

Response ID	Number of this comment received	Public Comment/Questions about the project:
1	1478	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, Over 2,300 residents have signed and supported efforts to OpenLakeStreet and our numbers increase daily. We are taxpayers and voters who ask you to listen and consider our concerns. Lake Street needs to be open to all through traffic to allow residents to get to school, their jobs, their homes, and to other parts of the city. Closing Lake Street doesn't get cars off the street. It only diverts the cars to adjacent and parallel streets. Lake Street has been closed for over two years now and we have witnessed the negative impacts to our neighborhood, most importantly it's created a divided and unhappy community. The closure of Lake Street has resulted in the following issues: PRIVATE LAKE STREET: Taking a public road and turning it into a private street for a wealthy community located yards from a public park is offensive, classist and unnecessary. Lake street already has two dedicated bike lanes and ra-wide sidewalks. The burden private Lake St is putting on adjacent streets is not just ra cars, it is a drop in property value. TRAFFIC DIVERSION: Diverting traffic creates more pollution and more congestion on streets that are not designed to handle the ra burden. Drivers are becoming increasingly more frustrated resulting in dangerous traffic situations. WE DO NOT WANT (CONCRETE) TRAFFIC DIVERTERS! SAFETY CONCERNS: We are concerned that fire, police, and ambulances cannot easily access residents on the Lake Street corridor in an emergency. We have a large senior residential home, St. Anne's Home, located at Lake and 3rd Streets. We have homes in this neighborhood with shared walls that allow fires to spread quickly! The residents on Lake Street should not have to sacrifice their safety for an unwanted and unnecessary private road. We ask you to open Lake Street now. The supporters of OpenLakeStreet are a unified 2,300 person voting block and slow streets generally, and Lake Street specifically, are becoming our single issue to vote against. In fact, our block joined other groups to help defeat Prop A, and we will continue to join with other groups fighting to open our public roads. We are passionate about rebuilding our divided community, and reclaiming Lake Street. Please OPEN LAKE STREET NOW!</p>
2	442	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride rides and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. I'm encouraged to see the inclusion of concrete diverters in this proposal, as they are a step towards eliminating cut-through traffic on Lake Street. Those diverters should be approved and installed as soon as possible. Unfortunately, the design only includes 4 partial diverters?and removes the 22 barriers currently on Lake which?while temporary?create a safer street and have allowed Slow Lake to flourish as a positive community space and sustainable commute corridor. The proposed design of only 4 partial diverters, will encourage more cut-through traffic between the diverters and exiting Lake to Park Presidio and 25th Avenue. This will be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street and then implementing the design immediately without further delay: 1) Replace the 22 temporary barriers currently on Slow Lake with the official white posts and Slow Streets purple signs that are on other Slow Streets to eliminate cut-through traffic. 2) Add the official white posts and Slow Streets purple signs to the other, uncontrolled intersections on Lake. 3) Upgrade the four proposed partial traffic diverters to full diverters to eliminate cut-through traffic. 4) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. Please make the above improvements to the proposed design before approving it, then implement the revised design as soon as possible, so that Slow Lake and its positive benefits can continue and and continue to grow. Thanks again for your work on this project, and please take care.</p>

3	405	<p>Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. Unfortunately, the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. Anything less will result in the destruction of the positive community space that Slow Lake has become. Why are there only partial traffic diverters in the proposed, and what needs to be done to make those full diverters? The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. As anyone who enjoys Lake Street today can tell you, stop signs are not traffic calming devices. Drivers intent on using Lake Street as a short cut are not incentivized to stop or even slow down at stop signs without physical barriers to force them. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? Thanks again for your work on this project, and please take care. Concerned (Northern) D8 Resident</p>
4	162	<p>Hi, I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future!</p>

5	98	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake Street which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 2) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
6	54	<p>Lake Street/OPPOSITION to Final Proposal Message to the Redistricting Task Force Dear SFMTA, I am OPPOSED to your "final proposal" regarding Lake Street and request that you reopen it ASAP, for many reasons: -Slow Lake Street continues to unfairly divert/increase traffic on neighboring streets. For example, the current situation creates an extra burden for those on California Street ( extra traffic, extra exhaust, annoyed/angry drivers). Pre-pandemic Lake Street saw traffic of approximately 9,000 cars per day, this is well over the stated SFMTA's plan to close streets with closer to 1,500 cars per day. Where do you think all of those other cars are going? They are creating congestion, pollution (because of longer idling times), and headaches on California, Clement, and Geary. - Closing Lake Street is unnecessary: it has wide sidewalks and bike lanes, and runs adjacent to the Presidio with abundant parkland. Because of its border with a National Park, the closure of Lake Street for the stated pandemic purpose is questionable. This is not a street where residents did not have access to recreational space. Lake Street is adjacent to a long paved area in the Presidio that is and can be used by pedestrians, bikers, skateboarders, etc. It's redundant to have a similar "feature" only one block south. -Slow Lake Street remains unused and sits empty most of the day, almost every day. -Cement diverters will make for an even more dangerous situation with drivers and pedestrians. -Slow Lake Street has become a publicly funded private street, which seems not only inequitable and elitist, but also raises concerns about government control. -The closure of Lake favors the "large single-family home" residential street over the mixed/ apartment street. - The closure creates an unnecessary diversion for residents and in fact has put an end to many carpools on the street, resulting in more cars on the road. -Under your proposal: Emergency vehicles like fire, police, and ambulances cannot quickly access Lake Street, creating a dangerous situation for all neighbors in emergencies. I urge you to Open Lake Street to pre-pandemic use immediately. Thank you</p>

7	24	<p>Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
8	7	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diversion. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add either additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a success for our city. Thank you for your continued support</p>

9	5	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the proposed design will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 2) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
10	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing.</p>
11	1	<p>Dear SFMTA Thank you for your work so far for the June 2022 Slow Lake Street design. I support Slow Lake Street and any Design that also supports that. Please reconsider if SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace all or at least some of the temporary barricades and add more than the 4 diverters on Slow Lake. Please keep the temporary barricades in place to ensure safety until the permanent diverters can be installed. Living on Lake near the Lake and 12th intersection with the park entrance, the calming measures proposed are welcome there. I would also suggest signage. There is a sign for the elementary school, but no sign for the park. West bound traffic on Lake and 12th, and north bound traffic on 12th avenue, both speed through to cut through to the bridge. If the purple signs are not used- is there anything else we can have like the bike and pedestrian signage on the temp barricades now. The proposal and any additional modifications, do seem to support the effort to achieve the goals of "Vision Zero," to reduce traffic fatalities and Goal zero to reduce green house gasses- both so important. Please continue to support Slow Lake, Vision Zero and Goal Zero</p>
12	1	<p>Hello. With so many Richmond residents upset about closing Lake St., why are you going ahead with this project? Most of the Richmond community is negatively affected by the closing of an east /west artery and by making Lake street PRIVATE for the entitled few! I've been cycling on Lake St. since the late '80's and it's never been a problem for people to share the road. It's perfect for sharing with 2 bike lanes and slow traffic. Most Outer Richmond residents are negatively affected by this closure, but no one making this decision at SFMTA lives out here! This is why the SFMTA bond measure A did not pass. Making decisions that directly affect our community without our input. 100% of the bicycle coalition members responded to your Lake St. survey's, which absolutely does NOT represent our Richmond community. I hope you will reconsider the permanent closure of Lake st. and spend your time making Muni more efficient! Thank you for your time and attention to this matter.</p>
13	1	<p>It is ridiculous to make permanent closure with physical barriers. This is like having your kid break curfew and grounding them through adulthood. Waste of money that could be well spent on making transit rides more appealing to customers - safety and cleanliness being two of the factor I don't take and don't allow my children to take. If you want to slow traffic put in speed bumps - use the ones that make people bounce if they go too fast. You are going to make all the avenues a nightmare for the benefit of something not needed.</p>

14	1	Please keep Lake slow. I moved to San Francisco 55 years ago and making Lake a "slow" street is a positive step towards making the neighborhood safe and a good place to live.
15	1	<p>I live on Lake and 25th and was surprised and disappointed to see how much the proposed plans differ from those offered and agreed upon just months ago. Please don't let a minority of vocal antagonistic people take away something that is a true gift to the broader community. As you know, the vast majority of people who live on Lake support the permanent closure and surrounding traffic has not gotten worse. My three children, along with countless others, enjoy the safety and independence they have gained by being able to scoot and ride down Lake. The closure has provided a place of quiet and calm, and it encourages bike usage - something the city is trying to do. Prior to the closure, Lake was used as a fast option with fewer stop signs for cars that wanted to move fast. It was already a safety concern for many of the residents. For example, our friends on 6th Ave regularly requested police presence to crack down on speeding cars. Please don't take us back to that. Also, being one of the residents that live at the 25th intersection, we strongly support moving the barriers and signage to 25th rather than start at 24th. We support all comments below. Thank you! Betsy Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. 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Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the</p>
16	1	Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We bought our very first home on Lake Street early this year because we were told it would be permanently slow. That was the biggest selling point for me as a new mom. I walk my 16-month old baby and dog the entirety of Lake twice a day, seven days a week. It's the highlight of my days. I'm praying we end up with a safer proposal to protect our little ones. Thank you for reading this

