase yield compliance at uncontrolled crossings. RRFBs are not present in the current edition of the CAMUTCD, and as such, detailed warrants are not currently available. However, individual cities in California have developed their own criteria for installation. Generally, these policies suggest that streets with more than 9,000 vehicles per day and speeds of 30 mph or more may be candidates for RRFB installation. Additional consideration is often given to adjacent land uses, such as schools.[1,2,3,4,6,7]

Rectangular rapid-flashing beacons (Berkeley, CA).

Pedestrian hybrid beacons are used to control traffic when conditions require more than warning signs but do not justify a full traffic signal.[5] They are installed at intersections having a history of traffic collisions involving pedestrians and in areas with high pedestrian volumes. The California MUTCD provides guidelines for the installation of pedestrian hybrid beacons based on vehicle and pedestrian volumes.[1,2,4]

Pedestrian hybrid beacons (Berkeley, CA).

Corridors should also be assessed to determine if there are adequate safe opportunities for non-drivers to cross and if a pedestrian signal or a hybrid beacon is needed to provide an active warning to drivers when a pedestrian is in the crosswalk.

Design standards

1. California Manual on Uniform Traffic Control Devices (2014), Section 2B.11.
2. California Manual on Uniform Traffic Control Devices (2014), Section 3B.20.
3. FHWA Interim Approval 21: Rectangular Rapid-Flashing Beacons at Crosswalks (2018).
4. FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018).
5. California Manual on Uniform Traffic Control Devices (2014), Chapter 4F.
6. Gadiel, George, "An Analysis of The Safety Effects of Crosswalks with In-pavement Warning Lights" (2007).
7. Boyce, P. R., and John Van Derlofske, "Pedestrian Crosswalk Safety: Evaluating in-Pavement, Flashing Warning Lights" (New Jersey Department of Transportation; 2002).

1.4 Curb ramps

When installing new curb ramps, directional (dual) curb ramps should be used wherever possible, especially at areas of high pedestrian traffic. Diagonal curb ramps, while less expensive to build than dual ramps, cause users (such as wheelchair riders and people with strollers) to enter the intersection at an angle misaligned from the crosswalk; this places them at greater exposure and risk to vehicle traffic.

Directional (dual) curb ramps (San Francisco, CA).

Design guidelines

Curb ramps shall provide turning space, running slope, transition, width, grade break, cross slope, counter slope, clear space, and other requirements in keeping with Americans with Disabilities Act standards.[1,2]

Design standards

1. United States Access Board, Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011).

2. Caltrans Revised Standard Plan RSP A88A (2016); http://ppmoe.dot.ca.gov/hq/esc/oe/project_plans/highway_plans/2010-RSP-and-NSP/rspa88a.pdf .

1.5 Accessible pedestrian signals / pedestrian push buttons

Image credit: Strong Towns.

Accessible pedestrian signals can actuate the pedestrian phase at traffic signals and assist people with vision disabilities. Push buttons may feature tactile arrows for vision-impaired users and audible beaconing, such that blind pedestrians can home in on the signal coming from the target corner as they cross the street.

In general, fixed-time signals are the rule in urban areas for reasons of regularity, network organization, predictability and reducing unnecessary delay. In less-trafficked areas, actuated signals such as push buttons and loop detectors may be appropriate; however, these must be programmed to minimize delay so as to increase compliance.[1] Push buttons should be separated by direction when possible—that is, they should not be mounted on the same pole.[2]

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/fixed-vs-actuated-signalization/ .
2. California Manual on Uniform Traffic Control Devices (2014), Section 4E.08.

1.6 Stairs and ramps

Staircases can help people walking up steep slopes and connect segments of a disconnected street grid. Adding a staircase connection is especially appropriate near schools, transit stations, retail or services, and other trip-generating activity centers.

Staircase with bicycle trough.

Design guidelines

Stairways have tread, riser, nosing, handrail, surface, clearance, and other accessibility requirements.[1] All stairways should include a bicycle trough (also called a "runnel") on at least one side, which allows persons with bicycles to push them up or down the stairway without lifting them (see image above).

Potential locations in Daly City for staircases are from Hickey Boulevard and Callan Boulevard to the playing fields at Gellert Park. Staircases installed as shown in yellow in the image below would allow nearby residents to take a shorter, more direct route to the park facilities.

Potential staircase locations at Gellert Park.

Design standards

1. United States Access Board, Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011), Section R408.

2 Design treatments for pedestrian facilities

2.1 Pedestrian sight lines at intersections (daylighting)

Parking should be prohibited with red curb markings at intersections and crosswalks where parked vehicles would obstruct the visibility of people entering a crosswalk; this practice is referred to as "daylighting." Daylighting also improves the view of drivers approaching an intersection and allows them to see if a pedestrian is waiting to cross. In the longer term, curb extensions (also known as bulb-outs) can be installed in the space made available. Implementation of this measure should take into account the scarcity of on-street parking in Daly City.

"Daylighting" with the use of red curb markings.

Design guidelines

Parking should be prohibited, and a red curb be striped, within 20 feet of a crosswalk at an intersection, or within 30 feet in advance of the approach to any flashing signal, stop sign, yield sign or traffic-control signal, where determined necessary by engineering judgement. The parking restriction area should be greater on higher-speed streets, since drivers' stopping sight distance increases with speed. For 35–45 mph streets, it is recommended that parking be restricted to 50 feet from the crosswalk; for streets with faster traffic, parking should be restricted to 100 feet from the crosswalk.[1,2]

Design standards

1. Federal Highway Administration, Crash Group/General Countermeasure Matrix; https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/56.htm .
2. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/ .

2.2 Corner curb radii

Smaller, or tighter, corner curb radii tend to reduce pedestrian crossing distances at intersections and slow vehicles when turning. Larger curb radii create longer crosswalks that increase pedestrian exposure to vehicle traffic and higher turning speeds, which are directly related to injury severity. When designing an intersection, the full width of the receiving vehicle lanes should be considered, to allow for corner designs with small curb radii.

Example in Daly City of a large corner curb radius.

Design guidelines

Curb radii should be designed based on the wheel path of a typical, but not necessarily the largest possible, design vehicle.[1] When using turning templates to consider changes to curb radii, the vehicle should be assumed to be turning from the rightmost lane on the sending street to any lane traveling in the desired direction on the receiving street. Since emergency vehicles have sirens and flashing lights and other vehicles must pull over, emergency vehicles can typically use the full right-of-way without encountering opposing vehicles; however, on busier streets, the ability of emergency vehicles to swing wide may be limited by queued traffic which might not be able to pull over.[2]

Daly City's curb radii standards are currently "Local/Alley: R = 20 feet and Collector/Local: R = 35 feet" (Standard Detail S-1), with a note that "Curb radius provided are for reference only. Curb radius 'R' shall be reduced where practical." The toolkit recommends updating this standard to a 15- or 10-foot radius, with an allowance that the radius be increased where necessary. The effective turning radius should consider how on-street parking will affect the turning path, and the design vehicle evaluated should be appropriate for the roadway under consideration (for example, whether the roadway is a truck or bus route).

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/ .
2. San Francisco Better Streets Plan, Chapter 5.

2.3 Curb extensions / bulb-outs

Curb extensions, also called bulb-outs, extend the sidewalk into the parking lane or shoulder to narrow the roadway and provide additional pedestrian space at corners. Bulb-outs increase pedestrian visibility by creating a waiting area in front of parked vehicles and decrease pedestrian exposure to vehicles by reducing crosswalk length. They also reduce vehicle turn speeds.

Corner curb extension, or bulb-out.

Curb extensions are not limited to use at corners. They may also be used to shorten existing mid-block crossings or create public space near popular destinations. Curb extensions need not be expensive or permanent: they can be designed with inexpensive materials such as paint and plastic traffic bollards to improve safety quickly.

Design guidelines

Corner curb extensions will vary in design according to the context. Curb extensions are not to extend into Class II Bikeways. The corner curb radii should be the minimum needed to accommodate the design vehicle.

Design standards

- Caltrans, Highway Design Manual (2014), Chapter 303.4.
- AC Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops (2018).
- National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/ .

2.4 Pedestrian refuge islands

Refuge islands are protected areas where pedestrians, especially those who are less able to cross the street in one stage, may safely pause or wait while crossing a street. Refuge island increase safety by reducing the exposure time experienced by a pedestrian in the intersection. They are recommended where a pedestrian must cross more than two lanes of traffic traveling in one direction (whether on a one-way or two-way street) but may be implemented on smaller cross-sections where space permits.

Pedestrian refuge island.

Design guidelines

The recommended width of pedestrian refuge islands is 8-10 feet[1] and at least 6 feet in constrained locations.[2] All medians at intersections should have a "nose" which extends past the crosswalk to protect people waiting on the median and slow turning drivers.

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/ .
2. Caltrans, Highway Design Manual (2014), Chapter 405.4.

2.5 Intersection lighting

Intersection lighting is appropriate at all intersections and is of particular benefit to non-motorized users. Lighting not only helps people walking and bicycling navigate the intersection, but also helps make them visible to oncoming drivers.

Image credit: City and County of San Francisco, SF Better Streets Plan.

Pedestrian-scale lighting should be prioritized on streets with high pedestrian volumes; key civic, downtown and commercial streets; underpasses and other streets with particular safety concerns; and small streets such as alleys and multi-use paths.

Design guidelines

Smaller, pedestrian-scale lighting, closer to the ground, creates a much more inviting, comfortable atmosphere for pedestrians than roadway-scale lighting. Daly City's current standards for lighting include only large roadway-scale lighting, at a height of 30 feet (Standard Details S-6 and S-7). This toolkit recommends that S-6 and S-7 be updated to include pedestrian-scale lighting at a height of 12–15 feet, sharing poles with the more conventional streetlights. The cities of San Francisco, San Jose and Los Angeles all have detailed guidelines for ped-oriented street lighting that could serve as reference guides for Daly City.

Design standards

1. San Francisco Better Streets Plan, Chapter 6.
2. National Lighting Product Information Program, Streetlights for Local Roads (2011).
3. Project for Public Spaces, Lighting Use and Design (https://www.pps.org/article/streetlights).

2.6 Raised crosswalks

Raised crosswalks are best suited on lower-speed local and collector streets that do not involve significant vehicular traffic and are not frequently used as emergency access routes. Raised crosswalks improve accessibility and safety by allowing pedestrians to cross at a nearly constant grade without the need for a curb ramp and by making pedestrians more visible to approaching drivers. Raised crosswalks may be added as a complement to standard crossing elements. An example of candidate locations for raised crosswalks are intersections along Chester Street near Susan B. Anthony Elementary School.

Raised crosswalk (Albany, CA).

Design guidelines

Raised crosswalks should be flush with the height of the sidewalk. They should be at least 10 feet wide

and designed to allow the front and rear wheels of a car to be on top of the table at the same time.[1,2]

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/ .
2. Safe Transportation for Every Pedestrian Countermeasure Tech Sheet: Raised Crosswalk; https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RaisedCW_508compliant.pdf .

2.7 Pedestrian countdown signals

Pedestrian countdown timers alert pedestrians to the time remaining to cross. Pedestrians may use the countdown signal to decide when to begin crossing the street.

Design guidelines

Pedestrian signal heads at crosswalks where the pedestrian change interval is more than seven seconds should include a pedestrian change interval countdown display in order to inform pedestrians of the number of seconds remaining in the pedestrian change interval.[1] Pedestrian signal heads are recommended at all signalized intersections.

Design standards

1. California Manual on Uniform Traffic Control Devices (2014), Section 4E.07.

2.8 Leading pedestrian interval

A leading pedestrian interval provides pedestrians with walk time before turning vehicles have green time as opposed to simultaneous walk and green indications. Pedestrians have priority and turning vehicles must yield to pedestrians already in the crosswalk.

Pedestrians about to cross (Berkeley, CA).

Design guidelines

At intersections with high volumes of pedestrians and of conflicting turning vehicles, a brief leading pedestrian interval may be used to reduce conflicts. During such intervals, an advance "walking person" indication is displayed for the crosswalk while red indications continue to be displayed to parallel through and/or turning traffic.

Design standards

- California Manual on Uniform Traffic Control Devices (2014); Section 4E.06.

2.9 Protected left-turn phasing

A common conflict at signalized intersections involves vehicles turning left permissively (that is, without a left-turn signal) and pedestrians crossing during the concurrent pedestrian signal phase. Drivers typically focus on on-coming traffic to identify gaps for left turns and often do not pay enough attention to pedestrians approaching or in the crosswalk. Permissive left turns at congested intersections cause drivers to accept smaller gaps in traffic, turn at higher speeds and sneak through the intersection during the yellow or red signal phases. (This happens at, for example, the intersection of Hillside Boulevard and E. Market Street, where left-turning drivers on all approaches must yield to both oncoming traffic and pedestrians in the crosswalk.) Implementing protected left-turn phasing can reduce conflicts with pedestrians crossing parallel to vehicle traffic.

Design standards

- California Manual on Uniform Traffic Control Devices (2014), Section 4D.17.

3 Bicycle facilities

3.1 Multi-use paths (Class I bikeways)

Multi-use paths and shared-use paths are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. This treatment is especially appropriate near schools, transit stations and other important pedestrian and bicycle attractors. In cities, due to the lack of free, available space, multi-use paths are typically found in parks, through other open spaces, along creeks and on abandoned rail corridors and other rights-of-way and easements. In Daly City, one opportunity is to improve the path on the south side of John Daly Boulevard and complete the missing segment in front of Westlake Shopping Center.

