



Response ID	Comment	Date Received	SFMTA Response
1	This looks great!	Friday, August 7, 2020	N/A
2		Wednesday, August 12, 2020	N/A
4	I strongly support this project as a person who rides a bicycle in SOMA frequently. The current unprotected class II lane feels very unsafe, and the proposed class IV lane looks like it will be much better. I am particularly supportive of the signal separation and protected corner treatments in the project (and I hope the mixing zone at 5th will also be changed to signal/curb protection some day). The very large crosswalk at 4th also looks like a great addition for pedestrians.	Wednesday, August 12, 2020	N/A
5	I travel on Folsom St. by foot, bicycle and car. I fully support this project as suggested. The automobile speeds on Folsom are too high to be safe even when I'm driving and it's straight-up dangerous to navigate by bicycle. As a pedestrian I am often in danger because cars take right-hand turns at high speeds -- I hope that forcing cars to make a longer turn across the wider bike lane will slow them down.	Wednesday, August 12, 2020	N/A
6	I wholeheartedly and without reserve support this important and vital project. My cyclist spouse regularly bikes along this corridor and I am generally quite terrified for his safety and that of other loved ones who use this area to move around town.	Wednesday, August 12, 2020	N/A
7	This is fantastic. The more we provide physical protection for cyclists, the fewer collisions will occur and the safer they will be. Also important is the fact that safer bike paths through the city will encourage more people to use them, reducing traffic, emissions, and collisions in a virtuous cycle.	Wednesday, August 12, 2020	N/A
8	Protectee bike lanes and protected intersections! This is so important to my family. Our trips to sfmoma, work and the embarcadero will be more safe	Wednesday, August 12, 2020	N/A
9	This looks like a great design. Love that there aren't any mixing zones. Would like to see better bike lane painting through these large SOMA intersections though	Wednesday, August 12, 2020	N/A
10	I live at Folsom and 8th st. and am in support of this project. This is a high injury corridor area and needs all of the protected bike lanes that can possibly get built. Having the protected bike lanes on Folsom and Howard extended would make it safer for people cycling on these roads and I'm sure would lead to more riders on these roads which is great. People use these roads to commute to work in East SOMA and so these roads should have the highest priority for protected bike lane implementations. As great as the quick build implementations are, I also think that getting actual curbed protected lanes should be a top priority. There are too many cars parking in quick build bike lanes and SFMTA doesn't seem to have the resources for proper enforcement.	Wednesday, August 12, 2020	N/A
11	Do it now! Please also add posts in advance of the crosswalks where vehicles are not permitted to go straight ahead (example: On Folsom at 3rd prior to the bike share station). This would force drivers to take slower, controlled turns and shorten the crossing distance for pedestrians. Please suggest rotating the bikeshare station to face into the bike lane - unclear if this is the case from the drawing.	Wednesday, August 12, 2020	Bike share stations would be positioned so the bikes can be pulled out towards the bikeway and not towards the vehicle travel lane.
12	Please STOP making drivers worse by making unnecessary changes. STOP catering to bikers who do not use the bike lanes, but continue to use the sidewalk.	Wednesday, August 12, 2020	N/A
13	This looks awesome! I like the small radius turns idea to slow down cars turning right.	Wednesday, August 12, 2020	N/A
14	Very happy to see this happening, and love the quick feedback cycle. Used to commute via bike from Cole Valley to SoMa and Folsom and part of what I looked for when changing employers was if I felt comfortable getting to them.	Wednesday, August 12, 2020	N/A
15	I've lived in SOMA ever since moving to SF. Once thing that really strikes me about the design is the use of the 'protected' signal phase at intersections where drivers have a red arrow and cyclists have a green bike light. I bike on 7th and 8th every day and about 1/2 the cycles, a driver runs the the right on red - this has resulted in some EXTREMELY close calls for me. I know there probably is not space for the 'protected intersection' design like at 7th and Townsend, so I would love to see right on red - red light camera enforcement at every single intersection that uses this version of protecting cyclists from a right hook. Since you need to replace the lights anyway for this project, building it in to the initial build would be a great way to get this protections at every light in the project. Anecdotally, the right from Octavia on to Market has the right on red camera, and I have never seen anyone run that red, while nearly get hit by someone at one of 8th street 'protected phase' intersections almost every single trip down 8th. If you have questions/clarifications about this comment please feel free to reach out to me, I'd love to discuss it more.	Wednesday, August 12, 2020	San Francisco's red light camera program places red light cameras at intersections based on public safety with priority going to the intersections in the City with the highest collision rates. Even if the project intersections are not identified for future red light camera installations, the project will be modifying the signal hardware and signal timing to make the right-turn prohibition clear for motorists. Observing recent installations of separated bike signals, SFMTA found that 92% of drivers complied with separate signal phases. More evaluation data can be found in the Safe Streets Evaluation 2019 Year-End Report.