17	1	<p>Hi Supervisor Chan, Mayor Breed, and SFMTA Board, As you are likely aware, this is the latest public comment period for the SFMTA design proposal for Slow Lake Street. I've left a message through the official channel but I want to share with you the joy our family gets from Slow Lake and the value it has for our community. We are excited for the changes proposed but we are also asking you to advocate to enhance the design with more permanent signage and traffic diversion along Lake Street. My husband and I have lived in the Inner Richmond for nearly 10 years. We've built our life here, we're raising our 2 young kids here, and we weathered the pandemic here by supporting and relying on the small businesses of our neighbors up and down the Clement, Geary, and California corridors. We also voted for everyone on this email at least once so, hello from supporters! 🙌 Slow Lake street has been such a welcome and needed addition to our lives and the circulatory system of the Richmond. It's location between the busy business districts of Clement and Geary and the green space of Mountain Lake Park make it an ideal path for walkers, joggers, strollers, bikes, mobility aids, and whole preschool classes in their little vests to easily commute, run errands, and enjoy the neighborhood. This is not just a bucolic ideal, it's vital infrastructure in a city pursuing our Vision Zero and climate goals. And I assure you we feel that impact at an individual level. For us, Slow Lake has expanded what we consider "the neighborhood" and where we can safely go as a family without a car. Attached is a picture of our 4-year-old who is learning to ride a bike. Lake is the only place where he can safely practice his independence and road skills. I'm pushing a stroller just behind the camera, something I did for months earlier this year while on maternity leave. In that time I walked Arguello to 25th probably x3 a week -- exploring new parks, trying new sandwich places, and waving to new and familiar faces along Lake. Back to work but no longer commuting downtown, Lake Street is now where I sneak off to clear my head or grab coffee between meetings or maybe rent a bike to get to my gym on Geary without taking my life in my hands. These are small moments, but they absolutely enhance our quality of life in the neighborhood as they clearly do for the neighbors we see along the way. There is a lot to like in the proposed design. The diverters coming from the feeder streets seem promising and frankly I hope to see an aggressive rollout of elevated crosswalks all over the city -- but this design does not go far enough to convert Lake to the 'Slow Street' my neighbors overwhelmingly support. To realize that vision, we need a replacement for the barricades and/or more diverters to further discourage cut through traffic in the long stretch from Park Presidio to Arguello. Perhaps something similar to nearby Clay Street, where there is tasteful but prominent 'SLOW' signage along the middle of the corridor. Without this additional layer of cut-through discouragement I fear that Lake will function closer to today's Balboa, with drivers racing awkwardly between stop signs and lots of near misses with pedestrians who can't help but find themselves in blindspots from parked cars, trees, hills, and sunglare. That was how Lake felt before, and we much prefer the current state! I hope we can continue to count on your support in keeping Lake Slow, and thank you again for the effort to date</p>
18	1	<p>Hello, I submitted one question through the online form but the survey didn't permit another submission so am sending this one via email. I just wanted to add that I would prefer that the traffic barriers are not permanent. The barriers don't encourage people to get out of their cars and walk. It discourages people for coming to the neighborhood at all and as a business owner with clients who need to park on the street, I feel like this added limitation will negatively impact my business. Many thanks for opening up the discussion,</p>
19	1	<p>Hi I have lived a half block off of lake street for 35 years. I have commented previously that I am entirely against any slow street project for Lake Street. My reasons are simple and as follows. There has been inadequate use of slow lake street during the trial period. NO ONE uses it. If there are a couple people in every other block on a sunny Sunday, then they would adequately fit on the sidewalks on either side. Bicycles rarely use Lake Street even though it has two dedicated bike lanes. These bike lanes are more than adequate for the minimal use. Lake Street has become a private park for the residents that live on Lake Street. Of course they are supportive. But the neighbors around Lake street (one to three block radius) are against the slow street. All of the traffic that was on Lake Street now is diverted to California Street. In the morning and late afternoon hours, California Street now has significant back up that greatly impedes traffic, including Muni. This has been impacted also by the reduction from four lanes to two lanes east of 12th Avenue. We should not be spending time and money on this activity. Spend it where it is needed---Solve the homeless issue !</p>
20	1	<p>Hello SFMTA Team, I am a resident of the inner Richmond. I am against Slow Lake Street. In general, I support the concept of slow streets but, in this case, feel it is unwarranted. I am often walking in different neighborhoods of the Richmond. When I walk in the area of Lake Street, I can say that it is never being utilized. It doesn't matter whether it is the weekend or week days, there are few, if anybody, using the open street. On the occasion there are people, it is so few that the side walk could easily be utilized. Where I see active usage is on the trail system just off Lake Street within the Presidio. That area is always in active use no matter the time of week. I understand the benefit to the neighborhood of a slow street, especially the removal of traffic. I, too, would love to remove traffic from my street. It also is unfair to the residents of California St for them to pick up all the additional redirected traffic from Lake Street. If anything should be considered, it is to create more gateways along the Presidio wall so people can have access to the Presidio trail system. Based on the complete lack of usage of slow Lake Street at any time of the week, my husband and I are both AGAINST maintaining a slow Lake Street. Thank you</p>
21	1	<p>" 6 new all-way stops (3rd, 8th, 11th, 17th, 21st and 24th) to ensure that vehicles on Lake Street must stop every two blocks at most." What does that mean? That vehicles stop every 2+ blocks or every 1 or 2 blocks?</p>

22	1	<p>Thanks so much to the SFMTA staff for your work on this project. The proposed design for Slow Lake Street has some key flaws and would ultimately result in considerable car traffic using Lake Street as a through street, which defeats the whole purpose of this design. I urge SFMTA to make the following changes to the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters. There should be no cut-through traffic on Slow Lake Street. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. There should be no cut-through traffic on Slow Lake Street . 3) end Slow Lake Street between Arguello Street and 30th Avenue to allow for more connections to major bike and pedestrian routes. Thanks again for your work on this project.</p>
23	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diversion. I am concerned about the removal of the 22 Slow Street barriers currently on Slow Lake and the lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add either additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children on bikes, scooters, foot, motorized wheelchairs, and more use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a success for our city. Thank you for your continued support.</p>



24	1	<p>Hello. In addition to the information below, I want to submit a personal concern about the lack of traffic management on Lake St. 3 months ago, my 7-yr old son was hit while he was walking on Lake st between 3rd and 4th Ave. Thankfully he was ok, but pretty scraped up and bruised. He was hit by a bicycle, which was veering out of the way to avoid cars which were illegally speeding down Lake. PLEASE for the safety of our children, do what's proposed below to keep Lake safe! Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride rides and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
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25	1	<p>Hello - I live on Lake street. Im really concerned about the new design for lake street which effectively removes its status as a slow street. Slow lake street has changed my family?s life in the most positive way. We meet neighbors, play with dogs and kids, and feel safe biking and walking. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn?t the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We?ve also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
26	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. Our family moved to Richmond this year, in no small part of public spaces and benefits like Lake. We would like to stay in San Francisco long term. Things like a safe and fully closed Lake Street as a place for our family to walk, bike, exercise and meet with neighbors is exactly the kind of thing that helps. The design?s four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those diverters immediately. I ask for More diversion. Even today, we have a baby and walk and have issues; I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. Clear signage in the driving lanes. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a success for our city. Thank you for your continued support.</p>
27	1	<p>Dear Mayor, Supervisor Chan, and SFMTA, If you truly want to minimize through traffic, why don't you create ONE WAY ONLY traffic which changes direction every 2-3 blocks? ie opposite direction traffic every few blocks. Locals will still use Lake street to get home. I am quite sure the speeding drive through rule breakers will be eliminated or at least discouraged. The street cleaning department will need to do more planning as to how the trucks run, but I am sure they can come to a workable solution. It is a mistake to remove the temporary obstacles without replacing them with permanent ones. Even with them in place, drivers go around them as slalom obstacles. With them removed, there will be up to 10 blocks for them to speed through. Why not 4 way stops every single block on Lake street? This cost n to nothing. Respectfully submitted for your assessment.</p>

28	1	<p>While I 100% agree with the scripted message below, I just want to call out my personal experience - my 6 year old learned to ride his bike on the closed lake street at the beginning of covid. Today, my 3 year old rode for the first time on a real bike on lake street. It was safe, fun, and we got so many call outs from walkers, bikers, stroller pushers, etc. it was such a community experience knowing we had total safety. I will say, any reduction in the current slow set up will be remely problematic - it will not be a compromise, but creation of adversity and arguments between drivers and pedestrians. The scariest thing that happened during covid was 4 20 something dirt bikers speeding down the closed Lake Street as fast as they could, scaring kids and families. Dads including myself shouted at them, and they threatened to fight those dads. My son was just learning to bike and he refused to go out on the street again to bike for a month. Any opening for people to speed down the street will be taken just because some people are angry and want to impose on those families trying to build peaceful community. Please don?t let it happen - keep a happy place happy!! Thank you! Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city?s transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride rides and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters?and removes the 22 barriers currently on Lake which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers?or add diversion?at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake?s community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn?t the design</p>
29	1	<p>Hello, My family uses slow lake street for recreation and I use it to get to local business on my bike. The proposed design will just turn it into another dangerous high speed street. So many people have died trying to cross the street this year! Please! We need just a few spaces where our kids can ride without fear of dangerous drivers! Please keep the traffic diverters and keep lake street a slow street!</p>
30	1	<p>I am writing to provide feedback on the proposed changes for Lake Street as I live steps away and use Lake Street every day. I think that the proposed changes are a terrible idea because it would create a situation where everybody loses. I believe the best ideas are where Everybody Wins. Here are the reasons why everyone involved loses if the proposed changes happen: 1. Residents of the area who don't want any changes to Lake Street - They like things how they are currently and don't want any changes. If these changes occur, then they lose walking access to a street they so dearly love. 1. Drivers who want to use Lake Street as access to Park Presidio and driving East to downtown - Creating 6 new all-way stops and 8 new traffic calming elements would cause unnecessary slow congestion for drivers in the area similar to the traffic jams currently seen on California Street in the area. 1. The city of San Francisco and taxpayers - These changes are simply unnecessary and would take money out of the city that could be used for more important things in San Francisco such as dealing with homelessness and crime prevention. Until the city can propose ideas where Everybody Wins, I simply can't support the proposed changes.</p>

31	1	<p>Thank you for your work on Slow Lake Street so far, As someone who is exploring elementary schools for my soon-to-be Kindergartener and evaluating how close schools are to Lake street to make sure I can get them to and from school safely without driving, the future design is very important to me. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it?s a mass email from an organized group) improvements to help Slow Lake continue as a</p>
32	1	<p>As a native San Franciscan and a homeowner who pays taxes to this City, making Lake St a private no access "slow street" is absurd and probably has legal implications to those of us who use drive on our 8 streets. If people want to walk, we have more beaches, parks, and public lands than any other neighborhood. Instead of building barriers and erecting more signs that many will simply ignore, fix our streets. The potholes, endless construction, and cracked asphalt should be where the City Administration spends their time and energy. Please take care &amp; stay safe</p>
33	1	<p>I am adamantly OPPOSED to this proposal for three main reasons. I live at Cherry and Clay and Lake has been my primary E-W transport route for over 31 years. 1. It limits access of those with mobility issues. I have dupytrens, carpal tunnel and arthritis in both hands and had a spinal fusion in 2018 making it virtually impossible to ride a bike. However, while I am over 70, I am physically active when I can get to the site. I have an active 25 lb dog which I can no longer walk in the Presidio due to coyotes and one of the few options is Mountain Lake Park. I often drove to the dog park entrance at 8th. Now it's impossible to park once I get there. I also used to regularly play tennis at Mt. Lake Park, now I have the same difficulty getting and parking there. You are blocking access to the park to people with mobility issues. Seriously, one of your biggest concerns is in increasing wheelchair access? If that's a problem, fix the sidewalks. 2. It is divisive, exclusive and inequitable and usage is not high enough to justify permanent slow street status. Lake Street residents have been told by certain real estate agents that their property values will go up if it is designated a permanent slow street. That means a corresponding drop in value to those who live on ancillary streets, including increased car, delivery and truck traffic. You expect me to pay tax on the maintenance and upkeep of a PUBLIC street where I have little access? Where you have now established an essentially closed community in one of the most expensive neighborhoods in the City? I voted no on A primarily because of this issue and will continue to resist funding Muni's non essential pet projects. You are pitting neighbors against each other, seldom have I seen such a divisive issue. The SF Standard recent survey said that 65% of City residents are against closed and slow streets. Why don?t you LISTEN to us? 3. It Prioritizes SF Bike over safe, affordable and dependable public transit. There was little initial outreach and SF Bike received priority access. We also know that SF Bike has enlisted like minded individuals from all over the country to call in. You are once again caving to the desires of SF Bike to control a street that was successfully used and well loved by pedestrians, bikes and cars for years. I never received a survey yet we life within a block of two slow streets. Supervisor Chan declared that this wouldn't be a win-lose solution, that everyone would compromise. That is not what you are presenting today. It's a total win, for SF Bike. You, SFMTA, are trying to make the City so miserable for those of us dependent on our cars to navigate, that you are hoping we'll just move. That's not an option for us. We don?t want shuttles or pedi-cabs. Reduced access and free parking near and in GGP, and other parks, increased use of red zones, clogging traffic by reducing lanes on California and Geary, horrific traffic on Stanyan seem to be your priority. This is no longer a City that works for everyone you are discriminating against those who need access the most.</p>