Multi-use path (San Luis Obispo, CA).

Design guidelines

The recommended width for multi-use paths is 12–14 feet[1] and as little as 8 feet in constrained locations. This narrower dimension is too narrow for pedestrians and bicyclists to share the space comfortably, so should be used only for short connections through physically constrained areas.[2]

Design standards

1. Caltrans, Highway Design Manual (2014), Section 1003.1.
2. AASHTO Guide for the Development of Bicycle Facilities (2012), Chapter 5.2.1.

3.2 Bike lanes (Class II bikeways)

These are conventional bike lanes, defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. They are one-way facilities, typically striped adjacent to car traffic traveling in the same direction. Bike lanes can provide a comfortable riding experience for all ages and abilities on streets with a single lane in each direction, car speeds at 25 mph or less, volumes less than 6,000 vehicles per day and low curbside activity.[1] For streets not fitting this profile, separated bikeways (Class IV; see section 3.5) should be considered.[2] When space allows, additional striping, cross hatching and/or a raised curb should be added to provide extra separation, in the form of a buffer, between cyclists and vehicles.

Bike lanes incorporating green-painted segments near an intersection (Tiburon, CA).

Design guidelines

The recommended width for bike lanes next to the curb face is 6–8 feet wide[2] and at least 5 feet in constrained locations; of this width, 1.5–3 feet can consist of a striped buffer. When the bike lane is next to a parking lane, the desirable distance from the curb face to the edge of the bike lane (including the parking lane, bike lane and optional buffer) is 14.5 feet (for example, a 6.5-foot bike lane and an 8-foot parking area), with a minimum distance of 12 feet in constrained locations (for example, a 5-foot bike lane and a 7-foot parking area).[2]

Design standards

1. National Association of City Transportation Officials, Contextual Guidance for Selecting All Ages & Abilities Bikeways; https://nacto.org/

publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/ .
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/ .

3.3 Bike routes (Class III bikeways)

Bike routes are established by placing bike route signs and optional shared-roadway markings known as sharrows. Bike routes designate a preferred route for bicyclists on streets shared with car traffic. Bike routes are useful to establish connections between more comfortable bikeways. If they are designed to the standard of a bicycle boulevard (see section 3.4), bike routes can be comfortable for users of all ages and abilities.

Traffic-calmed bike route (Bekeley, CA).

Design guidelines

Bike routes are recommended on roadways with less than 1,500 vehicles per day (vpd), with up to 3,000 vpd allowed for short segments of the route. Bicycle refuge islands should be provided at intersections with high-volume cross-streets, allowing cyclists to cross one direction of traffic at a time when gaps in traffic allow. Also, signage should be provided indicating that the street segment is a designated bike route.[1] "Bicycle Boulevard" stencils may be installed on streets meeting the standard for such facilities.[2]

Design standards

1. Caltrans, Highway Design Manual (2014), Section 1003.3.
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/ .

3.4 Bicycle boulevards (Class III bikeways)

Bicycle boulevards are specially designated bike routes with design features that seek to accommodate cyclists of all ages and abilities. Bicycle boulevards should have a maximum posted speed limit of 25 mph; these slower speeds improve the bicycling environment by reducing overtaking events, enhancing drivers' ability to see and react, and diminishing the severity of crashes, if they occur.

Image credit: National Association of City Transportation Officials.

Design guidelines

Like bike routes, bike boulevards should be designed for motor vehicle volumes under 1,500 vehicles per day (vpd), with up to 3,000 vpd allowed in limited sections. To create opportunities for bike boulevards, traffic volumes can be reduced by forcing turns, providing partial intersection closures such as diagonal diverters. "Bicycle boulevard" stencils should be provided, and also bicycle refuge islands at intersections with high-volume cross-streets.[1] A potential candidate in Daly City for bicycle boulevard treatment is Brunswick Street: it is a residential street that provides a lower-volume alternative to Mission Street, connecting the Crocker neighborhood to the Daly City BART station.

Design standards

1. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/ .

3.5 Separated bikeways or cycle tracks (Class IV bikeways)

Separated bikeways, or cycle tracks, are for the exclusive use of bicycles, being physically separated from motor traffic with a vertical feature such as flexible posts, curb or on-street parking. Separated bikeways are needed to encourage riders of all ages and abilities on fast, busy streets (higher than 25 mph and 6,000 vehicles per day or greater) with multiple lanes or with high curbside activity.[1] The Caltrans District 4 Bicycle Plan identifies the full length of Skyline Boulevard (Highway 35) and Mission Street (Highway 82) as candidates for separated bikeways on their list of "top-tier" projects in San Mateo County. Other potential candidates in Daly City include John Daly Boulevard, Junipero Serra Boulevard and Serramonte Boulevard.

Separated bikeway (Sacramento, CA).

Design guidelines

The recommended width for separated bikeways is generally 7–8 feet wide and 5 feet wide in constrained locations.[1,2,3] When located at disabled-accessible parking or a bus stop, the separated bikeway can be as narrow as 4 feet to bypass these features.[4] Separated bike lanes may be designed as raised facilities, either at sidewalk grade or at an intermediate grade. If designed at the sidewalk level, the use of different pavement types, markings or buffers may be necessary to keep bicyclists and pedestrians separated. If placed at an intermediate level, a 3-inch mountable curb may be used to permit access of sweeping equipment.

Design standards

1. National Association of City Transportation Officials, Contextual Guidance for Selecting All Ages & Abilities Bikeways; https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/.
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/ .
3. Massachusetts Department of Transportation, Separated Bike Lane Planning and Design Guide (2015); https://www.mass.gov/lists/separated-bike-lane-planning-design-guide .
4. Caltrans Design Information Bulletin Number 89-01, Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks); http://www.dot.ca.gov/hq/LocalPrograms/bike/2018/Apr/DRAFT-DIB-89-01_013018_yllwhghlt.pdf.

3.6 Pedestrian/bicycle underpasses and overpasses

A dedicated pedestrian/bicycle bridge or underpass may be appropriate at locations that are grade-separated or that present frequent conflicts with motor vehicles. Possible sites include areas bisected by a freeway or railroad, and at-grade crossings across wide, high-speed and high-volume arterial streets. Between the two, bridges are generally preferred to underpasses because they have security advantages and are less likely to have drainage problems.

Bridges and underpasses are long-term projects that take a considerable amount of funding to implement. They are the result of a strong need to connect areas currently divided by major physical barriers to pedestrian and bicycle travel, such as freeways and railroad tracks. While not a particularly high community priority, a potential location in Daly City for a pedestrian/bicycle bridge is between W. Market Street and 92nd Street, across I-280 and the BART tracks.

Design guidelines

The recommended clear width for pedestrian/bicycle bridges and underpasses is 14–16 feet, and at least 10 feet in physically constrained locations.[1] A single-level surface should generally be used, with pedestrian and bicycle space delineated by paving color, striping or other surface treatment. Grade separation for the pedestrian and bicycle space may be considered for facilities wider than 16 feet.

Design standards

1. American Association of State Highway and Transportation Officials, Guide for the Development of Bicycle Facilities (2012).

4 Design treatments for bicycle facilities

4.1 Filling bikeway gaps

The city should study opportunities to continue bike lane striping where it currently discontinues at intersections, and bike route designation where it currently ends. Striping bike lanes to and through intersections leads to more predictable travel movements by both bicyclists and drivers. Techniques to fill bikeway gaps can involve removing turn lanes or curbside parking, or constructing an adjacent raised bikeway in the form of a protected intersection for cyclists (see section 4.14). Locations where these treatments might be applicable include: (i) Skyline Boulevard, on which the right edge lines taper to and from the corners of intersections; these edge lines are considered and used as bike lanes, even though they begin and end mid-block; and (ii) Westmoor Avenue, where the bike lanes ends just before Skyline Boulevard, where it is perhaps needed most.

Bike lane markings and stencils (San Francisco, CA).

Design standards

- National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/through-bike-lanes .

4.2 Paving or widening roadway shoulders

On roadways where the shoulder is used as a bike lane, paving narrow shoulder sections allows bicyclists greater separation from adjacent vehicle traffic. Shoulder widening may allow for the bike lane to be upgraded with a striped buffer (see section 4.3) or to be upgraded to a separated bikeway (section 3.3). This treatment might apply to Skyline Boulevard and the western portion of John Daly Boulevard.

Image credit: Google Street View.

Design standards

- Caltrans, Highway Design Manual (2018), Topic 302.

4.3 Buffered bike lanes

Buffered bike lanes provide greater separation between cyclists and moving cars, as well as space for bicyclists to pass each other without encroaching into the adjacent car lane. Buffered bike lanes are considered Class II facilities because—unlike separated bikeways, which are considered Class IV facilities—they do not provide a physical barrier between cyclists and cars. Like other Class II bike lanes, buffered lanes can provide a comfortable experience for most users on streets with a single lane in each direction, car speeds equal to or less than 25 mph and volumes less than 6,000 per day, and low curbside activity.

Design guidelines

Painted buffers are generally 18 to 36 inches wide.[1] They should be painted between moving vehicles and the bicycle lane. One potential location for buffered bike lanes in Daly City is Southgate Avenue. Much of the street is 52 feet wide with conventional bike lanes. Given these dimensions, the travel lanes can be narrowed to 11 feet, the parking lanes can be made 8 feet wide, and five-foot-wide bike lanes can be given a 2-foot striped buffer.

Buffered bike lane (Fremont, CA).

Design standards

1. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/ .

4.4 Green bike lanes

Installing green bike lanes increases the visibility of bike facilities and identifies potential areas of conflict, particularly at intersections and driveways. Color also reduces the road width visually, encouraging drivers to drive at slower speeds. The Class II bike lanes on John Daly Boulevard between De Long Street and Mission Street could be improved by adding green-color treatments in conflict areas.

Green-painted bike lane.

Design standards

- FHWA Interim Approval 14 (2011).
- National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/colored-bike-facilities/ .

4.5 Shared-lane markings (sharrows)

Shared-lane markings, better known as "sharrows," are useful for wayfinding and help to clarify where bicyclists are expected to ride. They assist bicyclists with lateral positioning in a shared travel lane, and alert road users to the position that bicyclists are likely to occupy.[1] Sharrows are not a facility type and should not be considered a substitute for bike lanes, separated bike lanes (cycletracks) or other separation treatments where dedicated bikeway facilities are warranted.[1,2] One location in Daly City where sharrows could be added is St. Charles Avenue, from the Daly City BART station to the city limits (where they would meet sharrows in adjacent San Francisco).

Sharrow stencil (image credit: Google Street View).

Sharrows might be appropriate:

1. On Bicycle Boulevards or similar low-volume, traffic-calmed shared streets with a design speed of less than 25 mph.
2. On downhill segments, preferably paired with an uphill bike lane.
3. On streets where the traffic signals are timed for the travel speed of a bicyclist (12–15 mph).
4. Along front-in angled parking, where a bike lane is undesirable.
5. To transition bicyclists across traffic lanes or from conventional bike lanes or cycle tracks to a shared lane.
6. To designate movement and positioning of bicycles through intersections.

Sharrows should not be applied on roadways with traffic speeds above 25 mph, where bike lanes or a protected bikeway would be the more appropriate bicycle facility.[1] It is worth noting that some studies show that sharrows might not improve bicyclist safety.[3,4] However, on multilane streets with on-street parking, sharrows might marginally shift bicyclists' lateral position closer to the center of the lane and away from parked cars.[5]

Design guidelines

Sharrows should be positioned so that bicyclists' preferred path of travel aligns with the center of the sharrow marking. In most cases, this will be in the center of the right-most through travel lane, to discourage unsafe passing and encourage bicyclists to position themselves outside of the door zone of parked cars.

Design standards

1. California Manual on Uniform Traffic Control Devices (2014); www.dot.ca.gov/trafficops/camutcd/docs/2014r3/CAMUTCD2014-Chap9C_rev3.pdf .
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/ .
3. Nicholas Ferenchak and Wesley Marshall, "The Relative (In)Effectiveness of Bicycle Sharrows on Ridership and Safety Outcomes," 2015; https://trid.trb.org/view/1393928 .
4. Federal Highway Administration, "Evaluation of Shared Lane Markings" (Publication no. FHWA-HRT-10-041; 2010); https://nacto.org/wp-content/uploads/2011/01/Evaluation-of-Shared-Lane-Markings.pdf .
5. Brady, John et al, "Effects of Shared Lane Markings on Bicyclist and Motorist Behavior Along Multi-Lane Facilities (The Center for Transportation Research, University of Texas at Austin, 2010); https://nacto.org/wp-content/uploads/2011/02/Effects-of-Shared-Lane-Markings-on-Bicyclist-and-Motorist-Behavior-along-Multi-Lane-Facilities.pdf .

4.6 Green-backed sharrows and intersection crossing markings

Sharrows painted with green-colored backing can improve their visibility to drivers and bicyclists and also their durability. Green-backed sharrows and green-colored blocking are also typically used as intersection crossing markings to raise driver awareness of potential conflict areas and to reinforce bicyclist priority over vehicles entering the roadway.[1]

Green-backed sharrow stencil (Daly City, CA).

If used to delineate a bicycle route, green-backed sharrows should be applied on low-volume and low-speed roads, and are not recommended on roads with traffic speeds greater than 35 mph (see section 4.5). The installation of green-backed sharrows should be prioritized at intersections and where bicycle routes end or change direction. One location where green-backed sharrows could be installed is Southgate Avenue between Crestwood Drive and Park Plaza Drive.