16	Keep an eye on how wider lanes of traffic might increase speeds.	Wednesday, August 12, 2020	Traffic speeds will be evaluated after project completion (Spring 2021)
17	I bike through the project corridor often, and some upcoming changes mean that I will be doing so multiple times a week. It is currently dangerous and I do not feel safe. I very much support this project. I especially appreciate that curbs adjacent to the bike lane will be painted red, to hopefully deter parking.	Wednesday, August 12, 2020	N/A
18	Just build it! Just...f*****...BUILD IT.	Wednesday, August 12, 2020	N/A
19	I support bike travel, but I also support pedestrian safety (my husband walks daily to and from work through this corridor) and I drive daily. I live in a large loft building (855 Folsom) and the proposed protected bike lane will greatly impact the 855 Loading Zone. This is an important consideration, as we have 200+ lofts and get many deliveries, driver pickups, and general use of the loading zone (such as dropping me off curbside when I had a broken ankle and couldn't navigate our tight parking spot). It seems as if the protected bike lane will remove our loading zone, causing much more traffic disruption, as there will be many, many more double-parked cars and trucks on Folsom. I would strongly urge the city to re-think the lane in front of 855 Folsom. In term of safety for everyone, I have asked every Supervisor FOR YEARS (I've lived in 855 Folsom since it was built over 18 years ago) to please install a no right on red turn arrow sign that illuminates when right turns are illegal. These signs are popping up all over the city, but still are not at the 4th and Folsom intersection, where we have many illegal turns! Even police officers turn right on red at this intersection! I also have gone on record before asking for better marking at the 4th and Folsom intersection that allows for diagonal crossing. Everyone does it, so please let's put better marking on the road so that cyclists, in particular, will look more attentively before running the red light (and this happens many, many times every day!). Finally, aside from the loading zone in front of 855 Folsom, I'm not sure how you intend to deal with the fact that 200+ units turn into the garage on Folsom Street. This stretch from 5th to 4th appears to have 4 lanes and it goes down to 3 lanes after 4th Street. Perhaps the stretch from 5th to 4th can be reduced to 3 lanes so that the loading zone in front of 855 Folsom and driveway access can be preserved.	Wednesday, August 12, 2020	The project proposes to maintain current loading lengths/spaces, shifting them accordingly to accommodate the new design. Additional loading is also provided based on feedback given from our targeted outreach and parking/loading survey completed in February 2020. Currently, the south side of the street along Folsom has general metered parking and passenger loading zones (white curb). Regarding 855 Folsom, the existing 40' white curb in front of the building would slightly shift to the west, in order to accommodate the design, but will also more than double in length to 88' and have a new curb ramp installed to allow access for offloading passengers onto the sidewalk. We're also proposing to install two new commercial loading zones (yellow curb) in front of 855 Folsom which will be placed just east of the parking garage for 855 Folsom in order to help alleviate any traffic congestion as a result of deliveries. Additionally, we will be doing signal modifications at the intersection of 4th/Folsom that will include the installation of a blank out no right on red arrow sign. As for the lane configuration between 5th to 4th, we currently only have three lanes along this stretch of Folsom, and we aim to maintain this for our design.