34	1	<p>Regarding Lake Street Closure What is being proposed is not only gross from a standpoint of you've picked the wrong street to close but also from an access point for emergencies and evacuation. What are you thinking? I have witnessed firsthand the struggles that fire trucks fire engines and ambulances have experienced in trying to navigate around signs and barriers. And when seconds and minutes chip determines life or death I would think you'd be a little bit more thoughtful. As a person who rides my bike on Lake Street (for 22 years now) it is so obvious that this is a ridiculous choice of streets, as the streets and sidewalks are virtually empty all day long. And with wide, clean and clear sidewalks where do the people of Lake Street choose to walk? The bike lane. I cannot express my frustration in being forced out of where I'm supposed to be because of someone chooses not to walk on the sidewalk. Yet, if I rode my bike on that very same sidewalk I bet I'd get an eyebrow or two. Possibly even a citation. I am so disappointed that this is the best you could come up with as a choice for a slow street. You're taking away taxpayer funded roadways, giving the privileged people of Lake Street a traffic free road and provided the rest of us with nothing - no better Muni services, no better access, just take take take. And by the way, if you're closing Lake Street you should be closing it to all the gardeners and the delivery truck drivers and the FedEx drivers and the post office drivers and contractors. Home owners should be required to pay a fee to allow those people to drive on and double park in the middle of Lake Street. Because guess what? If this plan is put in place, Lake street becomes a parking lot for service people. So disappointed in this committee.</p>
35	1	<p>Hello! I am a 40-year Richmond District resident and unable to make the public hearing tomorrow (Mon, 6/13) but wish to express my reme dismay with the Slow Lake Street project. California Street is a disaster as a result of this supposedly temporary pandemic issue. Regardless of how my neighbors on Lake Street feel about the closure to through traffic, it affects all of us in the Richmond. Cross streets, the 1 Calif Muni line, increased traffic on Clement/Geary? not to mention the fact that children should NOT be in the roadway under any circumstances. I raised a daughter in the neighborhood and taught her to NEVER step off the sidewalk by herself?common sense! So what has happened to common sense in this day and age? Please, this is what I ask you to explain. Making Lake a permanent slow street is an ill-advised plan. Thank you for your serious consideration; I expect no less. ?</p>
36	1	<p>I would like to be counted among those who want Lake Street reopened and NOT closed to normal through traffic. If residents want a traffic free playground they can simply go into the Presidio right n door. Closing Lake street puts an unfair burden on the neighbors of adjoining streets for which added traffic was not contemplated in original design and purpose. Re-open Lake Street! Thank you.</p>
37	1	<p>My wife and I are remely disappointed that Lake Street is not reverting to pre-Covid status. We are both 69 years old, active but at this stage in our lives we will not be taking Muni or riding our bicycles. We regularly walk all over the city from our home on Arguello. Lake Street is a beautiful street that we often drove down as we went to the west side of town or Marin County on a regular basis. With the closing of Lake, we have been forced over to California Street with all of its increased traffic, potholes, muni buses and retail. In our view there is simply no need for this. The residents on and adjacent to Lake have a beautiful park within a few steps of their doorstep. The sidewalks on Lake are ample and were not overly crowded precovid. However, I understand their support for the project. Closing Lake Street will add tens of thousands of dollars of value to their properties. This increased in value and tranquility that they will enjoy will definitely skew the votes. Most of the rest of us are weary of these efforts by the City so there will be apathy among most who do not live close by. They will just absorb the additional annoyance and try to get on as the City?s irritations mount. In my view, most of the projects that the City gets involved in make things worse not better. We live in a temperate climate but the roads are a train wreck. Schools are remely weak forcing people like us to choose the private sector. Tens of millions of dollars are spent on homeless and it just keeps getting worse. Garage and car break-ins are a regular occurrence (my wife got punched in the face on Union Square last year at 10 AM in the morning). We have a very powerful bicycle lobby that has caused the City to install bicycle lanes everywhere. We sit in traffic and watch the lanes n to us go empty most days. I workout in the yoga room at the Bay Club. I watch the traffic come in from Marin on Battery Street between 7 and 9AM; for every 100 cars maybe there are two bicyclists. The degradation just keeps mounting and this just adds another. How would you like to live on California Street and see the Lake street traffic pushed over so that you now have to absorb all of that corridor?s noise and dust. Can the SFMTA consider just standing down. Is that too much to ask? I would like updates.</p>

38	1	<p>Can you clarify: 1. ESTABLISH ? DO NOT ENTER EXCEPT BIKES Lake Street at 24th Avenue, eastbound Lake Street at 14th Avenue, westbound Lake Street at Funston, eastbound Lake Street at 2nd Avenue, westbound <a href="https://www.sfmta.com/notices/june-13-2022-proposed-parking-and-traffic-changes-engineering-hearing-lake-street-design">https://www.sfmta.com/notices/june-13-2022-proposed-parking-and-traffic-changes-engineering-hearing-lake-street-design</a> In your discussions with the Open Lake Street group last week you said these were to be concrete permanent barriers. This language on your website is misleading as it doesn't communicate that at all. And there are no visuals as to what these concrete barricades will look like. I don't believe this is giving the public the information needed for an honest public comment or to make a real analysis and determination of this project. Please change your language to be more forthright and add visuals of these barriers so the public can understand the magnitude of this new idea. The slow streets team has unilaterally decided to push forward with a totally new option, previously undiscussed or publicly vetted. Our community has had no advance discussions, nor was this option in the last survey. Given that this is a completely new unvetted proposal for our community and people have just left for summer and schools are now all out, I think you should allow at least 3 months to reach out to families plus this community of largely Chinese and Russians as well as many elderly who need a more ensive outreach then just an email. I think 6 months would be even better since that is the amount of time that you last engaged with the community with your last survey and ideas. We private citizens took hundreds of hours canvassing the streets in December 2021 to make sure all our voices could be heard during your last survey and proposals. It is the only way to really understand the whole community's feeling and opinions and not just the activated pro slow group and the bike coalition. Thank you</p>
39	1	<p>We are seniors who are currently living on California Street. We use Slow Lake Street every day and sometimes twice a day. It was one of the best things to come out of the pandemic and we would hate to see it diminished. It is wonderful to have a place where we can walk safely, chat with neighbors and stay in touch with our community. Please keep Lake Street Slow!!</p>
40	1	<p>Hello - our young family LOVES Slow Lake Street! We use it to walk our son in his stroller almost every day and it's become our refuge when we need to get out of the house and enjoy the neighborhood. It's an amazing amenity for pedestrians and bikers and we would hate to see it revert to the high-speed thoroughfare for cars that it was pre-pandemic. PLEASE keep Lake Street Slow!!</p>
41	1	<p>To all: At every point in the design process for Slow Lake Street, I've submitted commentary or completed a survey urging you to keep Lake Street a true slow street. Since it was officially declared one of the city's Slow Streets, I've seen a gradual watering down of and backing away from the initial commitment to keep Lake Street free of through traffic. With each proposal, more consideration has been given to increasing or accommodating vehicle traffic beyond the emergency and delivery vehicles originally allowed. I've lived on Lake Street for more than 30 years and have watched it transformed from a quiet, beautiful street to one of bumper-to-bumper traffic on weekends, plagued with reckless and speeding drivers at all hours. The Slow Street designations during the pandemic offered a welcome respite to increasingly dense traffic and a chance to reassess the use of our streets. I urge you to re-commit to the original vision of Slow Lake Street. This is a non-commercial corridor and there's no need for a return to constant traffic. Let us continue to enjoy the peace and openness of Lake Street that we've become accustomed to during the last two years. Thank you for your consideration.</p>
42	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Slow Lake street is a great space to maintain active for all group ages! I do daily runs and walks and it's the best thing about my day!</p>
43	1	<p>Lake Street needs better protection for bikes and pedestrians; there are more than enough east-west driving corridors at the moment. Two concrete barriers are not nearly enough, and with all the space allotted already for cars in D1, making one street for pedestrians and bikes is the bare minimum to improve quality of life in our district.</p>

44	1	<p>Hi Madame Mayor Breed, Supervisor Chan, and SFMTA Board, I'm writing in support of Slow Lake Street--I appreciate and fully support the proposed design changes, AND hope that more work can be done in the future to make this street truly safe for people-powered transit (people on bikes and scooters, as well as on foot and mobility devices). My son made his first attempts at riding a bike on Slow Lake, and now can use it to get to parks and help run errands in the neighborhood. He starts Kindergarten next year and we hope to use it as part of our route to bike to school--which will only be possible if we see that there are few cars on Lake Street, and that the cars that are there are going slowly and carefully. Supporting safe routes for people-powered transit helps keep cars off the road for more trips, reducing traffic, the threat of traffic violence, and pollution for everyone. I understand that the SFMTA studies done have shown that Slow Lake has NOT meaningfully increased traffic on other streets, and the benefits of keeping and improving this proven public space are clear.</p>
45	1	<p>Hi- I am disappointed with the proposed design for Lake Street. It doesn't go far enough to keep me and my kids safe from drivers using Lake Street as a shortcut. SFMTA should add cement diverters in both directions at major intersections to eliminate cut-through traffic. It's not safe to have cars being able to drive along many blocks alongside families biking and walking. Traffic diversion is needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. It's critical that Lake Street be part of a safe bike and pedestrian network for all San Franciscans, while maintaining access for local residents. I live in Noe Valley and Lake Street and 23rd Ave via Golden Gate Park have become important ways for us to get to businesses in the Richmond by e-bike in the same or less time than it would take to drive (never mind parking). If Lake Street become less safe due to poor signage and infrequent diverters, my family and I are not going to bike to the Richmond, and will spend our money elsewhere.</p>
46	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. This is a video of my daughter walking home from school. If you watch there are people using Lake street at 3 pm post rain, on a weekday. Not even a weekend. Imagine if every person was a car? It may not seem like much but I choose to stay in SF, raising my kids in public schools here. I want them to have memories of walking to school and having a safe space to walk or bike to school. Can you help keep this for her and her friends? Pls don't take our beloved slow street. Regards Mom of 2 , district 1</p>
47	1	<p>I am writing regarding the proposed design for Lake Street. I think this design is a huge mistake because it returns Lake Street to just another trafficked street. The pandemic gave us the ability to rethink how we use our public spaces, and one of the benefits of this process was that Lake Street became a place where I and my family--and the other families in my neighborhood--could walk, bike ride, talk, and be social. This is exactly Why I want to live in a city--this possibility of common spaces where we can actually connect with each other, where we can be outside with our children and older parents, where we can make the fabric of the city stronger. Please don't let cars back on Lake Street. (I want to say too that I live very near California St., and I drive on that street regularly, and traffic is no worse now than it was when Lake Street allowed cars.) Thank you for your time--</p>
48	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. It has brought so much joy to me and my new baby.</p>
49	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it's a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

50	1	<p>Please keep Lake Street slow! It has meant so much to me and my family over the past several years. Thank you for your consideration. This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.</p>
51	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. My son is 3 months old and every single day we walk the length of lake street back and forth. It has become our ritual and our special time together. It's beautiful, it's safe, and I feel so fortunate to have it as our backyard. It's transformed the neighborhood. Prior to it, lake street felt like a highway. I send this hoping that Lake Street will remain a slow street and a treasure to the neighborhood. See pictures attached!</p>
52	1	<p>Don't mess with Slow Lake please. It rocks. It makes living in the Richmond so much safer and more enjoyable.</p>
53	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We just moved to the neighborhood and have dreams of starting a family here. I plan to walk my kids to school down Lake, to teach them how to ride bikes, and to build friendships with neighbors. Even without kids, i run down Lake daily and feel safe. I live on Lake and Arguello and witnessed someone get hit by a car just a week ago crossing Arguello and it rattled me. I fear that by opening up Lake up, there will be more pedestrian accidents. Please, please keep slow Lake open! Thank you</p>
54	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>
55	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>



56	1	<p>To whom it may concern, I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Thank you for your time and consideration!</p>
57	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, We love slow lake street for the kids. It's a be best promenade for biking and scooting for the little ones. The new design would make this impossible as safety would be significantly compromised. With California Street just a short block away, Lake street can remain slow for cars. We want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing.</p>

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Hey team, I really do appreciate all of the work and thought that has gone into planning for a safe Lake Street. As a resident of the street, I feel very strongly that it should remain a Slow Street that heavily restricts through-traffic. A true Slow Lake is better for residents of the street and of the city at large. We love this community and don't want to see it broken apart by speeding cars again. I fully endorse the recommendations included below. Thanks again for your time. --- I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. Unfortunately, the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. Anything less will result in the destruction of the positive community space that Slow Lake has become. Why are there only partial traffic diverters in the proposed, and what needs to be done to make those full diverters? The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? Thanks again for your work on this project, and please take care.