Design guidelines

See section 4.5.

Design standards

1. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/ .
2. California Manual on Uniform Traffic Control Devices (2014); www.dot.ca.gov/trafficops/camutcd/docs/2014r3/CAMUTCD2014-Chap9C_rev3.pdf .

4.7 Uphill bike lane with downhill sharrows

On steep grades, bicyclists traveling uphill move considerably slower than bicyclists traveling downhill; at the same time, climbing bicyclists typically need wider bikeways to maneuver compared to a roadway on a level grade. On the other hand, bicyclists going downhill are better able to match vehicle speeds but need space to maneuver around roadway obstacles, including the door zone of parked cars.

When space is constrained on streets with steep grades, it is generally better to provide a wider facility for uphill travel and a shared roadway in the downhill direction than to split the space available between two narrow bike lanes. (For example, if 10 feet of space is available on a steep roadway, it is better to provide a protected bike lane in the uphill direction than two five-foot-wide bike lanes. A five-foot bike lane is too narrow for a cyclist traveling downhill at, say, 20 mph; this is especially true if the bike lane is next to a lane of parked cars since this would expose cyclists to the risk of being hit by an opening car door.) In this case, the bike route would be considered a hybrid Class II/Class III route.

Hybrid bike route (image credit: Google Street View).

Design standards

- National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/ .

4.8 Contraflow bike lane

Contraflow bicycle lanes are lanes designed to allow bicyclists to ride in the opposite direction of car

traffic. Contraflow lanes convert a one-way traffic street into a two-way street: one direction for motor vehicles and bicycles, and the other for bicycles only. Often their installation normalizes movements that are already taking place. A potential location for this treatment is W. Market Street between Mission Street and Station Avenue.

Design guidelines

Contraflow lanes should be separated at least with yellow center lane striping, a painted median island or a raised median island.[1,2]

Contra-flow bike lane (image credit: Google Street View).

Design standards

1. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/ .
2. California Manual on Uniform Traffic Control Devices (2014); www.dot.ca.gov/trafficops/camutcd/docs/2014r3/CAMUTCD2014-Chap9C_rev3.pdf .

4.9 Combined transit/bike facilities

Transit boarding islands and bus bulbs allow passengers to enter and exit without making the transit vehicle leave the travel lane. In some cases, the bicycle lane can be routed between the boarding island and the sidewalk, eliminating conflicts between buses and bicycles, as pictured below.

Bike lane and bus boarding island (Berkeley, CA).

In constrained locations, bike lanes can be combined with a bus bulb. In such shared situations, the bike lane rises to the level of the sidewalk and runs along the boarding area, rather than wrapping behind the boarding area (see photo below). Bicyclists can ride through the boarding area when no transit vehicle is present, but when a bus is stopped, cyclists must yield the space to boarding or exiting passengers. This plan proposes to install a shared cycletrack/bus stop on Serramonte Boulevard at Kent Court (see the last conceptual design, in Chapter 5). This is a particularly appropriate location for this treatment given that it's a steep uphill slope, where bicyclists will be riding slowly.

Image credit: Seattle Department of Transportation.

Design guidelines

An accessible boarding area, typically 8 feet wide by 5 feet long, must be provided to permit boarding by a person in a wheelchair.[1,2] Transit boarding islands and bus bulbs should be long enough to accommodate the size of the bus that serves the stop (for example, a 40-foot-long island for a 40-foot bus).[2]

Design standards

1. National Association of City Transportation Officials, Transit Street Design Guide (2016); https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/side-boarding-island-stop/ .
2. AC Transit Multimodal Corridor Guidelines (2018); http://www.actransit.org/wpcontent/uploads/AC_Transit_Multimodal_Corridor_Guideline Final.pdf .

4.10 Bicycle wayfinding signs

Bicycle wayfinding signs indicate to cyclists that they are on a designated bikeway, and alert drivers that they are on a bikeway. Signs should provide at a minimum the name of the bikeway and may also include the direction, distance or time to other nearby bikeways. In particular, bicycle wayfinding signs could be used in Daly City to direct cyclists to the Daly City and Colma BART stations, to neighboring jurisdictions and to San Francisco State University, in cooperation with the City and County of San Francisco.

Image credit: City of Berkeley.

Design standards

- National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/ .

4.11 Separated bikeways (Class IV)

Separated bikeways are considered Class IV bikeways. They separate cyclists from moving cars using any of various vertical barriers mentioned further below. Separated bikeways are needed to provide access to cyclists of all ages and abilities when streets have multiple lanes, fast and heavy traffic or high curbside activity. Note that separated bikeways must generally have at least 8 feet of clear width to be swept with standard street-sweeping equipment; however, narrow-profile sweepers exist and some cities are now investing in them to maintain their separated bikeways and multi-use pathways.

Flexible bollards (pictured below) are one option for a barrier. Because these may suffer from maintenance issues if they are repeatedly hit by drivers, bollards are most appropriate as an interim design solution until funding allows for more durable alternatives.

Separated bikeway (San Francisco, CA).

"Armadillos" (see photo below) are an alternative to bollards. They are more durable than bollards but are not appropriate for bikeways next to parked cars, as they can be a tripping hazard for people exiting vehicles.

Image credit: Inhabitat.

Building the bikeway at sidewalk grade or providing a curb (as in the example pictured below) are both best practices for the construction of separated bikeways.[1,2,3] Curb-separated bikeways are especially useful in commercial areas, where they prevent drivers from parking in them.[4]

Curb-separated bikeway (Salt Lake City, UT).

Planters and planter boxes (see below) can be either a temporary or permanent barrier option. Planters allow for subsequent design changes to the bikeway. Also, if special events require the street to be cleared, planters provide the flexibility to do so.

Bikeway separated by planters (Long Beach, CA).

Design standards

1. Massachusetts Department of Transportation, Separated Bike Lane Planning and Design Guide (2015), Chapter 3.4.2.
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/ .
3. Caltrans Design Information Bulletin Number 89, Class IV Bikeway Guidance; http://cal.streetsblog.org/wp-content/uploads/sites/13/2016/01/dib89.pdf .
4. New York City Department of Transportation, The Economic Benefits of Sustainable Streets (2013); http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf .

4.12 Bike boxes

A bike box is a designated area at a signalized intersection that provides bicyclists with a queuing area in advance of stopped traffic during the red signal phase. Bike boxes are primarily used to eliminate conflicts between bicyclists and drivers on streets with high volumes of right-turning cars. Bike boxes also facilitate bicyclist left-turn positioning at intersections during red-signal indication if the box is extended across all lanes of travel. Bike boxes can be used where bicycle facilities end to allow for

bicyclists to transition from a bicycle lane to a shared lane, so that lane changes do not take place within the intersection.

A potential location in Daly City for a bike box is Sheffield Drive at John Daly Boulevard, should a bike lane be installed on John Daly from Sheffield to De Long Avenue based on the conceptual designs presented in this plan. In that case, bicyclists will need a way to transition from the Class IV/Class II bike lane to the existing Class I path on the south side of John Daly at Sheffield Drive/Poncetta Drive. Due to the presence there of a bus bay, there is no space for a two-stage bicycle left-turn box (see section 4.13). Also, a two-stage turn box would place cyclists immediately next to fast traffic. In this case, a bike box might be a better solution.

Image credit: Google Street View.

Design guidelines

Bike boxes should be 10–16 feet deep measured from the crosswalk or stop bar. "No right turn on red" signage should be used to indicate that such turns are prohibited from the lane where the bicycle box is installed. A short length of bike lane approaching the bike box is required to provide a clear and predictable path for cyclists to enter the bike box.[1,2]

Design standards

1. FHWA Interim Approval 18; https://mutcd.fhwa.dot.gov/resources/interim_approval/ia18/index.htm .
2. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/ .

4.13 Two-stage bicycle left-turn boxes

Two-stage turn boxes allow a bicyclist to make a left turn movement by crossing a signalized intersection in two stages rather than merging with vehicle traffic into a left-turn lane. The design of two-stage turn boxes is similar to that of bicycle boxes, except that turn boxes are positioned at the far side of a signalized intersection. Two-stage turn boxes are essential in the case of separated bikeways because the design of such bikeways generally prevents bicyclists from merging into the left-hand turn lane.

Bike turn box.

Design guidelines

Two-stage turn should be painted green for high visibility. Pavement markings should include a bicycle stencil and a turn arrow to clearly indicate proper bicycle direction and positioning. The queue box should be placed in a protected area, typically within and on-street parking lane or between the bicycle lane and the pedestrian crossing. On streets where a constrained roadway prevents the creation of a dedicated two-stage turn queue box, the pedestrian crosswalk may be adjusted or realigned to create the space. A bike box may be provided behind the pedestrian crossing to serve the same purpose, but only where pedestrian volumes are relatively low, so as not to create conflict between pedestrians and cyclists.[1,2]

Design standards

1. National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/two-stage-turn-queue-boxes/ .

2. FHWA Interim Approval 20; https://mutcd.fhwa.dot.gov/resources/interim_approval/ia20/index.htm .

4.14 Protected intersections

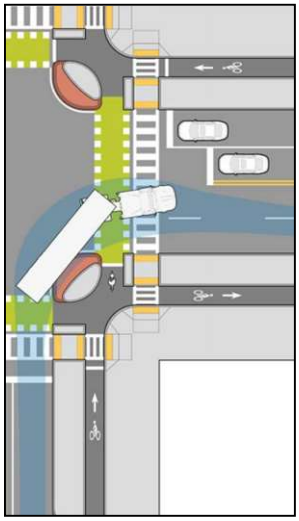


Image credit: Mass. Dept. of Transportation.

A protected intersection maintains the physical separation of bicyclists through the intersection, thereby eliminating the merging and weaving movements inherent in conventional bike lane and shared lane designs. This reduces the conflicts to a single location where turning traffic crosses the bike lane. This single conflict point can be eliminated by providing a separate signal phase for turning traffic.

On many streets, large turning radii and wide lanes encourage drivers to make sweeping, fast turns. Protected intersections reduce vehicle turning speeds, make bicyclists more visible, and give priority to through bicyclists over turning vehicles. A potential location in Daly City for this treatment is the intersection of Skyline Boulevard and John Daly Boulevard.

Design standards

- National Association of City Transportation Officials, Don't Give Up at the Intersection—Designing All Ages and Abilities Bicycle Crossings (2019); https://nacto.org/wp-content/uploads/2019/05/NACTO_Dont-Give-Up-at-the-Intersection.pdf .
- Massachusetts Department of Transportation, Separated Bike Lane Planning and Design Guide (2015), Chapter 4; https://www.mass.gov/files/documents/2017/10/26/SeparatedBikeLaneChapter4_Intersections.pdf .
- AASHTO Guide for the Development of Bicycle Facilities, 2019 (draft).

5 Pedestrian- and bicycle-friendly roadway design

5.1 Vehicle lane widths

Narrower travel lanes encourage motorists to drive more slowly while freeing up space for other uses. Space gained by narrowing existing lanes can be redistributed to bike lanes, sidewalks, landscaping or parking lanes.

Design guidelines

The standard lane width should generally be 10 feet. On designated truck and transit routes, one travel lane of 11 feet—ideally the right-most lane—may be used in each direction.[1] If the truck or transit route does not include on-street parking or is only a single lane in either direction, a 12-foot lane would provide the space to ensure adequate clearance for truck or bus mirrors.[2]

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/ .
2. San Francisco Municipal Transportation Agency Memorandum, "Lane widths for streets with Muni vehicles and bicycle facilities" (2013).
- Karim, Dewan (2015). Narrower Lanes, Safer Streets; https://www.researchgate.net/publication/277590178_Narrower_Lanes_Safer_Streets .

5.2 Irregularly shaped intersections

Intersections with irregularly geometries present safety hazards for all road users by reducing visibility for drivers at approaches intersecting at

less than 90 degrees and by allowing for high-speed turns at approaches intersecting at greater than 90 degrees; skewed intersections also create long pedestrian crossings. Roadway approaches at irregularly angled intersections should be considered for realignment, to be perpendicular with the intersecting street, in order to shorten crossing distances and simplify intersection movements.

Image credit: Google Earth.

Design guidelines

One approach to correcting irregularly shaped intersections is to remove right-turn channelized lanes, known as slip lanes, at intersections; this would improve pedestrian visibility and slow down turning vehicles. For example, the slip lane serving the southbound right-turn from Sullivan Avenue to Eastmoor Avenue could potentially be removed, as could many of the slip lanes on Skyline Boulevard. The double slip lane from Serramonte Boulevard to Gellert Boulevard could potentially be removed, and adding a pedestrian crossing and sidewalk could be considered. Another possibility is to remove right-turn pockets to shorten pedestrian crossing distances and to fill bikeway gaps at intersections where right-turn queues would not create a traffic hazard.

Making changes to irregular intersections need not be expensive or permanent. For example, curb extensions can be designed with inexpensive materials such as paint and plastic traffic bollards to improve safety quickly. Such treatments may be used to reconfigure the intersection of San Pedro Road, Mission Street and Market Street (shown in Figure 6-5, in the "Conceptual Designs" chapter), for example, to reduce crossing distances for pedestrians. Consideration should be given to repurposing excess road space for wider sidewalks, pedestrian plazas, protected bike lanes and green infrastructure such as bioswales.

Image credit: Google Street View.

Design standards

- National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersections/complex-intersections/complex-intersection-analysis/ .