20	I support this project.	Wednesday, August 12, 2020	N/A
21	I love this project! As someone who lives on this stretch of Folsom St. and bikes along this stretch of Folsom St. multiple times a week. I would ask that the Folsom Green Wave, where traffic lights are timed for bicycles, are still maintained even with the new bicycle lights, as having a green wave decreases my anxiety and makes my trip along Folsom a lot more pleasant.	Wednesday, August 12, 2020	The proposed project will try to maintain the existing progression with the new bicycle signals, and with the understanding that existing Transit Priority signals for transit only lanes, such as 3rd Street and 4th Street, take precedence.
22	Long overdue, please implement as soon as possible	Wednesday, August 12, 2020	N/A
23	I have lived at Folsom & 2nd for 1.5 years and I frequently ride bikes and scooters on Folsom. The section between 5th & 2nd desperately needs protected bike lanes as soon as possible! We have seen far too many collisions and need to take immediate action to save lives. I fully support this quick build project and hope to see more like it.	Wednesday, August 12, 2020	N/A
24	I strongly support this project. Biking in this area is dangerous east of Fifth Street where the current protected lane ends, and it's really important to have more high-quality, protected bike infrastructure. I wish the project went all the way to the Embarcadero.	Wednesday, August 12, 2020	The Transbay Folsom Streetscape Project will complete the bikeway gap on Folsom Street between 2nd and Spear streets. The project is being led by San Francisco Public Works and the SFMTA has been coordinating with them on this effort. Please see the project's webpage on SFPW website for details. Upon the completion of the Transbay Folsom Streetscape Project, the Folsom Street Quick-Build Project, and eventually the Folsom-Howard Streetscape Project, there will be a protected bikeway from 11th to Steuart streets.
25	I like the new changes to the bike lane. I use Folsom to ride from 7th street toward 4th street and beyond, and this change will improve my feeling of safety riding in the lane, especially from dooring by parked cars. However, I hope changes to Folsom west of 5th street can also occur to mitigate mixing zones where the bike lane crosses over the emerging right turn lane that can be challenging to navigate. This project between 5th and 2nd does address this mixing problem currently at the 4th intersection, which will be more comfortable for me.	Wednesday, August 12, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bikes signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
26	More bike lanes like this please!	Wednesday, August 12, 2020	N/A
27	I fully support this project. These high injury corridor SOMA streets all need fewer car lanes, slower car speeds, protected bike lanes, and dedicated loading areas. Keep it coming! Great work. Please do more of the same on all the SOMA streets.	Wednesday, August 12, 2020	N/A

28	Please yes we need more protected bike lanes. We must make it easier and safer to ride a bike is we are serious about climate change.	Wednesday, August 12, 2020	N/A
29	This project looks good to me. This part of Folsom is scary, and your plan is a big improvement. I want to see it built.	Wednesday, August 12, 2020	N/A
30	We should be considering as many Vision Zero corridors as possible for quick build protected bike lanes. This one is a good step, many more to do!	Thursday, August 13, 2020	N/A
31	Build build build! The buffered lanes look good. 5th to 2nd right now is not separated from traffic, cars pass through to park (and of course, use as a loading zone) literally everyday. Hopefully all intersections are "protected corners". Dutch style protected corners save lives. It's shame the quick build doesn't extend all the way to the Embarcadero - with all the work between 2nd and the water, bike lanes were one of the first things to go and now it's extremely uncomfortable and dangerous in that stretch as a cyclist. I've often bound myself just using Market instead since there are less cars after they've been semi-banned.	Thursday, August 13, 2020	<p>The Transbay Folsom Streetscape Project will complete the bikeway gap on Folsom Street between 2nd and Spear streets. The project is being led by San Francisco Public Works and the SFMTA has been coordinating with them on this effort. Please see the project's webpage on SFPW website for details.</p> <p>Upon the completion of the Transbay Folsom Streetscape Project, the Folsom Street Quick-Build Project, and eventually the Folsom-Howard Streetscape Project, there will be a protected bikeway from 11th to Steuart streets.</p>
32	As a bicyclist, scooter rider and motorist, I have enjoyed the protected bicycle lane and it has decreased the number of close calls. I live in a previously completed corridor and one of the issues that seems to be ignored is driveways, garages, and red zones around them. Since the work we have seen the number of increased blocked driveways and bike lanes increase. What can be done to help avoid this? It sees some like a lot of people are thinking the white stripped areas are now ok to park in because only the cur is painted red. As a result it has become more dangerous trying to exit the driveway or garage because street visibility is now blocked. In the existing and new area, how can this be addressed because those who are blocking areas are causing many people in a single building from being able to safely exit or enter.	Thursday, August 13, 2020	Visibility of people riding in protected bikeways near driveways is important and that is why our designs include red zones around driveways. The hatched painted buffer helps show motorists that these areas are not for parking. Additionally, we plan to install plastic safe-hit posts in these buffers to further discourage parking in the red zones.