59	1	<p>My husband and I use Lake Street nearly every day to walk our dog from our house on 22nd to Park Presidio and beyond. We love being able to share space with our neighbors, walk freely, and embrace a calmer style of living. The proposed changes to Lake Street ultimately lead to traffic, noise, and crowded sidewalks. I urge you to read the below message and consider the community's desire to keep, and even expand, slow Lake St! Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
60	1	<p>To whom it may concern. As a resident who lives on Lake Street, I want to keep the slow street, as do the majority of Lake street residents! Slow streets mean fewer accidents and safer streets. Slow streets are part of SF's Climate Action Plan and are better for the climate. Slow Lake is part of the Vision Zero SF Network - to help the city achieve zero traffic deaths is huge! Slow Streets are a successful part of our city and communities future. I am concerned that the people who are opposed to Slow Lake speed through stop signs, move the slow lake street signs, and don't follow the law. I'd like to see better barricades put up so that people can't move them. Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be really clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children on bikes, scooters, foot, motorized wheelchairs, and more use it every week to commute, shop, exercise, or get to school. An extensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
61	1	<p>Dear Mayor Breed, Slow Lake is a beloved street with wide sidewalks and two preexisting bike lanes. This is all sf bike walks and anti car SFMTA working against what a majority of people want. Slow lake is just another example of an unchecked city agency run amok. Please put an end to this decisive and destructive street closure .</p>

62	1	<p>Hello, I live on Lake Street and I love my Slow Lake Street. Having reviewed the draft proposal, I have many concerns that the design will actually NOT facilitate Lake Street as a Slow Street. By removing street barriers/diverters in a long 10 block stretch, cars will speed down the 10 blocks as it has been in the past prior to the slow street barriers. From personal experience, drivers routinely roll through Lake Street stop signs and drive pass while I am crossing at the crosswalk. Crossing Lake Street was like being in the "Frogger Game". In the past, on some weekends, Lake Street became the thoroughfare for Golden Gate Bridge traffic, transforming Lake Street to a bottleneck of cars stretching from Park Presidio to 9th Avenue. The proposed lack of signage is confusing to me. Are cars directed to drive one way or both ways in the long 10 blocks? How are we to use the Slow Street as bikers, pedestrians, and families with young children when looking out for car traffic? I believe that SFMTA should add more permanent concrete diverters at every other intersection to make Lake Street a truly Slow Lake Street from Arguello to 30th Avenue. Please help make Slow Lake Street a success by truly slowing down Lake Street. Sincerely yours,</p>
63	1	<p>Before Covid struck, Lake Street was a sleepy street with wide sidewalks and bike lanes. Pedestrians, cyclists and cars co-existed without worry. At the start of the pandemic, it was understood that Lake Street would be closed to provide more open space for nearby residents. As the city slowly returned to normal the need decreased for open space and grew for accommodating back to work/school traffic. As a commuter to the Legion of Honor the situation has only been exacerbated with California Street being condensed to one lane each direction. Traffic now backs up between Arguello and Park Presidio. The closure of Lake Street has only benefited the homeowners who happen to live along the wide street. They have full use of the street to park and drive while those that live out of the area must use public transit or park far away. Anyone with limited mobility will find that this is exceptionally challenging, if not impossible, for example to get to Mountain Lake Park. SFMTA continues to ?mess up? Lake St with proposals and options that only benefit a few. Lake Street belongs to San Francisco and should be accessible to all. Pedestrians, cyclists and cars. The city has the obligation to re-open the street to pre-pandemic status.</p>
64	1	<p>Good Grief! Can't u people let a street be a street???? We are at Sixth near Lake and our traffic has doubled already. Soon Police, Fire, Trash,PGE, and other repairs will get in / and OUT how ???</p>
65	1	<p>Hello, and thank you for sifting through all this correspondence. My view is that the new ?compromise? plan is the worst of all worlds. I live in the Presidio and take my kids to school on clement and to visit their grandfather in presidio heights. The current closure of Lake has been a pain when doing these various drives. The closure of lake also feels really unnecessary given the proximity of mountain lake park and the presidio with its many walking trails and paved paths. Active people in the Richmond and sea cliff have ample spaces for biking, walking, etc. But if you are going to keep Lake from reverting to normal traffic, I would rather it stay as it is as a slow street. The proposed half measures make little sense and seem to have substantial drawbacks with no real gain for pedestrians or commuters.</p>
66	1	<p>LEAVE LAKE STREET ALONE. I ACTUALLY LIVE ON 27TH AND LAKE. DO NOT RUIN OUR BEAUTIFUL LITTLE STREET WITH ALL THE PLANS YOU HAVE WHICH JUST COST MONEY AND WILL RUIN THE PICTURESQUE STREET WE LOVE. I HAVE LIVED HERE 45 YEARS AND I THINK THE SLOW STREET IS OK BUT JUST LEAVE IT BE. DO NOT PUT ALL THESE SIGNS AND BARRIERS. YOU ARE RUINING THE SPIRIT OF THE STREET. AND YES, I AM YELLING. I HATE WHAT YOU ARE ABOUT TO DO. I SHOULD HAVE A BIG SAY IN WHAT HAPPENS TO THE STREET I HAVE LIVED ON FOR 45 YEARS. EVERYONE WHO ACTUALLY LIVES ON LAKE SHOULD HAVE THE MAJORITY OF THE DECISION. BUT YOU OBVIOUSLY DO NOT CARE ABOUT THE ACTUAL PEOPLE WHO LIVE ON THE DARN STREET. YOU ARE HE BENT ON RUINING IT FOR US. NOT ALL CHANGE IS GOOD AND THESE CHANGES ARE NOT GOOD. IF IMPLEMENTED I WILL PROBABLY MOVE.</p>
67	1	<p>Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>

68	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it's a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
69	1	<p>Hi, I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support stop signs and speed bumps. That's all it ever needed to make it slower. There has NEVER been a death on Lake street, but there have been on neighboring California, Geary and Park Presidio. All three are identified by your own vision zero as three of the cities most dangerous streets. By closing Lake Street the SFMTA has pushed 5000 to 8000 cars more a-day onto these adjacent high injury corridors. (Please see attached document). Lake street never scored well on the initial SFMTA polling. Even Tumlin noted how Lake street did not poll well, and was not slated to be one of the permanent slow streets until sfbike, kidsafe and walksf insisted it be included in the SFMTA Boards vote as a permanent slow street along with three others that did score well. (please see attached sunshine ordinance email). For the past year the SFMTA has forced biased polls and bogus muted community meetings along with sfbike, walksf and kidsafe activating their base to put the thumb on the scale. The 82% they claim favors slow lake,.. that's 82% of the 345 survey takers who claimed they live on Lake street. That in no way represents a majority of the over 15,000 who live on Lake street. When they broadened their scope to the neighborhood it was basically 50/50 and honestly when they tweet out to the 20,000 people plus exactly how to fill out the survey to keep lake closed? How is this survey not corrupted and biased. And the survey was predominantly taken on line? Our district has the highest concentration of Chinese and Russian speakers and many are not smart phone savvy. With the SFMTA's blessing and funds, sfbike, walksf and kidsafe have hi-jacked our public process. We all see it and as a result we have lost faith in the very governmental organizations we should trust to act on our behave in a moderate and fair way. Prop A failed bc the 2500 open lake street group actively went out into the community to educate our fellow San Franciscans in these manipulative, wasteful and dishonest tactics your department is engaged in. Tumlin needs to get out of bed with the small minority special interests who are forcing the untenable anti- car policy down our throats. If Muni was reliable, efficient, safe, clean, ubiquitous and often people would leave their cars at home. Think new york london paris etc. all those cities have fantastic public transportation options. We here in san francisco sadly do not. The SFMTA's number one focus should be getting Muni to be a positive service for our city, not a punitive regressive system to those who have no other option. One of the highest forms of equity is an incredible public transportation system that provides everyone access to jobs schools services, quietly and all while while leaving time for family and community connections. Lake street was always a safe and vital road for our community. We have been asking for stop signs at every intersection For 15 years. Crickets Then out of the blue you want to close it and put concrete barriers in leaving our community ripped apart and angry. I am sorry but this who program and street closures have been done in such a device and unprofessional way, it will be hard to ever trust the SFMTA under this current leadership ever again. Please restore our Lake Street to its pre pandemic condition with additional stop signs at each intersection and speed bumps.</p>
70	1	<p>I am a resident on a street that intersects Lake Street and have the following observations re the latest proposed design: 1. I would encourage more speed bumps/barriers. It is the only means to really force drivers to slow down. I have seen too many drivers to count that roll through stop signs. 2. I am in favor of the additional all way stop sign intersections. While drivers don't always stop they may at least slow down. 3. I would suggest better and more signage (such as on Jackson Street) to alert drivers that Lake Street is a slow street. This would include entry points on streets that intersect Lake Street. 4. I don't think that any diversion to 24th Ave is a good idea given it is n to a well used playground. Drivers turning from 25th Ave will be forced to drive down 24th Ave and many small kids cross the street to access the playground. Most ppl access the playground via the 24th ave gate. 5. Consider additional barriers of some sort at other entry points to clearly indicate it's a slow street.</p>

71	1	<p>I support the Slow Lake Street project. There need to be more speed cushions or raised crosswalks between the 4th and 9th Avenues. There is nothing in this proposal that keeps any potential vehicles on this stretch of the road moving slowly. Speed cushions and roundabouts slow traffic. Stop signs do not slow cars and prevent people from getting hurt. I think speed cushions every block or raised crosswalks every other block will keep vehicles moving slowly versus stop signs.</p>
72	1	<p>Please include this in your public record. I find this plan for permanent changes to Lake street as a slow street highly objectionable although not altogether unexpected Tumlin, head of the SFMTA has said repeatedly in public that their "unofficial" threshold for a permanent slow street is 75% support in the community. The last slow Lake Street survey failed that threshold. 75% of the neighborhood DID NOT SUPPORT a permanent slow Lake. I fully expected the SFMTA to change the goal posts to meet their pre-determined goal when the survey showed the overall neighborhood did not support a permanent slow street with "no build" garnering significant support. This will further cast suspicion on the integrity and honesty of the SFMTA. You will note that Proposition A did not get the 2/3 support they needed to get more money, presumably for Muni. I, for the first time in 40 years, voted no on a Muni bond fund proposition because of my belief that this belief that bicycles are good and vehicles are bad when despite all the money being spent on this, by the SFMTA's own data. bicycle use has risen by only 2% whereas Muni went down by 11%, and personal vehicle use up by 13%. My opinion that these hearings re design of a permanently slow Lake street is contrary to the neighborhood wishes, contrary to the publicly stated threshold for permanence, and should be rejected.</p>
73	1	<p>Would like to participate.</p>
74	1	<p>Hello there, I reviewed the storymap for the final design of Lake Slow Street. Lake has been a weird journey, with multiple repetitive surveys, vandalism, etc. Despite all of this, public perception and enjoyment and utility of the space continues to be really high. People love it. So I was really confused to see that the new design doesn't have any Slow Street barriers?? We're not looking for a neighborway. For two years we've been surveyed and outreached-to about slow streets and new paint configurations of the street to enable human beings to travel IN the street. Are people still able to walk/bike/travel in the street without barriers? They certainly will not feel safe to do so. Why is there only partial (not full) traffic diversion, and why at only 4 intersections on a 28-intersection-long corridor? I don't understand why this has changed so much. Public surveys have expressed love for this slow street. The proposed design I'm seeing here looks like some wealthy slow-street-hater got involved in the process, paid someone off, and is killing the slow street for the rest of the City. SFMTA, you are a Transit First agency. Fight back. Don't kill the slow street.</p>
75	1	<p>It appears we can ask questions, and "questions received during the Engineering Public Hearing period will be responded to and posted on this webpage by 5:00 pm on Friday, July 8th." which is AFTER the public comment period closes June 24 Is there anyway to ask clarifying questions and get a response while the comment period is still open? Thanks</p>
76	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. My wife and I taught our two daughters (5 &amp; 7) to ride their bikes on Slow Lake and now we regularly ride from our house to George Peabody Elementary School along Lake. If the barriers were removed as is planned, we would no longer feel safe doing this ride and would drive instead. Please consider making the temporary barriers on Lake permanent and keep San Francisco moving towards the more sustainable future we all desire and require.</p>