5.3 Road diets

Typical road diets involve reconfiguring four-lane roads into three-lane roads (two through lanes and a center left-turn lane) with bike lanes on both sides. Road diet studies have suggested that two through lanes and one center left-turn lane can accommodate up to approximately 23,000 vehicles per day (vpd)[1], though some four-to-three-lane conversion road diets have been successful with volumes as high as 30,000 vpd.[2] A potential candidate for such a road diet project might be East Market Street.

Design standards

1. Stamatiadis, Nikiforos; Kirk, Adam; Wang, Chen; Cull, Andrea; and Agarwal, Nithin, "Guidelines for Road Diet Conversions" (2011). Kentucky Transportation Center (Research Report KTC-11-19/SPR415-11-1F; https://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1017&context=ktc_researchreports .
2. Thomas, Libby, Road Diet Conversion: A Synthesis of Safety Research (2013); http://www.pedbikeinfo.org/cms/downloads/WhitePaper_RoadDiets_PBIC.pdf .

- FHWA Road Diet Information Guide; https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ .

5.4 Street conversions: from two-way to one-way with bike lanes

An option for accommodating bike lanes on an otherwise too-narrow street is to eliminate a lane of through traffic by converting a two-way street to one-way with bike lanes. This might be desirable on bike corridors where alternate routes would require excessive out-of-direction travel for cyclists. Such a treatment might be appropriate, for example, on St. Charles Avenue between the BART station and Niantic Avenue. One-way southbound vehicle travel would not affect buses, since vehicles would be able to enter the station from St. Charles Avenue but they would need to leave via John Daly Boulevard.

One-way street with contra-flow bike lane.

Design standards

- National Association of City Transportation Officials, Urban Bikeway Design Guide (2011); https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/ .

5.5 Parking-lane widths

The minimum width for a parking lane should be 7 feet, with 8 feet recommended for most streets[1,2] and 9 feet recommended for streets with Class II bike lanes next to the parking lane.[1,2,3]

Typical parking lane (image credit: Google Earth).

Design standards

1. American Association of State Highway and Transportation Officials, "A Policy on Geometric Design of Highways and Streets, 7th Edition (2018), Chapter 4.20.
2. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/ .
3. San Francisco Municipal Transportation Agency memorandum, "Lane widths for streets with Muni vehicles and bicycle facilities" (2013).

5.6 Edge-line striping

Edge lines delineate the right or left edges of a roadway. They narrow the traffic lanes visually, which encourages slower driving speeds. Edge lines are appropriate when there is additional space in a roadway cross-section that cannot be allocated to other uses, such as bike lanes or parking lanes.

Edge-line striping (image credit: Google Street View).

Design guidelines

A right-side edge line on urban streets should consist of a minimum four-inch-wide solid white line, while a six-inch-wide stripe is the standard for highways. Except for dotted extensions, edge line markings should not continue through intersections or major driveways.[1]

Design standards

1. California Manual on Uniform Traffic Control Devices (2014), Section 3B.06.

5.7 Speed humps / speed cushions

Speed humps, also known as speed cushions, may be used to decrease traffic speeds selectively along a corridor to 15–20 mph. (These devices should not be confused with speed bumps, which are designed for even lower speeds, causing cars to almost need to stop.) Emergency-access personnel should be consulted prior to the installation of speed humps on any street.

Image credit: National Association of City Transportation Officials.

Design guidelines

Speed humps should be 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on the target speed.[1]

Design standards

1. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-hump/ .

5.8 Mini-roundabouts / neighborhood traffic circles

Mini-roundabouts, also known as neighborhood traffic circles, are raised circular islands with wayfinding signs and optional landscaping, designed to lower speeds at minor stop-controlled intersections. These devices offer most of the benefits of conventional roundabouts but in the context of residential streets. Occasional large vehicles like fire trucks may be allowed to make turns against the signed counter-clockwise direction of traffic.[1,2] Emergency responders should be consulted prior to the installation of mini-roundabouts, to ensure adequate access for large vehicles. Brunswick Street, Vista Grande Avenue, Belleview Avenue and De Long Street all have intersections that could potentially benefit from the installation of mini-roundabouts/neighborhood traffic circles.

Mini-roundabout (Oakland, CA).

Design standards

1. FHWA, "Mini Roundabouts" (FHWA-SA-10-007); https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10007/fhwasa10007.pdf .
2. National Association of City Transportation Officials, Urban Street Design Guide (2013); https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/mini-roundabout/ .

08 | Supporting actions

When it comes to pedestrian and bicycle planning, much of the attention goes to filling in sidewalk gaps, making street crossings safer and building out bikeway networks. This is understandable, since most walking and biking happens on those types of facilities. However, that focus, while necessary, is not sufficient. In order to maximize the potential of walking and biking as forms of transportation, cities need to create a built environment, and a policy context, that is more fully supportive of pedestrians and cyclists.

The range of pedestrian- and bicycle-supporting actions that cities can undertake is almost overwhelmingly large. These activities come in many flavors, from education and safety campaigns, to promotion and encouragement initiatives, to enforcement efforts. To focus Daly City staff's attention and resources over the next few years (until this plan is updated), this chapter outlines five recommended actions. They address some of the most common non-infrastructure needs expressed by the public through the community needs assessment, or seem especially well-suited to Daly City's particular context. While the actions are a diverse lot, they all seek to encourage more people to walk and bike in Daly City by making it safer, more convenient and more inviting to do so.

The recommended supporting actions are described more fully in the rest of this chapter and relate to the following five issues and items:

1. Parklets (these are extensions of the sidewalk area into the parking lane).
2. Bicycle parking ordinance.
3. Community-led traffic safety initiatives.
4. Neighborhood traffic calming.
5. Coordination with private development.

Several of the resources cited in this chapter are from the City and County of San Francisco. For one, San Francisco has been, and continues to be, a pioneer in many aspects of pedestrian and bicycle planning. For another, it is Daly City's immediate neighbor; obviously San Francisco in the aggregate is very different than Daly City but it could be considered a "peer city" in that its southern neighborhoods share many characteristics with a large portion of Daly City.

1 Parklets

As mentioned above, parklets are extensions of the sidewalk realm into the parking lane, providing a place for people to sit, relax, congregate and watch the activity around them. Parklets typically consist of a non-permanent yet durable platform, and incorporate amenities such as seating, tables, greenery, outdoor umbrellas and bike parking. They are usually found on neighborhood commercial strips and tend to be open to the public, even if they are associated with a particular business at the parklet's location. Parklets may be funded by businesses, individuals or the municipal government, as well as other entities.

Parklet on Balboa Street in San Francisco's Outer Richmond neighborhood (photo credit: Groundplaysf.org).

In Daly City, parklets might be particularly appropriate for the commercial stretches of Geneva Avenue, Mission Street and Southgate Avenue (near Westlake Shopping Center). The City could create a parklets program by: revising its zoning code to allow or facilitate the setting up of parklets and the supporting and associated activities that animate parklets, including outdoor dining and vending; creating a permitting process that establishes the rules and regulations for the planning, design, funding, installation, operation and removal of parklets; and providing logistical and financial support. Parklets should be visible, well-lit and well-maintained by owners, and they can be designed to incorporate stormwater bulbouts and other green infrastructure ideas proposed in the City's Green Infrastruture Plan (see Chapter 2, "Planning Context").

Groundplay (groundplaysf.org), a multi-agency program of the City of San Francisco, has produced a manual of parklet-related policies, procedures, guidelines and other resources. The manual would be an especially useful resource for the City of Daly City in creating its own parklet program.

2 Bicycle parking ordinance

After on- and off-street facilities such as bike lanes, routes and paths, bicycle parking is the most important element of a community's bicycling system. Parking for bikes is a low-cost yet effective way to encourage cycling and improve the functionality of the bikeway network. It reduces the threat of theft, makes bicyclists feel welcome and increases the visibility and legitimacy of bicycling.

As described in Chapter 2, bike parking in Daly City is somewhat limited. There are several ways in which the City can help expand the supply of parking.

As many cities in the Bay Area have done, the City could adopt a bicycle parking ordinance requiring that sponsors of commercial, institutional and multi-family development projects install bike parking as a condition of approval of development permits. Typically, such ordinances apply to both new projects and redevelopment or renovation projects that exceed certain size thresholds; address short-term parking (for visitors) and long-term parking (for residents or employees); and specify the number of required bike parking spaces for different types of land uses and the size of the development project. The City could also use the ordinance to require, where appropriate (including where the sidewalk is sufficiently wide), that developers install and maintain bike parking racks in the public right-of-way.

Perhaps the most comprehensive resource on bicycle parking—including the development of a bike parking ordinance—is the Association of Pedestrian and Bicycle Professionals' "Bicycle Parking Guidelines" (2nd Edition; 2010; www.apbp.org/page/ publications). Among other topics, the document addresses general bicycle parking principles; elements of a good parking rack or locker; sample quantity requirements for bicycle parking to meet need by land use; and plentiful images and charts to illustrate concepts and conditions. The document is appropriate for adoption—possibly with some adaptations—by local agencies as official bicycle parking policy.

3 Community-led traffic safety initiatives

Some of the most pressing pedestrian and bicycling concerns identified through the community needs assessment were related to traffic safety. They include aggressive or distracted drivers; difficult or challenging intersections to cross; and fast or heavy traffic. These concerns can be addressed in large part through continued enforcement of traffic regulations as well as through safer pedestrian and bicycle facilities such as the projects proposed earlier in this plan. Also, the City is in the process (as of this writing) of adopting a "Vision Zero" plan. That plan lays out a broad suite of traffic safety-related recommendations with the goal of eventually eliminating traffic deaths and serious injuries in the City.

At the same time, it is clear that new, different approaches are needed to improve pedestrian and bicycle safety. One possibility is to encourage City residents to sign a safe-driving pledge. These pledges are voluntary commitments by people to adopt such practices as driving defensively; avoiding texting, cell phones and other distractions; using extra precaution when driving in poor conditions; and never driving under the influence of substances. The City could promote one of many existing pledge programs; create its own, Daly City-specific program; or partner with neighboring jurisdictions to spearhead the creation of a San Mateo County-wide program.

Pledge badge of the Street Smarts Marin program (credit: Street Smarts Marin).

Another possibility is to promote any one of a number of existing, voluntary traffic-safety "gamification" programs. These are typically software programs that monitor, using car sensors, certain safety-related aspects of driving behavior and vehicle performance such as speeding and hard braking. The programs quantify this information and "gamify" it by providing users with scores, rankings relative to other users of the program, prizes, merit badges and other features. The makers of these programs are working with car insurance companies to reward good-driving behavior through lower insurance premiums.

The pledge and gamification programs could be promoted through the Police Department, through the City's media (website, social-media accounts and e-newsletter) and among neighborhood and other community groups. These programs should by no means be seen as replacements for engineering improvements, enforcement activities or other institutional efforts to improve safety. However, they are additional tools worth exploring that might make a contribution toward a safer-driving civic culture in Daly City.

4 Neighborhood traffic calming

One of the biggest deterrents to walking and biking is fast, aggressive traffic. The survey administered as part of the community needs assessment for Walk Bike Daly City asked to what extent different challenges and obstacles discouraged people from walking and biking in Daly City; the answer choices were "a lot," "somewhat" and "not too much." Regarding walking, the challenges identified as the most serious were: "Fast or heavy traffic," with 84% of people responding that it discouraged people "a lot" or "somewhat;" "Aggressive or distracted drivers" (83%); and "Difficult or challenging intersections to cross" (82%). The results for biking were quite similar.

Roughly speaking, a pedestrian hit by a car traveling at 20 miles per hour (mph) has a 90% chance of surviving, but only a 10% chance if the car is traveling at 40 mph. One way to address speeding—in addition to ongoing enforcement efforts—is traffic-calmed streets. Traffic lights and stop signs control traffic at intersections but do not prevent speeding between uncontrolled intersections. Traffic calming, on the other hand, seeks to lower speeds

along the length of street blocks. The objectives are to reduce the number of crashes—and perhaps more importantly, their severity—and to make streets more comfortable for everyone, including pedestrians, cyclists and neighborhood residents. Traffic calming uses any of various physical measures to slow cars. These include raised crosswalks, median islands, sidewalk bulb-outs, traffic circles (or mini roundabouts), changes to lane widths and other devices and treatments.

Trial neighborhood traffic circle in Redwood City (credit: City of Redwood City).

Daly City's Traffic Safety Committee has a "traffic and pedestrian safety request" process through which residents, business owners and others can petition for new or revised regulations at specific locations to address speeding and other traffic issues. This request process could be expanded and formalized with guidelines to incorporate a neighborhood traffic-calming component through which individuals or neighborhood groups could request small-scale, lower-cost traffic calming measures on individual blocks. The city would need to develop guidelines for the planning, selection, design and installation of traffic calming measures, as well as procedures for community engagement and prioritization of requests. Development of the guidelines should be made with input from the City's Fire and Police Departments, SamTrans and other relevant agencies to ensure that neighborhood traffic calming measures do not negatively impact access by fire trucks, ambulances, buses and other large vehicles.

Certain types of traffic calming measures are also appropriate for busier collectors and arterials. However, traffic calming projects on busier streets are more complex efforts, involving more stakeholders and more complex considerations about traffic impacts. While the city should pursue traffic calming on busier streets and larger, multi-block projects, it should do so on a case-by-case basis rather than through the type of resident initiated program proposed above.