33	I live on Howard in SOMA and walk, bike, and drive on Folsom. I like how the design reduces mixing zones and gives bikes the safe right lane at all times. This bike lane project is the least you all can do, and I think you all should be more bold. In SOMA, Folsom is an unsafe automobile speedway, which is quite depressing since its such a walkable, transit rich neighborhood. In Mission, Folsom is a beautiful, 2-way, tree-lined street. Give us that street in SOMA.	Thursday, August 13, 2020	N/A
34	Single-occupant cars no longer make sense in the streets of San Francisco. The amount of wasted public real estate, polluted air that everyone has to breath, and clogged city streets is no longer tenable. Please make swift work of prioritizing this project as well as others like it which provide a safe mechanism in which myself as well as my children can get around the city (to work, to school, to the store, etc...) using a bicycle. It's time to make a substantial and sustainable change in our city for the significant benefit of our future.	Thursday, August 13, 2020	N/A
35	I've biked on Folsom quite a bit, and while it's better than it was a few years ago, there are still many places where it's harrowing biking between traffic lanes which are often going too fast and encroaching on the bike lane.	Thursday, August 13, 2020	N/A
36	I work on Folsom and bike/take the train to work and I think this is a great project. Folsom feels like an unsafe street for bikers/pedestrians and I think this will improve that	Thursday, August 13, 2020	N/A
37	Having the bike lane next to the sidewalk and the parking pushed out is bad planning and dangerous. How will we unload packages in front of our building? How will people pick us up/drop us off in front of building? What about traffic jams due to bus stops -- particularly when bus needs to stop for a long time? In the other areas that are like this it is VERY dangerous and confusing. I am VERY much against this happening on my block. VERY poor planning in my opinion.	Thursday, August 13, 2020	<p>At locations where there are passenger loading/unloading zones, we will be providing a buffer space and curb ramp/crosswalk for access onto the sidewalk.</p> <p>As for bus stops, all existing curb-side bus zone locations will be upgraded to have transit boarding islands. The boarding islands provide a safe area for passengers to wait and board without conflicting with the bikeway. While the bus is boarding passengers, motorists will have two adjacent lanes available to bypass the stopped bus.</p>
38	Finally! Thank you for your leadership Mr. Tumlin, and for the political will Mayor Breed!	Thursday, August 13, 2020	N/A

Email_1	<p>Dear SFMTA,</p> <p>This is an important project, and it's personally important to me. I just rode Folsom today. I took care of an errand at Costco, and needed to get to K&L Wines. (The bicycle parking at Costco is good. Well done.) 10th Street is one way southeast bound, with no bicycle lanes. So I walked my bike the long block to Folsom. The sidewalks were somewhat narrow. Then, I rode Folsom from 10th Street to 5th Street. Unfortunately, plastic bollards are easily crushed by vehicles. Here's a picture I took earlier today of some of the bollards bent by encounters with cars:</p> <p>I recommend steel bollards, and more closely spaced. Drivers need to know that if they wish to challenge MTA's cyclist protection infrastructure, it is their car that will bear the considerable damage, not MTA's infrastructure.</p> <p>Between 6th and 5th Streets, the bike lane rapidly degrades in quality and becomes more dangerous as it mixes with cars. I urge improvements to the Folsom St bike lane there, in addition to those covered by the project. We need more studious separation. Every linear foot of mixing zone is a foot of increased risk of cyclist injury or death.</p> <p>I would also recommend removing an additional car lane (parking or traffic) and adding a wide bike lane in the opposite direction. There are excessive car lanes (five), and we should aim to reduce them, and to narrow them to 10' at the widest, if not less. Two bike, two parking, and two traffic still gives twice the road width to cars as to bikes, but at least bicycles would be able to travel in both directions.