77	1	<p>Hello, Thank you for taking the time to read my email and note. First off, I just wanted to say that I appreciate all of the work that has the city has done to manage the difficulties of the pandemic. I am writing to you in regards to the decision to end Lake Street as a slow street. I am a recent resident of Lake Street and I will say that it has been truly eye opening to me the impact of Slow Lake Street on the community and residents in this area. The street is constantly full of families and neighbors walking together, conversing, and spending time enjoying the neighborhood. It's so clearly evident the positive impact this has had on this area of the city. In a world where people are becoming less connected and more isolated behind the doors of their homes, it seems more important than ever that we create and maintain these types of spaces and community experiences - even if they were originally only done as a test. As my wife and I start to build our family, we were really excited by the prospect of having a neighborhood that was less car focused and dangerous and more about enjoying the space the city has to offer. I would implore you to think about how to build on the success of Slow Lake Street and end it to other parts of the city. Thank you for your time.</p>
78	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it?s a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
79	1	<p>Absolutely not. Please give us our streets back. I live in the area, and the surrounding streets are NOT safer because of this. I can tell you this first-hand. This was supposed to be because of covid only, but now that things are opening up a little, please give us our streets back. This area in particular (Lake Street) has an abundance of open space nearby. Thanks.</p>
80	1	<p>This is the nonsense that rich white people who don?t have to go anywhere send out. There?s a PARTY at 5 pm today during fucking rush hour when people need to eat to their fucking homes, This is bullshit. It is non permitted. It is against the law but heck you all don fucking care: Fun, social event tonight [A collage of photos with kids and people using Slow Lake]&lt;<a href="https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=9046f37469&amp;e=8b5d4bf2b4">https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=9046f37469&amp;e=8b5d4bf2b4</a>&gt; Join us for a fun, social event with BYODs&lt;<a href="https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=c8114a3aed&amp;e=8b5d4bf2b4">https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=c8114a3aed&amp;e=8b5d4bf2b4</a>&gt; (drinks, dogs, dreams, anything that starts with a D) tonight starting at 5 PM near 22nd Avenue. We will gather, connect, and enjoy Slow Lake together ?? Bring whatever you want to drink, and snacks to share. We will be presenting Faces of Slow Lake&lt;<a href="https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=996d4a820d&amp;e=8b5d4bf2b4">https://eepurl.us7.list-manage.com/track/click?u=fdedb42bc6e271544da13b7c9&amp;id=996d4a820d&amp;e=8b5d4bf2b4</a>&gt;books to those who are in the book. You can buy the book at Green Apple on Clement, our local independent bookstore. We hope you?ll join tonight on Slow Lake!</p>
81	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board Lake street needs to be open. Add the stop signs to slow it down and open lake. We have bicycle lanes and wide sidewalks. We also have parks right n to Lake. Let?s use those for people who want car free walking terrain. This is not okay for our neighborhood and has created unnecessary ill will. The majority of the neighborhood and surrounding neighborhoods want Lake open. California lost a lane as well as Geary so with Lake gone that leaves us 4 when we used to have 7. Openlakestreet and let?s start the healing process.</p>
82	1	<p>Hi, Lake Street has been very nice to walk on. I don't think you should water down Lake Street any further or open the street back up to cars. I have a young son who is just learning how to ride a scooter. It is terrifying for us to watch him learn on most streets, but Slow Streets are safer for him. Please add infrastructure that discourages cars from driving on the road, which will encourage pedestrians to use the road.</p>

83	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
84	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city.</p>
85	1	<p>Dear Mayor Breed, My roommates and I live on Lake and 15th and absolutely love being n to the Slow Lake Street. I've met so many of my neighbors and built a great community but being positioned to this open road. I also picked up biking this past year and having Slow Lake has made my transition to this healthy lifestyle a breeze. Just the other day, I walked with friends down Lake to spend time at China Beach on a nice San Francisco evening. Unfortunately a cop car zoomed down the street going 40+ miles. I'd like to think that local law enforcement would value this street and it's safety just as much as the community does. Especially with Geary and California as easy streets to commute through the Richmond, I greatly appreciate dedicating Lake to slow living and community. Please consider keeping the road open.</p>
86	1	<p>Hello MTA, I urge you to come visit slow Lake Streer so you can see firsthand how wonderful it is and also how many speeding cut-through cars still use it! We need more barriers, not fewer. I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Thank you, D1 resident</p>



87	1	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake Street which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
88	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Please take a look at this video of my grandson (accompanied by his father) riding his bike to his TK class at Cobb Elementary. I hope the street will still be safe when he starts kindergarten in fall. Thanks</p>
89	1	<p>Good morning, I am crushed to learn that Slow Lake Street is being discontinued. We moved to the Inner Richmond neighborhood last year specifically because we love Slow Lake Street and the neighborhood it creates. We are actively trying to get pregnant and I envision myself spending lots of time on Slow Lake Street with my newborn and have my children learn to ride their first bike later on. I am concerned about the safety aspects of re-opening Lake St. Please keep Lake Street slow. I know I speak on behalf of my many neighbors that we'd love to keep Lake St as is. Thank you very much</p>

90	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. My husband and I recently moved from the Mission/Noe Valley District, where Sanchez street was closed off to cars during the pandemic and still continues to be a permanent slow street. The street being closed off not only provided a way to safely partake in healthy activities, it also gave a sense of community. The street being closed off allowed members of the community to do things such as free garage concerts, group dog meets, and new mom meet ups. Leaving the mission district and that community was very hard for us, but we were so excited to see a "slow" lake street and the same sense of community we missed in the Mission. Opening Lake Street not only means taking away a pedestrian safe part of our little district to enjoy activities like running, walking, and biking with our families, but it also means taking away a sense of community, a connection to the part of town I live in, making my small area of town feel more like a neighborhood in such a large city. I urge you to consider keeping Lake Street slow. It has done wonders for my mental health, my physical health, and my sense of pride for the neighborhood, and I am sure I can say the same of many others.</p>
91	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street. This video (with sound) captures a bit of that spirit: <a href="https://photos.app.goo.gl/bM8EPZFTjnGHbA8z6">https://photos.app.goo.gl/bM8EPZFTjnGHbA8z6</a> It's been so great to see so many young people bike, scooter, skate and walk on this street. It's critical that the n generation understand and LOVE to move without cars: our planet depends on it. I fear that with more traffic this will put a stop to pedestrians, bikers, etc of all ages using this street. Slow Lake Street has connected people and helps to connect two sides of this city via non-fossil fuel transportation. PLEASE KEEP LAKE STREET SLOW!!!! Thank you so much</p>
92	1	<p>Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: Much More Diversion of Cars. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. Even now, there are several cars that whiz through, doing their "California stops" at the stop signs, veering around the barriers to go into the opposite lane in order to get through. AND! they don't just go 1 or 2 blocks, but 10 or more blocks! Therefore, 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. Clear Signage Needed. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake Street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. PLEASE use your leadership to implement our city's vision! Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
93	1	<p>Mayor Breed, Supervisor Chan, and SFMTA - We love Slow Lake and want there to be permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We have lived on 23rd Avenue between Lake and California since 1997 and in the Lake St corridor since 1993 . We have watched through the years as Lake Street became a commuter corridor with folks coming off the bridge through the Presidio Etc . Our biggest fear was always that our children would be hit by a car when crossing Lake or one of the approaches as folks drive as fast as 50 mph when in a rush . We have had several close calls . In addition we always worry about bikes being hit - whether our kids or ourselves on the chaotic streets of San Francisco . Since Lake st was closed we have had a relatively safe corridor in which to walk our dogs , jog , ride bikes etc. and use it every single day . It has transformed our community with neighbors interacting and gets very heavy steady pedestrian , bike and stroller use. . I would propose that several such corridors end East - West and North - South in the City to encourage folks to bike to work and schools and for pedestrian exercise and recreation. This will take cars and pollution off the streets of SF while simultaneously promoting and enhancing safety for all those who choose to try to stay out of cars . Actual closed streets instead of bike lanes would be far , far safer and I believe you would see a huge daily uptick in pedestrian and bike usage If folks felt safe . I will not ride my bike on the streets of SF on open streets due to safety concerns . We have far too many pedestrian and bike deaths in SF and this seems like a simple yet elegant solution . So please not only keep Lake Street closed as part of an East -West car free corridor but also end it all the way to the Ferry Building . We hope you will take the long view for the safety and well being of San Franciscans . Ps I would be happy to come speak with you or the council or SFMTA in person if that would help .</p>