Below are some online resources regarding traffic calming programs, projects and measures:

- **City of San Mateo Neighborhood Traffic Management Program:** https://www.cityofsanmateo.org/2122/Neighborhood-Traffic-Management-Program .
- **San Francisco Residential Traffic Calming Program:** https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program .
- **Traffic calming projects in Redwood City:** https://www.redwoodcity.org/departments/community-development-department/engineering-transportation/transportation-and-parking/traffic-calming-projects .
- **National Association of City Transportation Officials:** https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/

5 Coordination with private development

If there is one thing that sprawl development and the resulting regional traffic congestion have taught us, it is that transportation and land use decisions should not be made independent of each other. The way our built environment is structured and designed strongly influences how people choose to get around. The relationship between transportation and land development applies at almost every scale, from neighborhoods to regions, and in every type of community—with Daly City being no exception.

This effect is especially true in the case of non-motorized transportation. The decision to walk or bike is greatly impacted by factors not directly related to transportation infrastructure. These factors include proximity to one's destination, development densities, the mix of land uses,

availability of parking and the quality of the buildings around us.

Pedestrians crossing Mission Street in Daly City (credit: Jimmy Fu, City of Daly City).

The City could revise its zoning and planning codes to incorporate robust pedestrian- and bicycle-friendly standards and guidelines for the siting and design of buildings and the provision of parking. General aspects of pedestrian- and bicycle-friendly urban design include: visually interesting architecture; an appropriate mix of uses—for example, homes, office and shops—on the same street and even within the same parcel; active ground floors; a well-defined building frontage, with entrances oriented toward the street; pedestrian-oriented lighting; generous landscaping; and relaxed or flexible parking requirements. Further below are two among the many resources available online that address pedestrian-and bicycle-friendly urban design.

Using such standards and guidelines, planning staff and the City's Planning Commission would be able to better coordinate City plans and infrastructure improvements with developers to guide the installation of pedestrian and bicycle improvements as part of new development projects. This recommendation has some urgency in the sense that Daly City has been seeing increased development activity, which is expected to continue. Given the long life of buildings, development decisions made today will affect the transportation choices of Daly City residents well into the future.

- **Pedestrian and Transit-Friendly Design—A primer for smart growth:** https://archive.epa.gov/greenbuilding/web/pdf/ptfd_primer.pdf .
- **Creating Walkable Communities—A guide for local governments:** https://safety.fhwa.dot.gov/ped_bike/docs/marc.pdf .

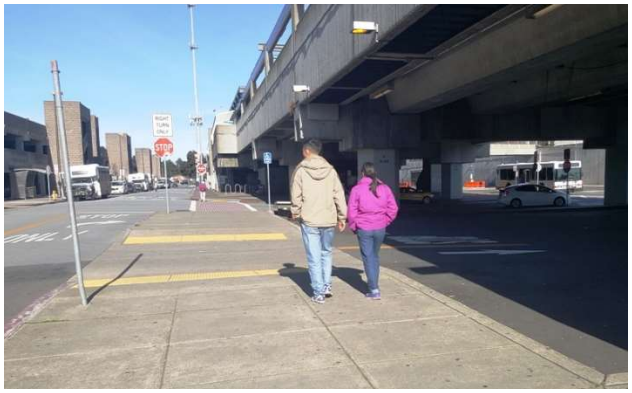
Appendix A | Equity analysis

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

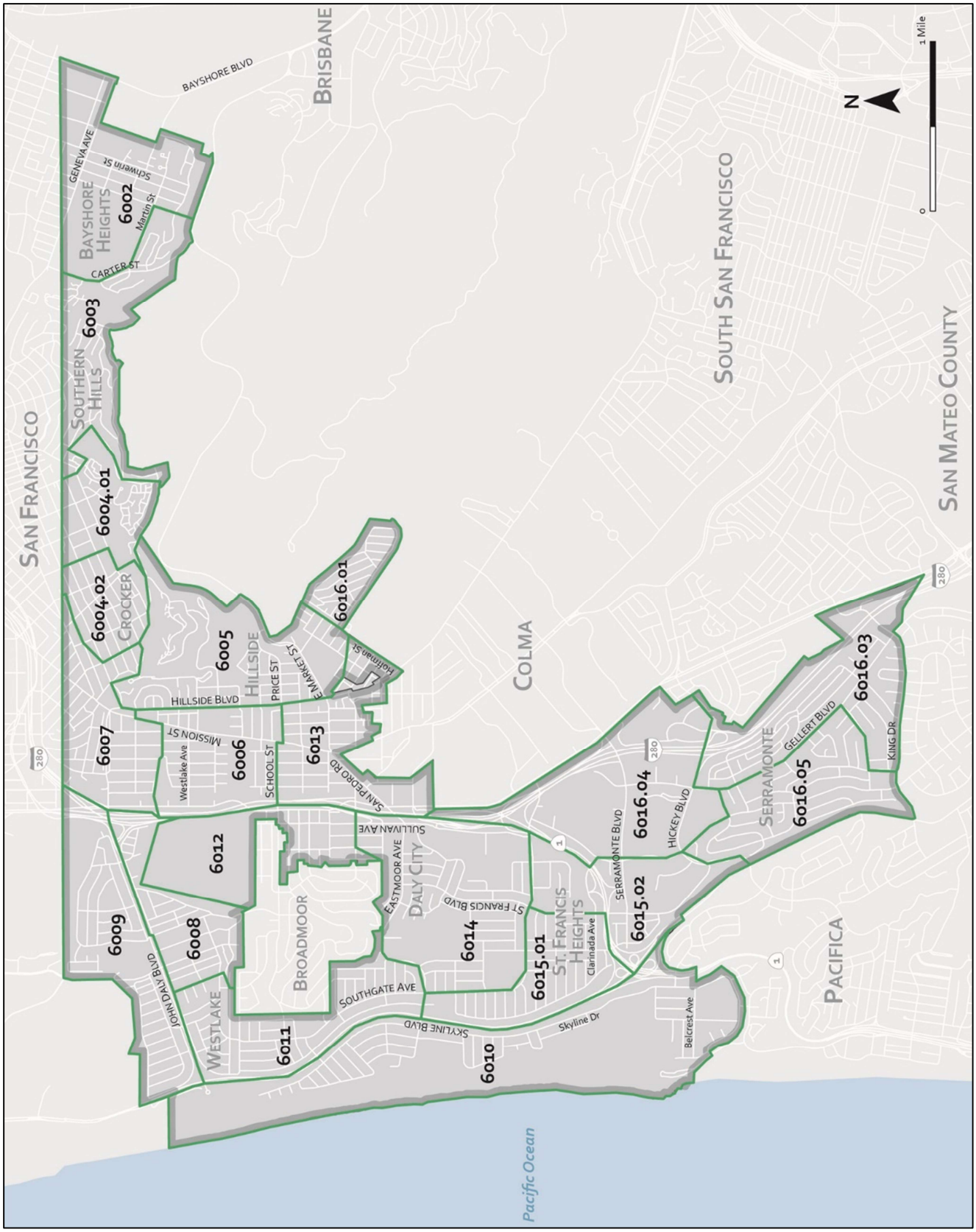
MHI information from the Census Bureau is also available at the census-tract level. (Census tracts are small statistical subdivisions of a county; they average about 4,000 people, and are relatively homogeneous with respect to population characteristics, economic status and living conditions.) **Table 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

Census tract	*General location or area covered*	*MHI*
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

Census tract	*General location or area covered*	*CES percentile*
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

School (listed by school district)	*FRPM-eligible*
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

Census tract	*General location or area covered*	*No vehicles available*
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

	Youth	*Adults*
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 Pacifp 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 pedistrains
40. Crosswalks aren't marked
41. Fog, bicyclists asserting their right to disobey laws of common sence.
42. Lack of rule enforcement for agressive 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 no 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 Enforement to patrol and clear the sidewalks at least once a day and they are NOT doing that. Pedestrians, especially the disabled have to walk in the middle of the road instead of sidewalks. I believe that is a shame.

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

C-2: Question #4

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

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

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

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

43. Hard to cross major intersections like John Daly, Gellert, Junipero Serra, Mission on foot, and I imagine, on bike. Streets next to schools have one crossing guard at most and drivers do not take pedestrians into account when making turns, double parking or speeding. I work on Southgate Avenue where traffic builds up near Tobias Elem. and Thomas Edison Elem and as a thoroughway to Westmoor HS and Daniel Webster Elem. An education campaign in Tagalog, Chinese and Burmese might reach parents; more police presence, school announcements that have the same message for all Daly City schools.
44. John Daly Blvd. There should be a sidewalk on the north side near the BART station, and a safe and legal way to cross that doesn't involve long detours or tunnels.
45. The problem I have when walking is too many cars parked on the sidewalk. They block the sidewalk. Daly City does a poor job enforcing this. Especially in busy streets that lead to school, parks and churches.
46. san jose avenue, between top of the hill and the freeway exit.
47. Westlake shopping center is a hot spot for bad drivers and LOTS of foot traffic.
48. Hwy 35 is an intimidating force along numerous intersections.
49. Hickey and Gellert, especially scary when cars are making a right turn from Hickey on to Gellert because they do not stop. The pedestrian corner is so narrow. Not safe for families and children who have to cross on that intersection.
50. I prefer to walk and take public transportation. One issue that I notice on a daily basis are cars parked on the sidewalk or in their driveways and blocking the sidewalk. The pedestrian is forced to go into the street to get around. To report any traffic violations, you have to call the DC Police Department non-emergency phone number but they are only open from 8:00am-5:00pm. San Francisco has a phone number you can call 24x7 to report traffic violations and they dispatch meter maids right away. Daly City should implement something similar. Also, pedestrians don't usually call to complain about cars blocking sidewalks, the city should be pro-active about having enforcement out canvasing 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 then 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 the te is facility to walk and ride a bike without anuncios 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 Laudromat 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 usuable. 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 Wichester

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 Enforement 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 uturns 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 leas 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 mauvering 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. Trafic 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 side walk. 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 bend, 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 is has constant, heavy traffic.
8. 1001-1041 Crocker Avenue has no sidewalks, no median on either side of the road, and no room for bicyclists to safely avoid traffic around several blind curves. This stretch of road is CRITICAL for 1000+ homeowners who live at the top of Crocker to be able to access services, businesses and resources right at the bottom of the hill.
9. There is no need to improve biking conditions and certainly no need for bike lanes. They reduce car lanes needlessly and, in turn, increase traffic dramatically.
10. The traffic light sensor on intersection San Pedro Rd and Junipero Serra Blvd fails detecting the biker who is waiting for the green light. I was stuck there one time until a car came behind me.
11. Both Skyline Blvd. and Skyline Dr. are scary to me.
12. Bike lane on Mission st would be nice, it's wide enough. Hillside would be nice too, but it's just too narrow for a dedicated bike lane.
13. all streets that crosses mission street are very dangerous
14. I'm a Senior and have a back issue that prohibits me from walking far, & I never learned to ride a bike.
15. Hard to cross major intersections like John Daly, Gellert, Junipero Serra, Mission - same as the walking intersections. Many students want to visit Serramonte Mall or Westlake Mall, but with all the traffic, it seems dangerous to try and bike there. There is also a fear of getting bikes and skateboards stolen. I have heard multiple people tell me Ranch 99 mall on Southgate and Westmoor is dangerous for car break ins - and to watch your stuff.
16. John Daly Blvd. All of it. It is scary to bike on, and for most of it, there is no real alternative. I think, in my admittedly non-expert opinion, that John Daly Blvd., along with the parking lots, medians, frontage roads (N/S Mayfair Blvd), and freeway ramps along it, form a right of way wide enough to add a protected bikeway, going between the BART station and the beach, that is truly safe and inviting, with little effect on car traffic or parking. If some changes were made to Mayfair Ave, mostly near intersections, it could maybe be turned into something like this: https://chi.streetsblog.org/2016/05/27/rotterdams-boulevards-show-how-to-make-chicagos-bike-friendly/. On parts of John Daly that do not have a frontage road, room for a protected bikeway can be added by narrowing lanes, removing lanes, narrowing the median, or maybe slightly encroaching on the surrounding parking lots. Cyclists on N Mayfair Ave should be able to go all the way to Skyline Blvd. There should be more safe and legal places for cyclists to cross Skyline Blvd. It is unreasonable, in my opinion, to have to bike 2.1 miles to reach a point 0.15 miles away: https://www.google.com/maps/dir/37.6710857,-122.4854448/37.6706074,-122.4881189/@37.6770467,-122.4969432,15z/data=!3m1!4b1!4m2!4m1!3e1
17. san jose avenue
18. Gellert Boulevard between Serravista Avenue and Wembly Drive
19. Navigating around highways is very difficult and dangerous, including Hwys 1 and 35. Also Junipero Serra.
20. I'm hesitant to bike in the city because cars drive to 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 uphills (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 ciuday 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 Dustrict. 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 snd 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.

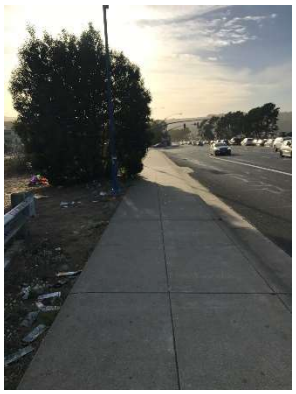
22. I have 2 children that attend MHT and we use this crosswalk 3-4 times a day. I am often walking with my baby and 2 other children. I have almost been run over multiple times despite walking very diligently as I cross. It's very dangerous here. People run the stop signs all the time. There are many 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 hire. 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.]