</p> <p>5th Street is only okay, and Harrison Street, as you know, fails its cyclists abjectly. Thankfully, K&L is less than a block from the 5th and Harrison intersection, though the presence of the freeway offramp makes getting there unpleasant. 5th Street, too, loses its northwest bound bike lane protections between Howard and Mission, and I felt increased fear during that segment of the journey.</p> <p>In short, this project is extremely important, and MTA must keep its foot on the proverbial pedal. You are on a roll, and you should not slow down.</p>	Wednesday, August 12, 2020	<p>For Vision Zero Quick-Build projects, SFMTA is using cost effective and temporary materials that can be installed quickly such as safe-hit posts. This project serves as a near-term solution for protected bikeway connectivity between 2nd and 5th St, while Folsom-Howard Streetscape Project is undergoing detailed design that includes bicycle safety improvements between 2nd and 11th streets. The long-term project will also include transit improvements such as a transit-only lane which will reduce the number of vehicle travel lanes.</p>
Email_2	<p>I live at 855 Folsom Street, and we currently have a white passenger zone in front. How will the new plan effect this. Will we still have a pick-up/drop-off zone in front, just out in the street farther?</p> <p>Basically, I love the new plan, but hope we will still have the convent white zone in front.</p>	Wednesday, August 12, 2020	<p>The project proposes to maintain current loading lengths/spaces, shifting them accordingly to accommodate the new design. Additional loading is also provided based on feedback given from our targeted outreach and parking/loading survey completed in February 2020.</p> <p>Currently, the south side of the street along Folsom has general metered parking and passenger loading zones (white curb). Regarding 855 Folsom, the existing 40' white curb in front of the building would slightly shift to the west, in order to accommodate the design, but will also more than double in length to 88' and have a new curb ramp installed to allow access for offloading passengers onto the sidewalk. We're also proposing to install two new commercial loading zones (yellow curb) in front of 855 Folsom which will be placed just east of the parking garage for 855 Folsom in order to help alleviate any traffic congestion as a result of deliveries.</p>
39	oh my gosh, this would complete my commute and make it so much safer on my bicycle!!!	Thursday, August 13, 2020	N/A
40	<p>This looks great! I can't wait for this to be implemented so that I'll feel as safe riding on Folsom east of 5th as I do west of 7th. I'm also happy to see the protected corner at Mabini; I was worried that it might be a confusing design like the one on Townsend at 7th, but what's being proposed here looks a lot more straightforward. I am a bit disappointed though that this project doesn't cover the block between 5th and 6th, where the bike lane is unprotected on the eastern half of the block (near the fire station). Approaching the intersections at 6th and at 5th on a bike is scary: the bike lane gets very narrow (at 6th especially) and the mixing zones are unusually nasty. The intersection designs in this project feel much safer, and I hope they can also be applied at 5th and 6th. As it stands, this project will create a wonderful bikeway from 5th to 2nd, complementing the one that already exists from 13th to 6th, but leaving a gap from 6th to 5th.</p>	Thursday, August 13, 2020	<p>The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bikes signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.</p>
41	Looks great. Please make the bike share station just east of 3rd street face toward the sidewalk, so that people using it don't have to walk into the car lane to take out or return a bike.	Thursday, August 13, 2020	Bike share stations would be positioned so the bikes can be pulled out towards the bikeway and not towards the vehicle travel lane.