94	1	<p>Hello, The draft design for Lake Street seems to completely contradict the SFMTA board's decision to make Lake a permanent Slow Street. It lacks most features I would expect along the length of the street to inform drivers of the changed conditions and need for extra caution. I understand why the temporary barriers are being removed, but why does this plan lack any new signs or posts demarcating a Slow Street? While the diverters at the ends and Park Presidio are great, they will not be enough to keep cut-through traffic to a minimum. There are 20 other streets that intersect Lake. How will motorists entering from 3rd to 12th or 15th to 23rd know they're on a Slow Street? Please add clear Slow Street signage and markings in the driving lanes at every entry point to Slow Lake. Slow Lake has allowed my 4 year-old son to learn how to safely ride his bicycle to preschool without the fear of cars passing a few feet away from his small and vulnerable body. And, we've been able to eliminate 10 car trips per week for these school drop offs and pick ups thanks to Slow Lake. We see many other parents and their kids commuting by bike on our daily trips, so we're not the only ones using our car a lot less. To meet the city's goals of Vision Zero and 80% sustainable travel modes by 2030, we need Lake as part of a safe active transportation network for these sustainable modes. Slow Lake makes it SAFE and enjoyable to commute actively, instead of burning fuel. Please set an example with your leadership and prioritize people, their safety, and our environment over the convenience of driving. Thank you,</p>
95	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Slow Lake Street has become one of our favorite things about the Richmond District. Our son was born in January and attached is a picture of us taking him for his first walk in this world and we went to Slow Lake Street! We live only a couple blocks away on Clement and we literally walk along Slow Lake Street 6-7 times a week. It's how we unwind and de-stress with all the craziness going on in our country and the world. Please, please, please DON'T take this away from us and the rest of the neighborhood! Even now with the temporary barriers up, we still see cars cutting through Lake Street and driving recklessly. I've even witnessed bicyclists and pedestrians almost get hit by cars driving too fast on Lake. We love our neighborhood and want to see it continue to thrive with streets that protect and encourage bikers, pedestrians, joggers, and families with strollers. Please do the right thing for the city and our little Richmond community by keeping Lake Street Slow! Thank you for your consideration.</p>
96	1	<p>Mayor Breed, Supervisor Chan, and to whom this may concern at the SFMTA Board, Your proposed plan for Slow Lake Street does not do nearly enough to discourage reckless speeding on what has become a healthy outdoor family oriented fixture of the Richmond District. San Francisco boasts about it's plans for Vision Zero all the while seeing record pedestrian deaths throughout the city. This is an appalling step backwards and hypocritical to San Francisco's public safety and climate change oriented goals. Slow Lake Street has encouraged walking, cycling, and other forms of sustainable transportation for a city that claims to be on the forefront of environmental agendas. We live on Lake Street and have not been disrupted by the closure in any way shape or form. Please add all way stop signs to EVERY intersection and speed bumps to EVERY block with a channel for bicycles to pass through undisrupted. We have no qualms about cars traveling on Lake Street. But they should be forced to do so in a manner that is safe for pedestrians and cyclists. The city voted to keep Lake Street one of the four permanent Slow Streets and is transparently going back on their word. We are active voters and will make our voice heard when your offices are up for re-election. Thank you</p>
97	1	<p>Dear City of San Francisco Decisionmakers: My wife and I live on 26th Avenue within a block of the west end of Lake Street. We have enjoyed using the "slow" Lake Street virtually every day since the City first implemented the traffic slowing, walking-biking-friendly features. We have walked our dog, we have strolled together, we have jogged, and we have ridden our bikes, all up and down the length of the slow and much safer Lake Street. And occasionally, as we did before the pandemic, we have even driven on Lake Street and parked there. Creating a permanent "slow" Lake Street makes complete sense to us in this progressive city that is in the international forefront of creating a greener, less carbon-based future. We live in this great City in part because we appreciate its overt progressiveness and decisive ability to make the future happen in the present. Creating a permanent "slow" Lake Street makes complete sense to us because it has expanded our outdoor recreational opportunities by many times over. Now instead of just our common, postage-stamp sized backyard, we can now safely and readily recreate nearby along the length of one of the City's most beautiful streets. And we can do so while sharing the Street with slow moving motorized vehicles. Surely there are many like us whose City-dwelling experience has been greatly enhanced by a "slow" Lake Street. What a great win for the City, from the Presidio &amp; Laurel Heights, to Sea Cliff, to the Richmond, and for every City resident &amp; visitor! Lake Street as a "slow street" has proven itself over and over as a workable, shared, safe pedestrian &amp; bicycle &amp; motor vehicle space. The City Decisionmakers in their wisdom are making good public policy by providing for a permanent "slow" Lake Street. Thank you for your consideration of these comments. Respectfully submitted</p>
98	1	<p>Hi SFMTA, Mayor Breed, and Supervisor Chan: I'm sure you're getting thousands of emails about Lake St so I'll keep this short - please make the street safer. The diverters will help, and should just be the start. We need clear signs too. I'm one of hundreds (thousands?) who use the street to bike to work. With construction and delivery vans, and distracted drivers, the existing infrastructure just doesn't cut it. So many drivers treat the stop signs as suggestions. As a teenager growing up in Oakland, I was hit while biking to school in 8th grade by a contractor backing up his truck. I think about it a lot - and the statistic that when a pedestrian or cyclist is hit at 25 mph, they'll survive, but when they're hit at 40 mph, they likely won't. I live on Lake St and there's no ignoring how fast people drive. And for what? Making the city safer is table stakes. It's the foundation on which we solve our hardest policy problems - housing insecurity, climate change, and more. Making this (and all) streets safer should be a no brainer. Please have the courage to cut through the noise, and the loudest voices, on this issue. Thanks for your time.</p>

99	1	<p>Lake street has been a miracle for my family. I have a one year old in a stroller, a puppy who has to be on leash, and a disabled wife who needs flat areas to walk. there is truly no where else within waking distance where I can bring everyone where we all walk openly and safely together. We walk Lake street every day, and don't know what we'll do or where we'll go without it. I also commute downtown via California every morning from the outer Richmond and have not felt the weekday morning traffic has been difficult. Geary is always relatively fast, and whatever seconds might be shaved off by the few cars that would take Lake, the benefits to the neighborhood are overwhelming. Please please keep Lake a slow street. For my family, and all of us who rely on it.</p>
100	1	<p>I've lived here for 12 years and Slow Lake street has been one of the best things to happens to the neighborhood in terms of reducing cut through traffic. Please protect it. Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride rides and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
101	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We walk our newborn son up and down Lake Street every single day. We look forward to the day when he can learn to ride a bike on Lake Street among his neighbors and participate in events like trick or treating on Halloween. Lake Street is an oasis amidst a very busy city and without (many) traffic barriers we will not feel safe on the street with a stroller with how fast people drive to/from the Golden Gate Bridge. Thank you for reading.</p>

102		<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Being pregnant during a pandemic was scary and stressful. I have struggled with depression but couldn't take my prescribed medications while pregnant, so I sought non-pharmaceutical remedies to maintain my mental health during my pregnancy. Going for a walk outside everyday in a place where I felt safe became absolutely critical to my health regimen. My daily walks on Slow Lake Street with my husband provided me so many benefits. To name a few, my mental health actually improved, my growing body remained comfortable, relaxed and fit, and I began feeling like part of my community getting to know our neighbors who also enjoy their daily walks. Now, our son joins our daily walks on Slow Lake Street.</p> <p>1 Walking to Lands End on Lake was the very first thing we did when we came home from the hospital. It is such a joy to share these walks with him as he becomes more engaged with his surroundings. Walking with him, I am increasingly aware of safety. Despite having barriers in place, there have been multiple times when I have been walking with him in a stroller when cars have raced passed, ignoring the existing signs stating "no through traffic" and putting the lives of children in danger. Knowing that there will be far fewer interventions to prevent heavy traffic or speeding makes me so sad as this will significantly affect the safety of our neighborhood. We are just one of so many families who have thrived on Slow Lake Street and are so grateful to have this safe, family friendly, beautiful corridor. We have built and continue to form such wonderful memories of this season in our lives on Slow Lake Street. Please use your power to save our favorite place in SF.</p>
103		<p>Thank you to SFMTA for your work on this project. We live on 24th and Lake and the Slow Lake has been a life changer. It is a beloved resource for families, commuters and neighbors across San Francisco and supports our city transportation safety and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being and shift trips to sustainable modes for getting to school work and local businesses. Thanks to the current barriers and signs Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus and for neighbors to connect and build community. I personally take advantage of it by running every morning to Mountain Lake park and back. An important activity that would become much harder, with stop signs, watching for traffic, and running on the side walk. Now is the time for leadership and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being and shift trips to sustainable modes is the reduction in cut-through traffic. Thanks again for your work on this project and please take care.</p>
104		<p>Dear Mayor Breed, Below is a template message I endorse, but I wanted to share my personal experience as well. It has been inspiring and heartwarming to see the amazing community and connections that have been established as a result of Slow Lake. Not only does this space help us towards our sustainability, Vision Zero, and health goals, but it has directly lead to more connections amongst community members and across our city. Furthermore, it has kept countless people and families in our city?people who would have moved away if it weren't for Slow Lake and our other Slow Streets. This is a winning campaign issue, besides just the right thing to do for the future our city, our planet, and our kids. Please support more traffic diversion on Slow Lake and empower/embolden SFMTA to make their design safer and better for kids and people of all ages and abilities. This is a time for leadership, and you can be the leader we all need in this city. Thank you, and please take care</p>
105		<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. As we live in such a fast-paced world, especially in San Francisco, we need more places to relax and build community. Our parks are places where we can do that, but they aren't as good for biking and using other forms of transportation. It is so great to look out my window and see all forms of transportation being used on Lake Street. My favorite is the father/daughter couple that bike up the street each day singing old rock songs together. What's more, I constantly hear the chatter of people making connections with others from the neighborhood. People walking dogs, sharing stories and having a great time. And it is not just neighbors that I see using the street, it is people from other places looking for a new street to explore. So much fun and relaxation is taking place that it warms my heart. We need to keep Slow Lake and it needs to be fortified with proper permanent signage and barriers to keep its users safe. Please keep Slow Lake safe and available for all to use. A Lake Street Resident</p>

106	1	<p>Your closure of a public street without notice to the public NOTICE OF BROWN ACT VIOLATIONS; DEMAND FOR CONTINUANCE OF UNNOTICED "HEARING" I received your announcement of a "hearing" after the stated time and date of the hearing. I am on your notice list. You are in violation of the Brown Act, which requires a minimum of 72 hours notice of any public meeting or hearing. You must therefore continue this hearing until such time as you give legally adequate public notice. You have not attached the alleged CEQA exemption, and it is not readily available to the public, in violation of the Brown Act and CEQA notice requirements. Your project proposes to close a public street to vehicles for several blocks, which again requires public notice and public process. Street closures are not exempt from CEQA, and in any event, you have not made your alleged "exemption" publicly available. Therefore, you may not conduct your sham public "hearing" on the Lake Street closure and it must be continued.</p>
107	1	<p>Dear SFMTA, This email is to provide comment on the Lake Slow Street proposed design. Based on conversations with other members of the community, I believe that many people in the Richmond District share the same views as those described below, because the proposed design has two stark shortcomings that immediately attract the attention of interested community members. First and most importantly, the design's four concrete diverters represent a good start but are too few in number and too far apart; they should be accompanied by additional diverters at every other intersection (at least), where barricades are currently placed. The removal of the existing barricades at every other intersection is a highly unpopular element of the proposal because traffic diverters are by far the most effective mechanisms for achieving the combination of safety to pedestrians and usability to vehicles. It is important to point out that, with the barricades in place, cars and commercial vehicles can and do still use the Slow Street; the key point is that they do so much more cautiously and safely for pedestrians, bikers, and children than when those diverters are absent. The proposed design leaves long stretches of Lake Street without any diverters of any kind, and thus represents a significant step backward in terms of safety, especially in intersections, where the diverters lead to more attentive and cautious entry and exit by drivers. The proposed design would improve if it incorporated permanent traffic diverters at every other intersection (e.g., where there are currently barricades). New stop signs or crosswalks are not a sufficient safeguard in the absence of an adequate number of traffic diversion devices. Second, the lack of signage makes it hard for drivers entering the road to understand that it is a Slow Street. The new stop signs and crosswalks don't give drivers any indication that the Slow Street is different from a typical street and will have more pedestrians and bikers than a typical city street, which puts those pedestrians and bikers at heightened risk. To summarize the above points, the proposed design would significantly improve and be more popular if it incorporated permanent traffic diverters at every other intersection along with more signage about the fact that the street is a Slow Street. Thank you for your efforts on the Lake Slow Street project. The Lake Slow Street has been a wonderful addition to the Richmond District in its current form.</p>
108	1	<p>Thank you for your work keeping Lake Street safe for all to enjoy! The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters 2) Clear signage Thank you for your continued support. Kind regards</p>
109	1	<p>Please keep Lake Street a slow street. I am biking for the first time since I was a kid (now 55 years-old) because due to the Slow Street program I feel safe. Lake Strwet is my route! Love it.</p>
110	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, I support closing Lake Street to through traffic. The proposed engineering plan that has been released is excellent as far as it goes. As I understand the plan, there will be no barricades for Westbound Lake Street traffic between 3d Avenue and Park Presidio. This is not a good situation because cars now cut over from California street on 3d, 4th, 5th and 6th, etc and then turn left and have a straight shot to Park Presidio. If another Westbound barrier were installed at the corner of 7th or 8th, drivers would have a disincentive to cut over to Lake enroute to Park Presidio because the additional barrier would send them back to California street. Right at the present time, autos go multiple blocks down Lake to Park Presidio at an unsafe speed. Please ignore all the form letters and emails the Keep Open Lake generate. Thank you.</p>
111	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, I support closing Lake Street to through traffic. The design proposed is not only aesthetically pleasing, but also it's useful. However, I think additional barriers should be erected to assure that autos coming off of California Street will be discouraged from cutting through on Lake for multiple blocks to Park Presidio. Almost all of the cut through traffic I've seen since Lake became a slow street are turning onto Park Presidio. So it's important to discourage them from doing this by adding one more barriers on Lake a few blocks away from Park Presidio on both the East and West sides of Park Presidio. Thank you for your consideration.</p>