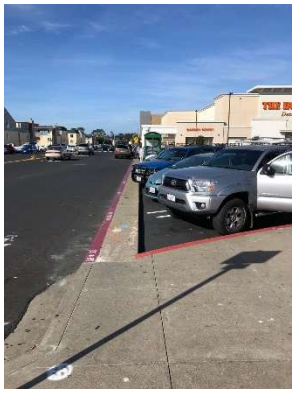
28. No cross walk for students [+1]
29. People do not stop for pedestrians! Alot of children cross this busy intersection, it needs a stoplight [+3]
30. There no no walk way from Dorchester and John Daly up to Skyline even though there is a crosswalk when you get up to Skyline. [+4]
31. Although pedestrians have the right away there should be a bump on the road or offical 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 on 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 soooooooo 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]

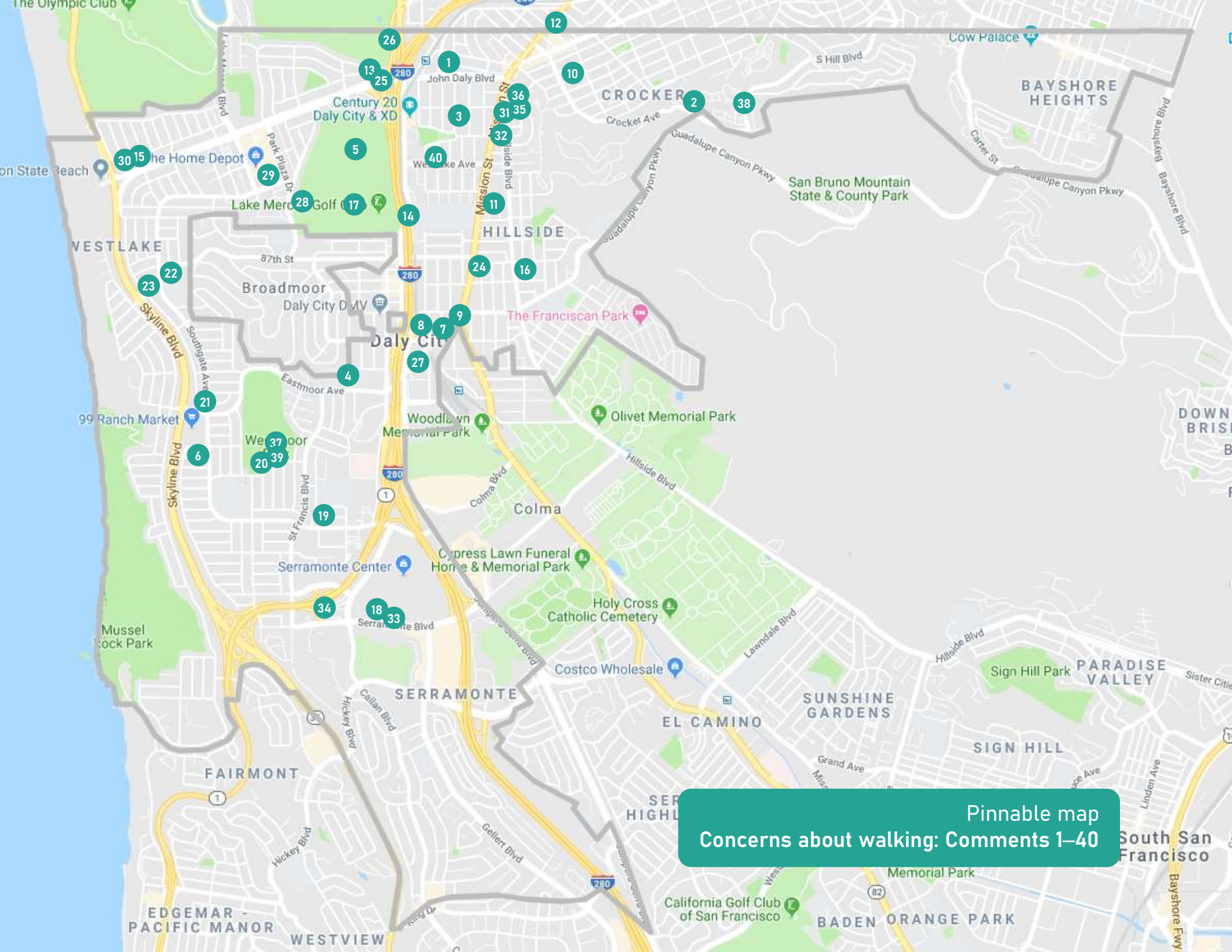


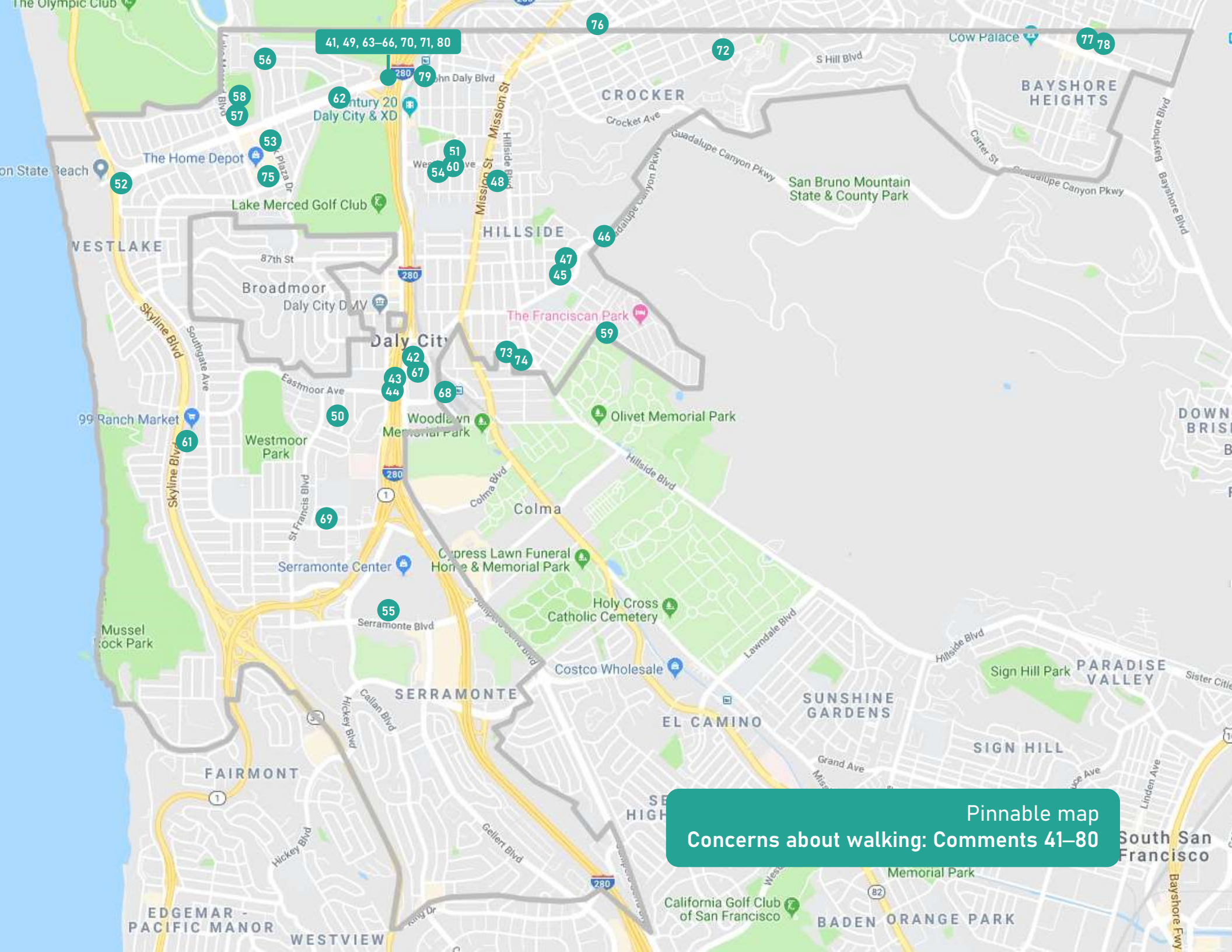
71. Trim tree [+1] [See photo at right.]

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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Pinnable map
Concerns about walking: Comments 41–80
CROCKER
BAYSHORE HEIGHTS
HILLSIDE
WESTLAKE
Daly City
Colma
SERRAMONTE
EL CAMINO
SUNSHINE GARDENS
SIGN HILL
FAIRMONT
EDGEMAR - PACIFIC MANOR
WESTVIEW
BADEN
ORANGE PARK
PARADISE VALLEY
Broadmoor
Westmoor Park
Lake Merced Golf Club
The Home Depot
Daly City DMV
The Franciscan Park
Olivet Memorial Park
Woodlawn Memorial Park
Cypress Lawn Funeral Home & Memorial Park
Holy Cross Catholic Cemetery
Serramonte Center
Costco Wholesale
99 Ranch Market
Cow Palace
San Bruno Mountain State & County Park
California Golf Club of San Francisco
Sign Hill Park
South San Francisco
Mission St
Hillside Blvd
Skyline Blvd
Southgate Ave
Eastmoor Ave
St Francis Blvd
Colma Blvd
Serramonte Blvd
Hickey Blvd
Callan Blvd
Gellert Blvd
Lawndale Blvd
Crocker Ave
Guadalupe Canyon Pkwy
Carter St
Bayshore Blvd
Grand Ave
Linden Ave
Sister Cities
S Hill Blvd
87th St
280
1
82

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]
97. 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

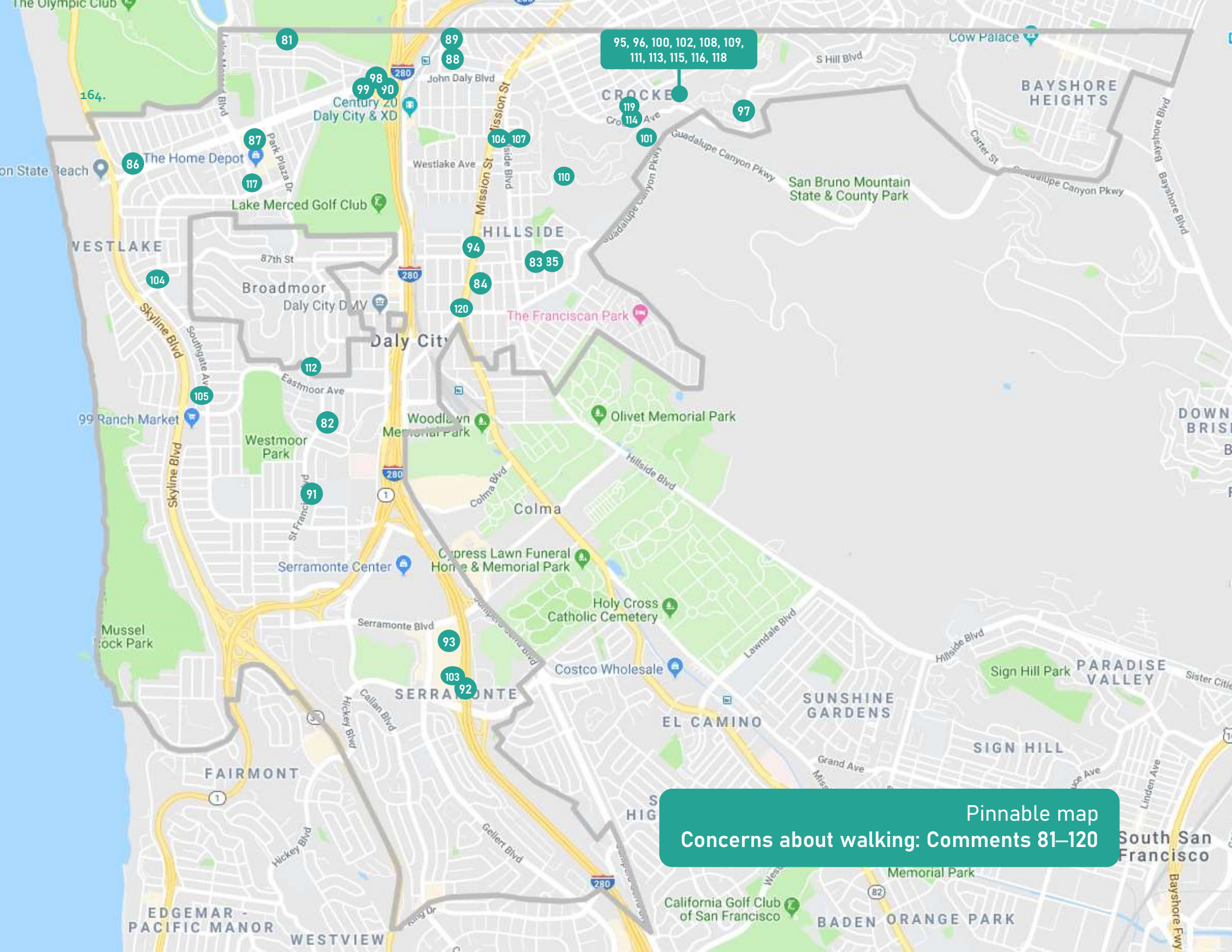
dark on that block, plus the sidewalk has “potholes” or chunks missing. [+2]