42	Looks to me like you're going to extend the protected lane on Folsom with the bikes at the curb protected by the parked cars and with a buffer to keep bicycles out of the door zone. THANK YOU! I 100% support this! I am a bicyclist, born and raised in San Francisco but now living in the East Bay. I used the current configuration on Folsom a few months ago by chance and was very pleasantly surprised by the section with the new protected lane. Things got hairy around 5th. Extending the protected configuration would be wonderful, and looks like it would slow car speeds and provide streetspace for everyone. I've been relying on a bicycle for part of my transportation needs since childhood along with walking, public transportation and driving. This configuration looks like it will work for all of these modes.	Friday, August 14, 2020	N/A
43	Looks a lot safer and all four lanes of travel (let alone 3) are rarely at capacity. I would support removing an additional lane of parking or car travel for a beautification project like a center median to slow down cars and improve street scape. Widened sidewalks would also be welcome.	Friday, August 14, 2020	N/A

44	Can we please make sure to eliminate mixing zones in this project? The prior improvements on Folsom from 5th to 11th street included mixing zones, which I have found to be dangerous; it is also bad design. There are certain corners from 5th to 11th where the mixing zones extend for ~30-40 feet, allowing vehicles to cut through at high speed. This configuration is sub-par and still encourages conflict between vehicles and cyclists. The whole point of this project is to limit/eliminate those conflicts. I have to say, the recent Fell Street improvement is great, but I don't understand why there is a mixing zone at one intersection, especially given the fact there is already a turn signal there. This is not best practice in design! SFMTA NEEDS TO DISCONTINUE MIXING ZONES IN ALL PROJECTS! NO MIXING ZONES IN THIS PROJECT!!	Friday, August 14, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bikes signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
45	I think this is an excellent plan. It would be excellent if an additional car lane could be removed to widen the sidewalks and add additional street trees.	Friday, August 14, 2020	N/A
46	I live at 855 Folsom and work at 275 5th and must say that all of the recommendations are needed. Biking from 5th to the Embarcadero can be dangerous due to the amount and speed of the traffic. Regarding your presentation you should state the titles in the direction of travel. For example you say in #5 titled "Fourth to Fifth Street", it should read 5th to 4th. Minor but easier to understand. Thanks.	Friday, August 14, 2020	N/A
47	This is an excellent, commonsense project! I hope it is executed quickly. I look forward to similar interventions on other streets.	Friday, August 14, 2020	N/A
48	overall looks great! I regularly bike around SOMA and I'm excited to use this high quality bike infrastructure.	Friday, August 14, 2020	N/A
49	These changes would make it feel much more pleasant and safe to bicycle through this area. For pedestrians, please be sure to daylight enough around intersections in a way that doesn't allow vehicles to double park there. Be sure to include enough delivery zones so that trucks don't double park. And give out tickets promptly to all vehicles that do double park. The double parking happens because of street design but also because there are no consequences.	Friday, August 14, 2020	N/A
50	I fully support this project, but additional protection for the bike lane is critically needed to make it successful. As a daily bike commuter, I've ridden Folsom and Howard regularly for years. These streets form a vital East-West pathway for safe, efficient bicycle transportation, so this project is badly needed. Based on my experience with other protected bike lanes in SF and elsewhere, there are unfortunately two major deficiencies in this otherwise solid plan: 1) with nice wide 8' bike lanes, they unfortunately become traversable by motor vehicles in addition to bicyclists. We have seen with the existing Class II bikeway on Folsom near 4th that drivers queuing to get to the Bay Bridge have no qualms about endangering bicyclists by using the bike lane to bypass traffic. From many other Class IV bikeways projects, SFMTA must certainly be aware that the entrances and exits are the weak links and can negate the effectiveness of the entire project if left untreated. For instance, the Berry St bike lane has already had several blocked bike lane reports at the entrances and exits in less than a month since it was installed, and that location does not have the same level of angry, aggressive drivers that Folsom does during the evening commute. Therefore, I urge you to add posts in the center of the entrance and exit of the lane at each intersection and driveway to divide the entrance width and ensure no section is wider than about 7.5 feet. This is done regularly in other cities (I have personally seen it in DC, using solid metal posts). I also strongly urge the use of sturdier and more "intimidating" K71 bollards throughout the project, which deter drivers more effectively than the thin, hinged, flexible posts SFMTA uses today. K71's have been used successfully by Oakland, LADOT, and many other agencies. All of Oakland's excellent recent projects (such as the Adeline and Telegraph Class IV bikeways) use K71 bollards to great effect. 