112	1	How dare you enrich the wealthy on Lake St. to the significant detriment of the rest of us in the area. Traffic on California as abysmal as a result of the restrictions on Lake St. If you insist on restricting vehicles on Lake St, then make it equitable. Outlaw all vehicles on Lake, including those owned by Lake St. residents. They can find somewhere else to park. The only vehicles permitted on Lake St. would be police, fire, and paramedics/ambulances. That would be fair. What you propose definitely is not.
113	1	SFMTA staff and Board, Mayor Breed, Board of Supervisors, The Golden Gate park is a world class park that takes up a lot of prime space in the city, that can be used for housing development. We don't need more park space when we have a perfectly good and protected area already. Please OPEN LAKE STREET NOW!
114	1	support opening Lake St. I am very in favor of pedestrian safe city streets and parks that also help meet our climate goals. I contrast sfmta's process with that of the presidio. The current sfmta draft is hap hazard and has many glaring faults, most notably the concrete barriers reducing access to the presidio. A good proposal balances the needs of every mode. Many people who are pedestrians are also motorists. This proposal is not the right balance and would spend precious public resources for something that would be on net be an inconvenience to the community. To be frank, the neighborhood around lake street is relatively wealthy compared to the rest of San Francisco. Wouldn't a better use of money go towards improving bart and muni lines and streets around the tenderloin and other much needed areas. This slow lake street is a bad idea and the old design of lake street is very adequate. I've often walked lake st before the pandemic and I've never noticed unsafe traffic and expanding the slow st doesn't make sense. I'd also support doing nothing and keeping the way it is right now. Local traffic is able to pass while it deters through traffic. Sincerely,
115	1	My celebrity dog and I need somewhere to walk so people can see him. While it is annoying when small children and rude adults don't respect my dogs space, I would still like lake street to remain open with no cars. My celebrity dog is easily startled by cars and if I see a single car on lake street I am going to lose it. Too much crime! Please make my dog some sort of Fred the crime dog sort of character to teach the children right from wrong. Was has the world come to?? Sincerely
116	1	SFMTA staff and Board, Mayor Breed, Board of Supervisors, The closure of Lake Street has a severe, exclusionary effect on the Bipoc community. Taking a public road and turning it into a private street for a wealthy, largely white community located yards from a public park is racist and unnecessary. Please OPEN LAKE STREET NOW! By the way, I want my street to be closed to everyone else as well. Can you do that for me? Sincerely
117	1	I support the barriers and keeping Lake Street closed to traffic. I find it offensive that people are framing these changes as "taking the street private", and any movement that needs people to spin and lie like this deserves to fail. Sincerely

118	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, First, I would like to say that no one had an issue with Slow Lake as an attempt to ease fears at a time of a pandemic lockdown. No one was going to school or work and anywhere for that matter. The decision to make it permanent is what created the problem. We were told it was temporary like the lockdown and people want to go back to normal. The decision to make it permanent had nothing to do with transportation or even safety but more about forcing an ideology on everyone. I drive as little as possible, but I still need to drive a car. My car still needs to drive on Lake St to access my garage which is on Lake Street. I cannot do what I do on a daily or weekly basis on foot, bike or public transportation nor should I be forced to. Lake Street was not unsafe before, but it is now and has been for over 2 years. We are remely lucky no one has been seriously hurt or killed. At some point that luck will run out. My son learned to ride a bike on the sidewalk in front of our home. Not in the middle of the street with cars going by. The sidewalks on Lake St are huge compared to other neighborhoods and are never full except one night per year on Halloween. Lake Street is flat and one can see for 10+ blocks in either direction and with no one on the sidewalks people need to walk in the middle of the street into oncoming traffic. WHY? Lake Street has had bike lanes for close to if not more than 30 years and since Slow Lake those bike lanes are somehow not adequate and some parents even argue they are not wide enough for families. What happens when they ride on a non-slow street or ride bikes in another city? How about teaching your children how to respect the rules established so everyone is on the same page no matter where you are. Some Facts to Consider: SF needs to close 28 blocks of Lake Street because people need more space to recreate. Really? Manhattan (33 sq mi) Population 1,631,990 (incr. by 4 million daytime) Central Park 843 acres _____ San Francisco (49 sq mi) Population 873,965 (incr. by 267,00 daytime) Golden Gate Park 1,017 acres Presidio 1,480 acres GGNRC* 80,000 acres* *Marin, San Francisco &amp; San Mateo counties There is an actual car free street that runs parallel to Lake Street to the north from 14th Avenue to 5th Avenue with access from 15th, 14th, Funston, 12th, 11th, 10th, 9th, 8th and 5th Avenues. Finally, the biggest problem with Slow Lake is the division, anger and confrontational atmosphere it has created. It is palpable just being on the street. One side is angry and one side is defiant. The "in your face" aggression has only gotten worse with the release of the latest plan last week. Simply put a STOP sign at every intersection. Which MTA did on Anza Street. Post a lower speed limit and install some speed bumps if necessary. Running STOP signs and speeding are citable offenses and can be enforced - Unlike Slow Lake. This could have been done and a long time ago and saved millions of dollars to fix actual problems on Lake Street, the Richmond district and the city of San Francisco. It still astounds me that MTA bases such big decisions on internet surveys results without really verifying who or where the respondents are. Why don't we hold elections this way too. Who ever has the most email addresses wins!!!! Please OPEN LAKE STREET NOW! Sincerely</p>
119	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, Please OPEN LAKE STREET NOW! I commute to Nob Hill for school and the increased traffic on Geary and California as a result of Lake Street closing is adding unnecessary minutes to my commute time and limiting the time I can spend doing activities that bring me joy. I know that there were some traffic assessments done, but nothing was done pre pandemic for a baseline, so they are not helpful. There is no need to close Lake, a critical EW transport for cars - bikes and pedestrians can easily use it, in conjunction with car traffic. Thank you for considering this. Sincerely</p>
120	1	<p>PLEASE OPEN LAKE!! There is no need to close Lake, a critical East/West transport for cars - bikes and pedestrians can easily use it, in conjunction with car traffic. Additionally, there is plenty of appropriate space to bike and hike in the nearby presidio. Sincerely</p>
121	1	<p>I look at Lake Street, and it is a visceral reminder of the zero sum game that crushes my day-to-day. I am on the losing side of this game. I lose parking. I lose time. I lose freedom to navigate down a street that I love, a street that I have loved for the past 60 years, a street that I have lost utterly because of this asinine zero sum game where slow zealots take Lake at the expense of me &amp; my neighbors who live here Sincerely,</p>



122	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, The proposal to modify Lake Street should be abandoned and the street should be returned to its condition prior to the pandemic. Abandoning this ridiculous effort to fix what is not broken is the only reasonable manner to proceed for several reasons as follows: 1. Modification to the traffic flow and use of Lake Street from the way it was in 2019 is completely unnecessary. Lake Street in its current condition and allowed to be used as it was in 2019, features two very clearly marked and adequate lanes, one in each direction, to safely provide for auto traffic, two very wide and delineated bike lanes, one in each direction, to safely provide for bicycle traffic, two continuous and ample sidewalks, one on each side of the street, to safely provide for pedestrian traffic, in addition to ramps on every single corner on both sides of the street in all directions, to provide for full access for people with disabilities. If it ain't broke, don't fix it. This entire project is an enormously expensive solution, in search of a problem that simply doesn't exist. On top of all that, located a few feet to the North of Lake Street, the Presidio offers miles and miles of pedestrian and bike trails in addition to wide open spaces for virtually all types of recreational activities for people of all ages. There is absolutely no justification for making Lake Street a playground for children. 2. There has been a COMPLETE LACK OF DUE PROCESS in order to modify the character of our neighborhood and create an exclusive semi-private neighborhood behind concrete barriers labeled "do not enter" - that is not the character of the neighborhood that we deliberately chose to live in with the reasonable expectation that our public streets would remain open to the automobile traffic for which they were designed. This proposal significantly modified the nature of our community and it is being done without any real debate, much less any vote. The idea that a group of City employees who have been hired for the purpose of creating slow streets would really give consideration to the comments from people who are not in favor of the plan, is truly laughable. (In fact, I would wager that it is more likely than not that no one employed by the City and making decisions about the character of our neighborhood, will read this sentence. If I am wrong, please email me with to let me know you actually read this letter, and I will stand corrected.) It seems to me that a plan that restricts vehicular access to my home that has been located on a public street for 100 years, should require a vote by residents of the community affected by the proposed plan. Public access to a piece of property has impact on its value. In the event that this proposal is adopted, and our property values are negatively impacted by the lack of open public access to our homes, I would expect that the lack of due process that the City has engaged will provide every homeowner negatively impacted by the proposed plan clear standing to sue the City for damages due to an illegal taking of property. One could easily argue that restricting access to our homes should require a condemnation process and just compensation to be paid. In addition, there has been ZERO TRANSPARENCY regarding the cost of the proposed changes that will be paid for by taxpayer funds, nor has there been any information regarding where the money will come from. I always believed that our City believed transparency to be a core value of our community. I have asked several times how much this project will cost and I was told nobody had bothered to cost it out. How is that possible? And, if it is true, it would easily be considered grossly negligent not to have any idea of the cost of a proposed modification that the City has been pushing for more than a year. 3. It is an indisputable FACT that the proposed modifications to Lake Street will INCREASE THE CARBON FOOTPRINT of thousands of vehicles departing from every single home located north of California Street, every time their destination is anywhere to the North. In 2019, in order to drive North on Park Presidio from my home which is located on 18th Ave., North of Lake, I would need to drive about 4.2 short blocks from the corner of 18th Ave. &amp; Lake Street to get to the intersection of Lake Street and Park Presidio. Currently, I need to drive about 8.7 short blocks to make the same exact trip. That is more than double the carbon footprint of the exact same trip. (I have assumed that the blocks between Lake and California are approximately equivalent to 2.25 short blocks between the Avenues, which I believe is substantially correct.) Every time I make that trip, I am driving more than twice as far, and in addition, with the undisputed increased traffic on California Street due to the closure of Lake Street, there is no doubt that I will spend substantially more time in traffic spewing carbon in to our environment. Although the amount of the increased driving will vary depending on the exact location, EVERY SINGLE CAR LEAVING FROM ANY HOME NORTH OF CALIFORNIA STREET WITH A DESTINATION TO THE NORTH WILL DRIVE FARTHER THAN THEY WOULD WITH LAKE STREET REMAINING OPEN. Unfortunately, there is no compensating reduction in travel times required to travel any other direction. The closure of Lake</p>
123	1	<p>My household, with 2 voting age individuals, is supportive of the Lake Street Closure but have SERIOUS CONCERNS ABOUT THE DESIGN. With the current design of Closed Lake Street beginning at 2nd Ave on the west end, rather than Arguello, we have much heavier and FASTER traffic coming down our block than we ever had pre-pandemic. This is a family street - we have kids, elderly residents, and dogs on the block. Drivers speeding east on Lake from Arguello to avoid the stoplight come flying south down 2nd Avenue constantly. We tell our kids they can't be out front between 7-9am or 4-6:30pm because we are terrified of the speed at which these cars travel. SOMEONE IS GOING TO BE HURT if this is not stopped. The residents of our street have submitted this critical issue to SFMTA in multiple forms, but have not heard this issue addressed at all. When I mentioned it to an organizer during a recent Lake Street event, they were shocked to hear it. It was really disheartening that this issue is not being taken seriously. PLEASE ADDRESS THIS ISSUE IN THE FINAL DESIGN.</p>
124	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, You keep Lake St closed at the expense of California Street residents. More traffic diverted onto Calif St, so we get more traffic, more noise, more pollution. As usual, the wealthier get the advantages, even here in SF. Common sense: Please OPEN LAKE STREET NOW! Thanks</p>
125	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, I'm writing on behalf of OpenLakeStreet, a grassroots organization advocating a pre-pandemic return of Lake Street to a usable thoroughfare, rather than a private plaything for a tiny minority of residents. Any traffic 'diverted' from it goes straight to California, Clement and Geary. It saves no net traffic and pushes volume onto those other roads (and residents.) It is absurd that a street with bike lanes and a park right alongside it needs to be closed to all automobile traffic. Please reopen it ASAP, or I fear San Francisco voters will take note of who has failed them here and make the appropriate decisions come election time. Best</p>