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 roaf [+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.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.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Pinnable map
Concerns about walking: Comments 81–120
The Olympic Club
Cow Palace
S Hill Blvd
BAYSHORE HEIGHTS
John Daly Blvd
Century 20 Daly City & XD
Mission St
Westlake Ave
The Home Depot
Lake Merced Golf Club
Park Plaza Dr
Guadalupe Canyon Pkwy
San Bruno Mountain State & County Park
Carter St
Bayshore Blvd
HILLSIDE
WESTLAKE
87th St
Broadmoor
Daly City DMV
The Franciscan Park
Daly City
Skyline Blvd
Southgate Ave
Eastmoor Ave
99 Ranch Market
Westmoor Park
Olivet Memorial Park
Hillside Blvd
Colma Blvd
Colma
Serramonte Center
Cypress Lawn Funeral Home & Memorial Park
Holy Cross Catholic Cemetery
Serramonte Blvd
Mussel Rock Park
Costco Wholesale
Lawndale Blvd
Sign Hill Park
PARADISE VALLEY
SUNSHINE GARDENS
EL CAMINO
SIGN HILL
Grand Ave
Linden Ave
Callan Blvd
Hickey Blvd
FAIRMONT
Gellert Blvd
California Golf Club of San Francisco
BADEN
ORANGE PARK
South San Francisco
Memorial Park
EDGEMAR - PACIFIC MANOR
WESTVIEW
King Dr
Bayshore Fwy
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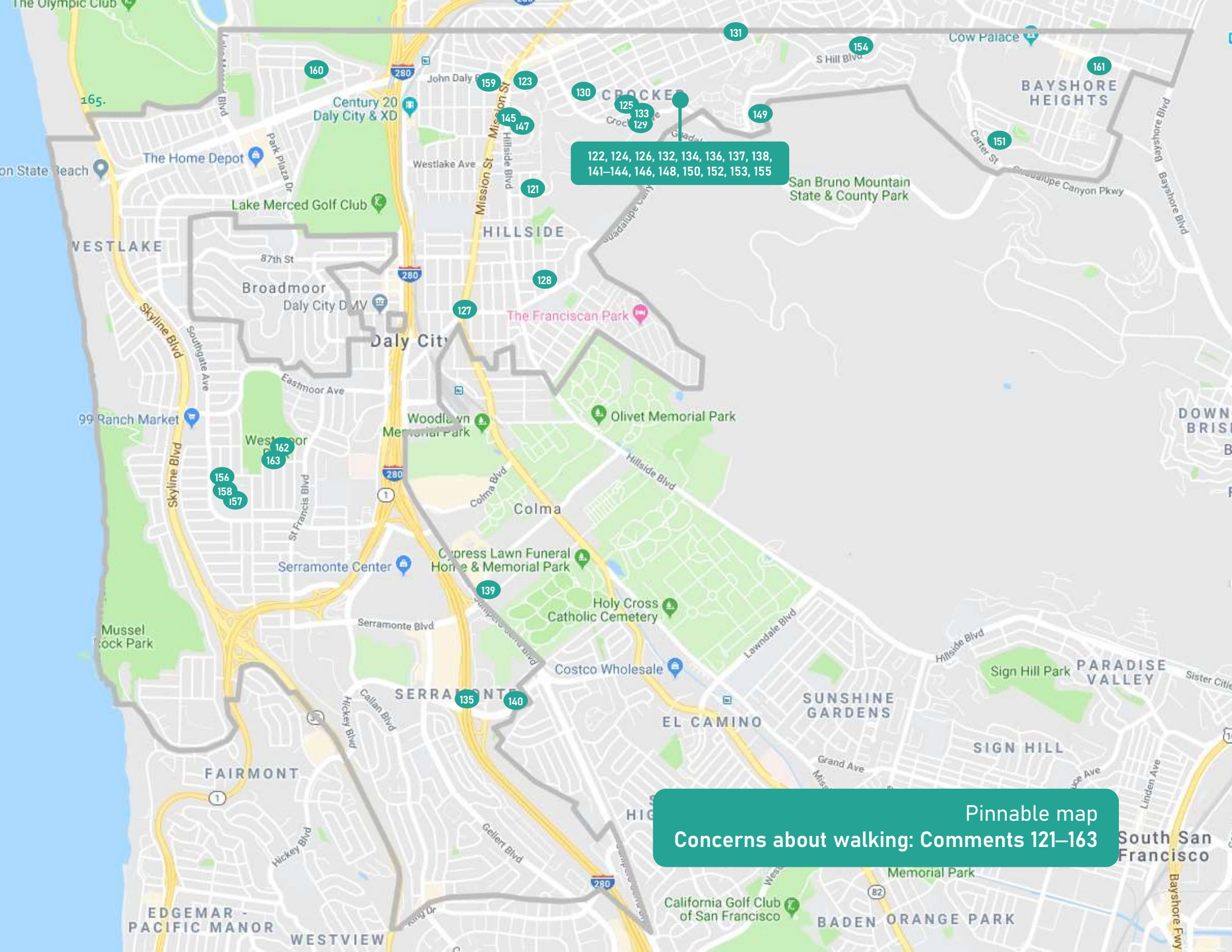
122, 124, 126, 132, 134, 136, 137, 138, 141–144, 146, 148, 150, 152, 153, 155
Pinnable map
Concerns about walking: Comments 121–163
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Lake Merced Golf Club
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San Bruno Mountain State & County Park
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Bayshore Blvd
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Daly City DMV
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Woodlawn Memorial Park
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St Francis Blvd
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Hillside Blvd
Serramonte Center
Cypress Lawn Funeral Home & Memorial Park
Holy Cross Catholic Cemetery
Serramonte Blvd
Costco Wholesale
Lawndale Blvd
Sign Hill Park
PARADISE VALLEY
SUNSHINE GARDENS
EL CAMINO
SIGN HILL
SERRAMONTE
Callan Blvd
Hickey Blvd
FAIRMONT
Grand Ave
Linden Ave
Gellert Blvd
South San Francisco
Memorial Park
California Golf Club of San Francisco
BADEN
ORANGE PARK
EDGEMAR - PACIFIC MANOR
WESTVIEW
Mussel Rock Park
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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]

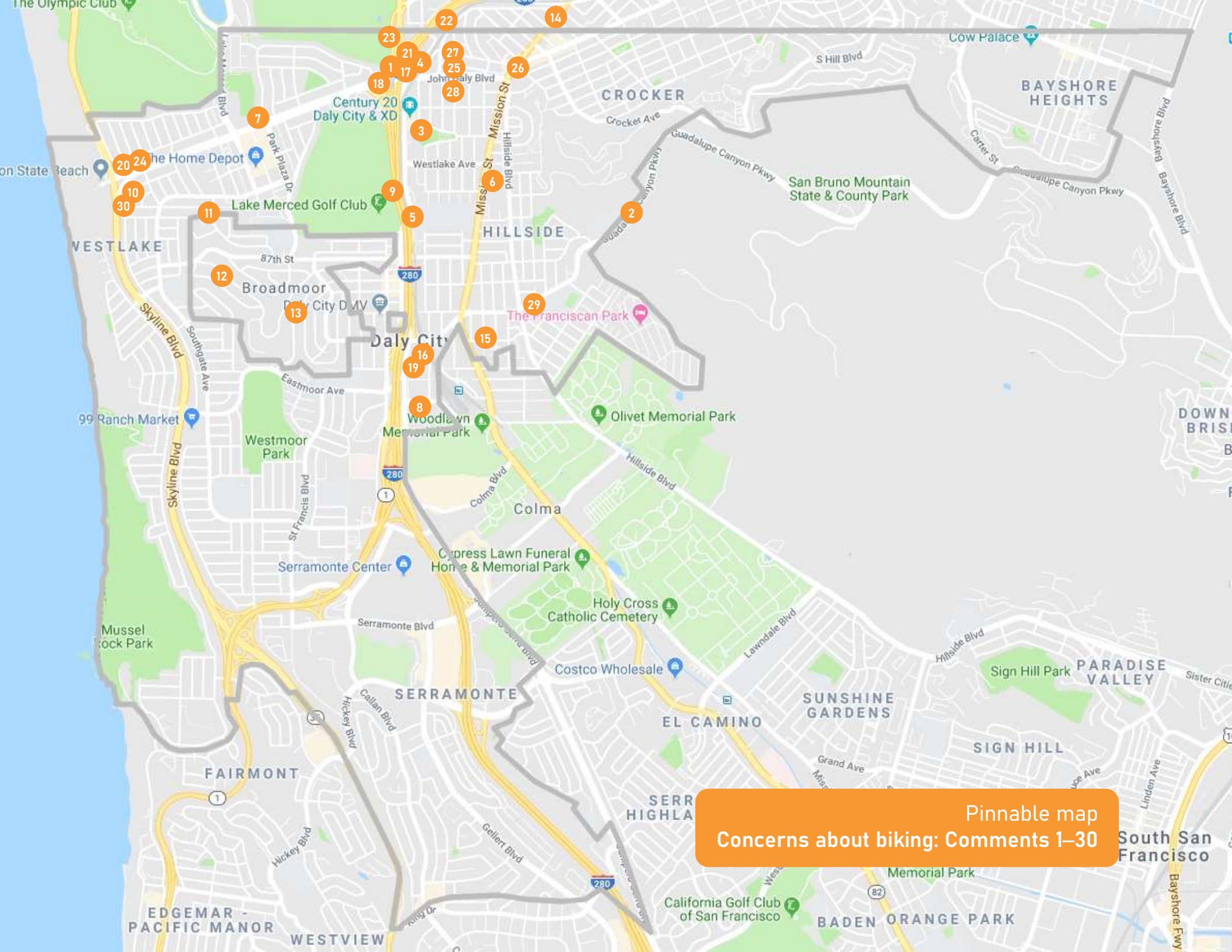
→ Yes it would be great to have signs in and around the station to tell potential cyclists about the cycle route to SFSU as lots of students go between the campus and Daly City BART

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
CROCKER
BAYSHORE HEIGHTS
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WESTLAKE
Broadmoor
Daly City
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EL CAMINO
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Gellert Blvd
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Crocker Ave
Guadalupe Canyon Pkwy
Carter St
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Lawndale Blvd
Grand Ave
Linden Ave
Park Plaza Dr
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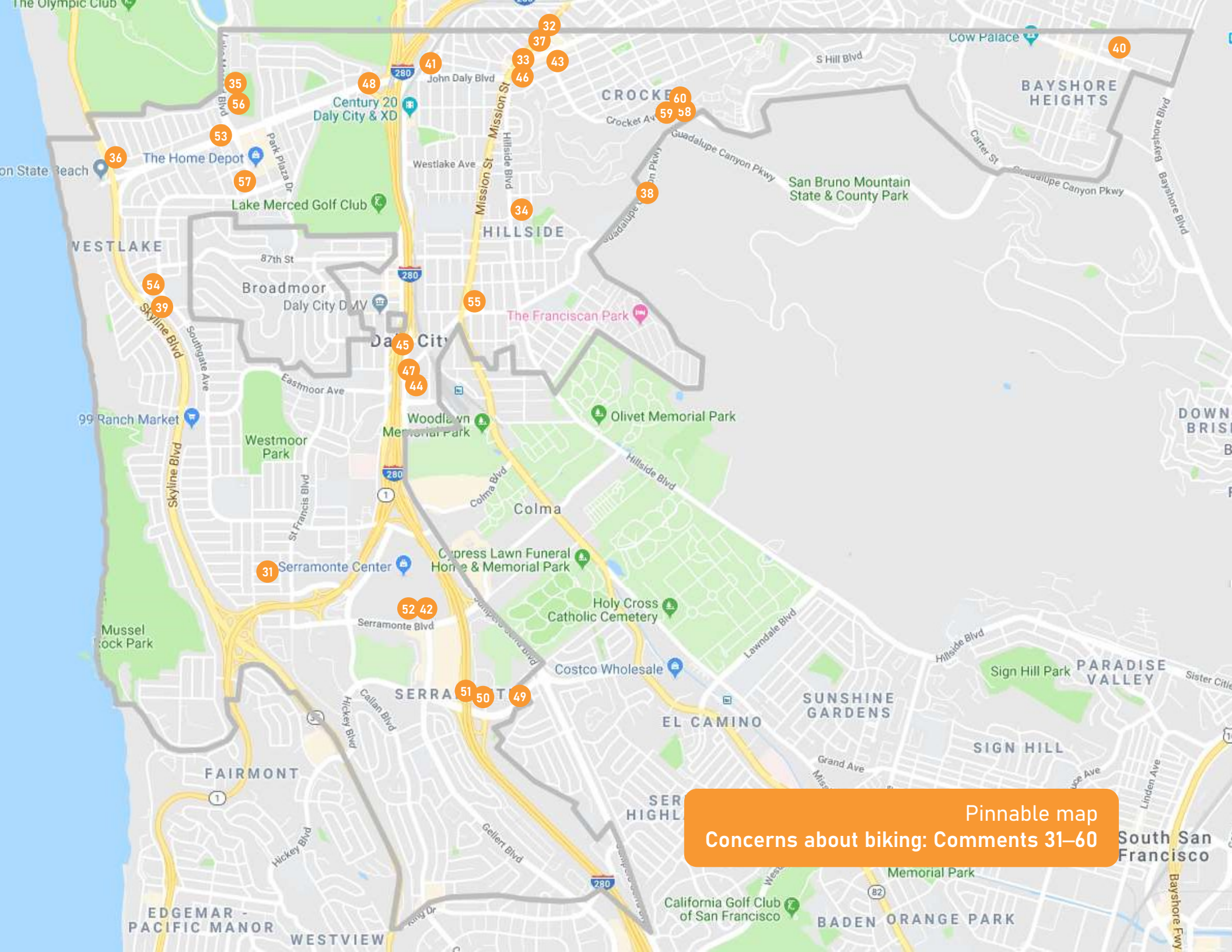
31. It looks like bike lanes will be added here. Why???? Nobody bikes up this hill. It's a waste! Focus on roads bikers actually use! [–1]
32. bike lanes markers! [+1]
33. better safer bike lane turn signage onto Hillside [+3]
34. better safer bike lane markers [+2]
35. better safer bike lanes so gutter 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 turing 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
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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-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