2) Based on my experience with dedicated bike signals with a separate right turn arrow at 2nd at Howard, Folsom at 8th, and Folsom at Essex, compliance with the No Right Turn red arrow is abysmal, and routinely puts cyclists in danger during what is supposed to be a safe dedicated bike phase. Nearly every time I've ridden those intersections I've witnessed at least one driver running the red and illegally entering the intersection into the path of cyclists. As an experienced cyclist, I know now to pause 10-15 seconds after getting the bike green because more often than not, the driver enters the intersection illegally; this is not infrastructure that is safe for new riders and families. SFMTA MUST include a red light camera as part of the project to ensure compliance and enforcement with the separate right turn phase. I have two questions about the project: 1) Does SFMTA plan to narrow or subdivide the entrances/exits of the lane to prevent drivers from entering the bike lane? (if not, what is the engineering basis SFMTA used to decide against this critical safety measure?). 2) Does SFMTA plan to install red light cameras at locations with separate bike and right-turn phases? (if not, what is the engineering basis SFMTA used to decide against this critical safety measure?) Thanks!	Friday, August 14, 2020	The project team will pay close attention to your concern of motorists driving in the bikeway as the project opens for use. The bikeway will be painted green to clearly indicate to drivers that they are not allowed in that space. We will observe behavior and adjust the design as necessary to improve safety. San Francisco's red light camera program places red light cameras at intersections based on public safety with priority going to the intersections in the City with the highest collision rates. Even if the project intersections are not identified for future red light camera installations, the project will be modifying the signal hardware and signal timing to make the right-turn prohibition clear for motorists.
51	Protect the bike lanes please!!! Quick build is great: build it and they will come. We all need more protection from cars asap. Thank you.	Friday, August 14, 2020	N/A
52	Protected bike lanes are crucial on Folsom st. Turning cars present the greatest risk, and they barely pay attention when there is no protected bikeway	Friday, August 14, 2020	N/A
53	Please ensure we have red-light cameras for the intersections that have separated bike phases. Folsom St is a critical step along the road from much of SoMa & the Mission towards the Embarcadero, including many commutes. This project should significantly increase safety, and especially *perceived* safety, and therefore boost usage of this as a bike path.	Friday, August 14, 2020	N/A
54	As a daily biker in the city, please move ahead with this project. Folsom is scary to bike on. I'm always worried I'm going to get doored.	Friday, August 14, 2020	N/A
55	The project-wide Class IV protected bike lane is a much-needed critical safety component. The bus boarding island will keep transit riders and cyclists safe.	Friday, August 14, 2020	N/A

56	This project is critical to completing the bike network in my neighborhood. I completely support the quick build project since it will bring connectivity to those who live and work in my neighborhood. I also hope the project will consider ways to combat gentrification. Often times bike lanes are used as a tool to "improve" neighborhoods at the expense of low income folks in the area. I hope the program considers ways to include low income folks in cycling by partnering with Bay Wheels to offer discounted and free programs. I also hope attention will be paid to neighborhood affordability to ensure the bike lane doesn't cause anyone to be displaced. I believe the lane is critical for our regional connectivity but I hope equity will be at the forefront of the project.	Friday, August 14, 2020	N/A
57	This is very much needed. Gaps in bike networks make it confusing for cars, buses, cyclists, and pedestrians. Connect the dots!	Friday, August 14, 2020	N/A
58	This looks great! I especially like having a separate signal for bikes. As a driver, I get very nervous driving next to bikes, so I am glad there is more space between cars and bikes, and that it's clearer when cars can turn... I'm assuming bikes would get a stop sign when cars get a right turn sign?	Friday, August 14, 2020	Yes - exactly. A green bike signal would illuminate while the drivers waiting to make a right turn will see a red turn arrow signal. Vehicles are prohibited from turning while the red turn arrow is on.