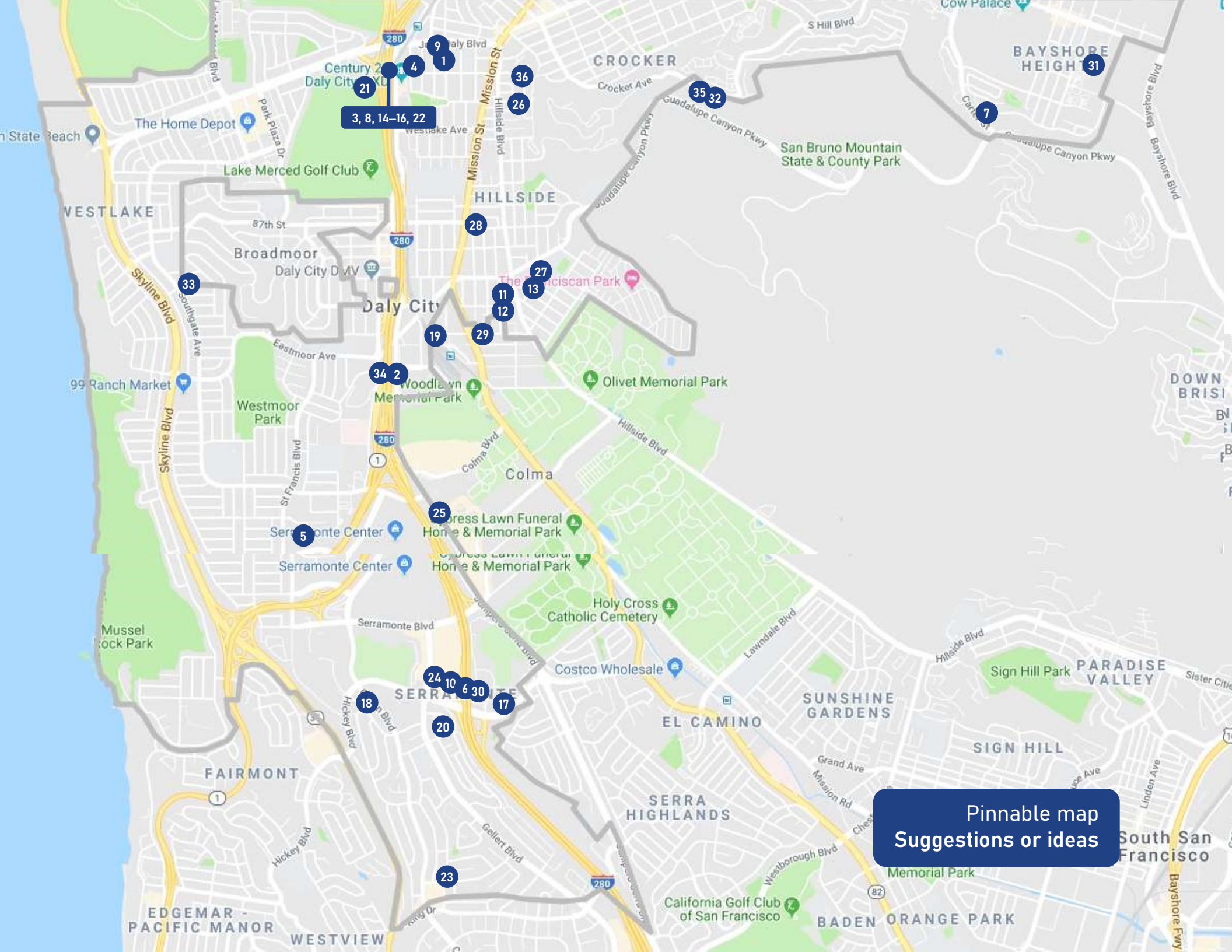
34. There is no street lights on Eastmoor Ave between Brown elementary and Sullivan. It's too dark to see where you are walking when the sun is down. Please consider adding a few light posts in this section. [See photo below]

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
3, 8, 14–16, 22
The Home Depot
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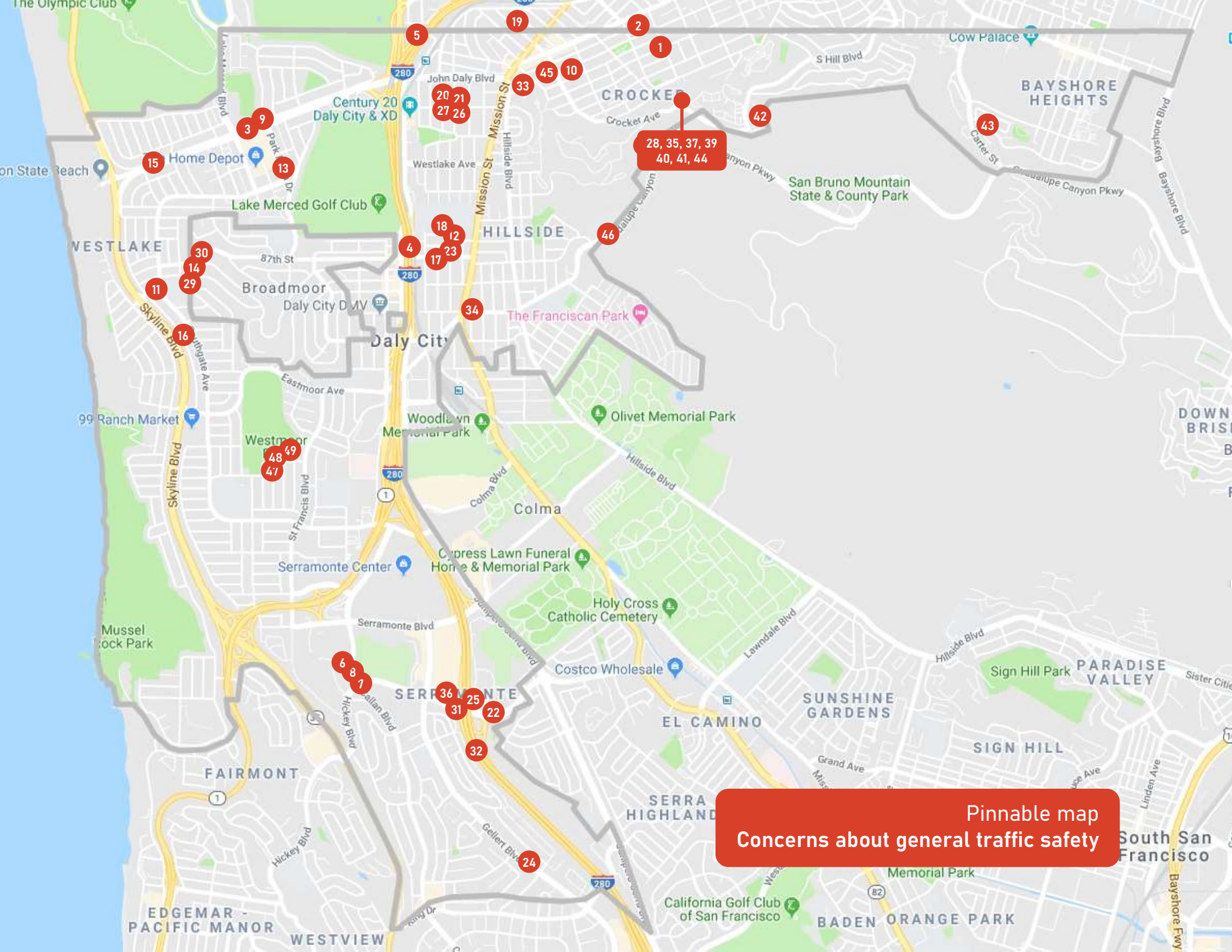
D-4: Concerns about general traffic safety

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 wit 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

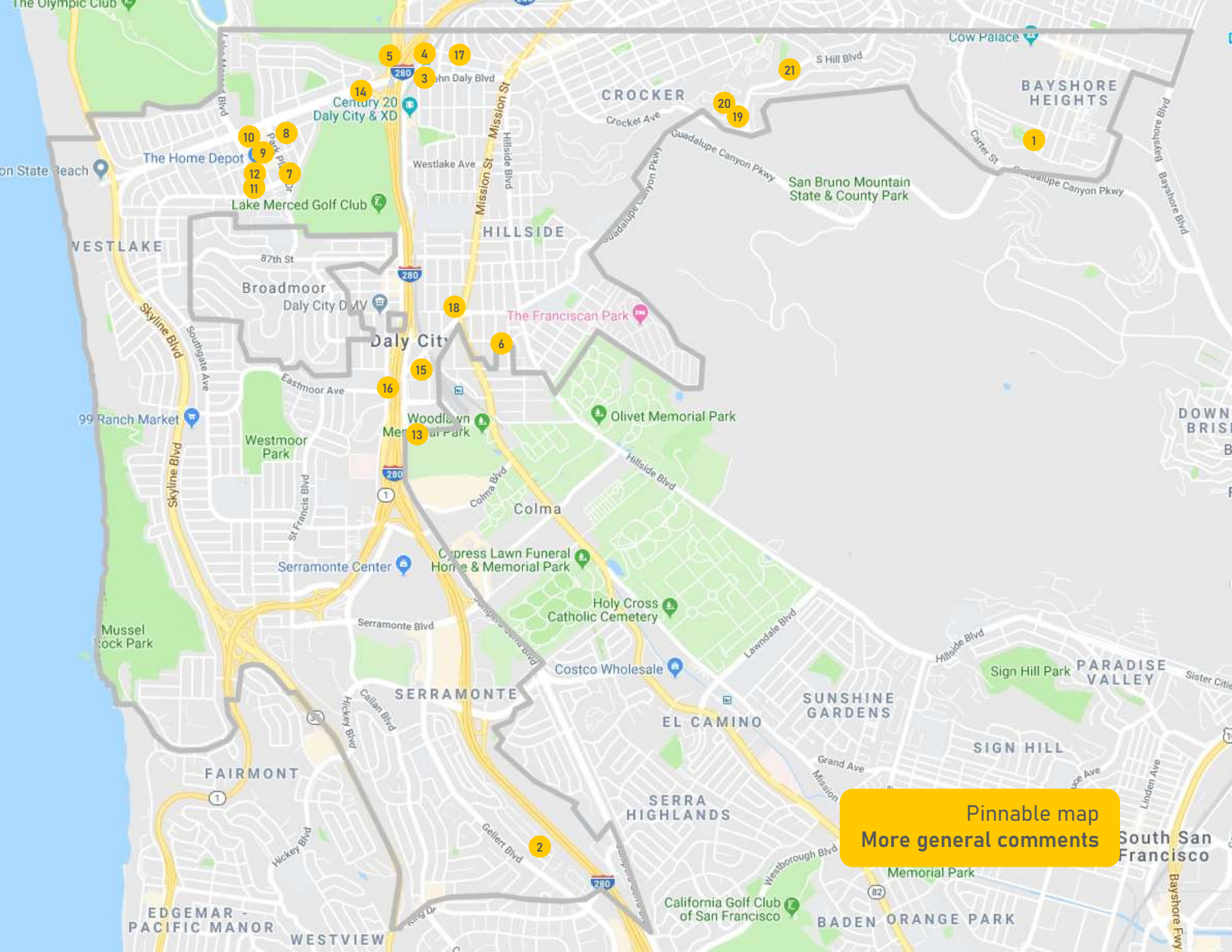
D-5: More general comments

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 thr 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 crossingswhere there is no stop lights or stop signs at the intersections
19. Dog walkers leave their pets waste. We havea wide sikewalk 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 Millcrest 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 at auto drivers. 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 and 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 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
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov

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.

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.

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,

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**	**$82,500**
				Total	**$632,400**
	Construction Engineering %			**10%**	**$63,240.00**
	Plans, Specs and Estimates %			**20%**	**$126,480.00**
	Environmental %			**0.50%**	**$3,200.00**
				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**	**$165,200**
				Total	**$1,266,800**
	Construction Engineering %			**10%**	**$126,680.00**
	Plans, Specs and Estimates %			**20%**	**$253,360.00**
	Environmental %			**0.50%**	**$6,300.00**
				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**	**$67,500**
				Total	**$517,800**
	Construction Engineering %			**10%**	**$51,780.00**
	Plans, Specs and Estimates %			**20%**	**$103,560.00**
	Environmental %			**0.50%**	**$2,600.00**
				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**	**$80,700**
				Total	**$618,900**
	Construction Engineering %			**10%**	**$61,890.00**
	Plans, Specs and Estimates %			**20%**	**$123,780.00**
	Environmental %			**0.50%**	**$3,100.00**
				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**	**$42,500**
				Total	**$325,600**
	Construction Engineering %			**10%**	**$32,560.00**
	Plans, Specs and Estimates %			**20%**	**$65,120.00**
	Environmental %			**0.50%**	**$1,600.00**
				Location Total	**$424,880**

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