126	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, I live at 16th and Lake. California and 16th has become an remely dangerous intersection. I am teaching my teenage daughters to drive and we can go all over the city and across the bay and the most dangerous driving situation they encounter is always the corner getting them off their block. I have watched pedestrians almost get hit and car accidents happen because People can?t get across or turn onto California given the increase in traffic. So eventually they gun it and hope they do not hit another person or car. Furthermore, the intersection at California and Park Presidio is a complete nightmare? especially during the weekend. It can be backed up for 6 blocks?something that never happened pre closure. If you are going to close Lake Street ?which I?m afraid you?re going to do regardless of what residents want? you have to fix California. You need to set up timed left turn signals for people to turn from California onto Park Presidio. You shrunk California from two lanes to one just as you closed Lake Street and created these bottlenecks that never existed before. If you?re going to close like you have to make California a safer, more accessible Street. I have no idea why you think it?s fair to increase the property value of Lake Street residents and decrease the property value of California Street residents. I probably benefit from the closure of Lake financially, but I am against it because it?s really inequitable. Please think twice before making changes to our neighborhood that are being driven in large part by bikers who do not even live here. Sincerely</p>
127	1	<p>PLEASE KEEP LAKE STREET A PERMANENT SLOW STREET! As a senior living between Lake and the Presidio, I usually walk on Lake Street due to severe arthritis that makes walking on trails in the Presidio that are cracked very difficult. Walking on Lake has allowed me to avoid a very complex back surgery and I strongly support it for the other pedestrians and bicyclists and young parents with strollers and those in wheelchairs. However, the new SFMTA design is not significantly improved from what we have now and it eliminates the Slow Street signage. That's a mistake because there are some trucks and cars that avoid Lake due to the signs. We absolutely need stop signs and ENFORCEMENT OF THEM at every intersection and there needs to be more attention paid to Lower Lake from Arguello to Park Presidio in terms of signs and concrete dividers. There needs to be a safe pedestrian path delineated by SFMTA. Right now pedestrians have to give way to cars, trucks, bicycles and even school buses. We cannot walk the street freely enough to really enjoy it. We need more signs and enforcement, especially around 4 pm when workers go home to Marin from Lake, both above Arguella and above Park Presidio. The opponents of Slow Lake appear to have derailed our existing Slow Street and made it much worse. Why are they constantly being appeased when they are not the majority? Why is no one ever sanctioned in a car or truck for ignoring the Slow Street designation and barreling through? Someone is going to get badly hurt, especially older people who may not hear or see so well. We strongly support Slow Lake. But we think the current SFMTA new design is deficient and have addressed things to do above. Thanks. Sincerely</p>
128	1	<p>We have bigger safety issues in the city. With lake street being directly against the Presidio park, we should be focusing on other things in the city. Sincerely</p>
129	1	<p>SFMTA staff and Board, Mayor Breed, Board of Supervisors, Hello. I am a 40-year resident of the Richmond District. I see changes happening in the neighborhood now that have become intolerable. Aside from the property crime spree, the MTA?s decisions regarding Lake &amp; California Streets are ridiculous, making it harder for people to get around. I support the OpenLakeStreet efforts to take our neighborhood back to where it was pre-pandemic. This has been bad for all! PLEASE open Lake Street now.</p>

130	1	<p>Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
131	1	<p>I am strongly OPPOSED to the proposed permanent closure of Lake Street for the following three reasons. 1. It limits access of those with mobility issues. I have dupytrens, carpal tunnel and arthritis in both hands and had a spinal fusion in 2018 making it virtually impossible to ride a bike. However, while I am over 70, I am physically active when I can get to the site. I have an active 25 lb dog which I can no longer walk in the Presidio due to coyotes and one of the few options is Mountain Lake Park. I often drove to the dog park entrance at 8th. Now it's impossible to park once I get there. I also used to regularly play tennis at Mt. Lake Park, now I have the same difficulty getting and parking there. You are blocking access to the park to people with mobility issues. Seriously, one of your biggest concerns is in increasing wheelchair access? If that's a problem, fix the sidewalks. 2. It is divisive, exclusive and inequitable and usage is not high enough to justify permanent slow street status. Lake Street residents have been told by certain real estate agents that their property values will go up if it is designated a permanent slow street. That means a corresponding drop in value to those who live on ancillary streets, including increased car, delivery and truck traffic. You expect me to pay tax on the maintenance and upkeep of a PUBLIC street where I have little access? Where you have now established an essentially closed community in one of the most expensive neighborhoods in the City? I voted no on A primarily because of this issue and will continue to resist funding Muni's non essential pet projects. You are pitting neighbors against each other, seldom have I seen such a divisive issue. The SF Standard recent survey said that 65% of City residents are against closed and slow streets. Why don't you LISTEN to us? 3. It Prioritizes SF Bike over safe, affordable and dependable public transit. There was little initial outreach and SF Bike received priority access. We also know that SF Bike has enlisted like minded individuals from all over the country to call in. You are once again caving to the desires of SF Bike to control a street that was successfully used and well loved by pedestrians, bikes and cars for years. I never received a survey yet we live within a block of two slow streets. Supervisor Chan declared that this wouldn't be a win-lose solution, that everyone would compromise. That is not what you are presenting today. It's a total win, for SF Bike. You, SFMTA, are trying to make the City so miserable for those of us dependent on our cars to navigate, that you are hoping we'll just move. That's not an option for us. We don't want shuttles or pedi-cabs. Reduced access and free parking near and in GGP, and other parks, increased use of red zones, clogging traffic by reducing lanes on California and Geary, horrific traffic on Stanyan seem to be your priority. This is no longer a City that works for everyone you are discriminating against those who need access the most.</p>
132	1	<p>As a resident on the 24th Avenue, I'm supportive of SFMTA's overall goal - but I'm very concerned about the unintended consequence of increased fast-moving traffic on this very narrow street in our "dead end" neighborhood. The proposed diverter at 24th Ave and Lake St. will REDUCE SAFETY by putting too much traffic onto the narrow and quiet streets of West Clay, 22nd Ave (North of Lake), and 24th Ave (North of Lake). This diverter will funnel considerable traffic onto West Clay, 22nd Ave (North of Lake), and 24th Ave (North of Lake). As a result, West Clay would no longer be a safe street with these newly diverted drivers attempting to get from 25th Ave to Eastbound Lake St. West Clay is not wide enough to safely support this increased traffic. In addition, this would make emergency response particularly difficult and dangerous. Our streets already can't have two car side by side - more traffic will be very dangerous. Thank you for your consideration.</p>

133	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians and cyclists, including people with disabilities and limited mobility, children, pets and seniors. SFMTA should approve and install those four diverters immediately. However, this proposal falls short. The inconvenience faced by local drivers to proceed to streets designed for heavier traffic (i.e. Clement, California and Geary Streets) is incidental compared to the benefits that all Lake Street neighbors enjoy in its current slow incarnation. I ask for the following improvements: 1) More diversion. I am troubled by the proposed removal of all 22 Slow Street barriers currently on Slow Lake and the lack of diverters for two 10+ block stretches in the current draft design. 10 blocks without barriers invites the return of dangerous, speeding traffic, as non-local drivers use Lake Street to get to the bridge. This will return Lake Street to its prior state, unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add additional concrete diverters or standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace all temporary barricades. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street?in the driving lanes?is troubling. It?s confusing for drivers and dangerous for pedestrians on Slow Lake. If you truly intend that these streets be shared with pedestrians, kids, people with disabilities, and people on bikes, that intent must be matched by design and infrastructure required to avoid serious injuries and fatalities. Please add Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every day to commute, shop, exercise, or get to school. Let me emphasize this point: Slow Lake has made the neighborhood safer and more accessible for children, people with limited mobility, and pets. Civic-minded leaders should be willing to support constituents with a limited voice in government, instead of deferring to the loudest voices, those most able to adapt to Slow Lake Street. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a success for our city. Thank you for your continued support. Respectfully</p>
134	1	<p>Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: (1) Add diagonal diverters or block-end closures at all intersections ... to ensure cut-through traffic on Lake Street is eliminated. (2) Use full traffic diverters, not partial traffic diverters ... to eliminate cut-through traffic. (3) end Slow Lake Street to Arguello Street and 30th Avenue ... to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But it is far from enough! the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures at every intersection as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn?t the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We?ve also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>

135	1	<p>Thank you to SFMTA for your work on this project. My 11 year old bikes to and from school on Lake St. This has been amazing, in spite of how many people still use it for cut-through traffic. We already regularly hear from him about incidents and see them ourselves as we walk through and bike regularly on Lake. With even less signage and no cut-through protections, I'm afraid of losing this amazing community space and our child's safe transit to school. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
136	1	<p>Dear SFMTA, Your most recent design proposal for Lake Street (copied below) is grossly inadequate and is dangerous for the abundant users of Lake Street. SFMTA must physically restrict access by motorists to prevent Lake Street as a car thoroughfare - physical barriers every two blocks is a minimum. Lake Street is filled with children playing, bicyclists, people walking dogs, strollers, exercising. Lake St is HIGHLY residential. Meanwhile, motorists already have two arterials of California and Geary Streets. There is no need for any non-local, non-delivery traffic on Lake St. I live at 2nd and Lake Street. Prior to the pandemic, motorists routinely (at least daily) would race through stop signs at 30 mph on Lake Street. Stop signs do not work. People may slow for a nano-second for speed bumps, but it does not deter them. Without physical barricades every two blocks, SFMTA is for all purposes eliminating any "slow street" designation for all of the outdoor activities people current use Lake Street for. People will be run off the road. * Traffic diverters at 4 locations: 2 nd Ave, Funston, 14 th Ave, and 24 th Ave. Each diverter would prohibit through-traffic in one direction only. INADEQUATE TO STOP THROUGH TRAFFIC!! * 6 new all-way stops (3rd, 8th, 11th, 17th, 21st and 24th) to ensure that vehicles on Lake Street must stop every two blocks at most. MOTORISTS DO NOT ALWAYS STOP AT STOP SIGNS!! * 8 new traffic calming elements spaced along the corridor (speed cushions and raised crosswalks) to reduce vehicle speeds and discourage cut-through traffic. DOES NOT PREVENT THROUGH TRAFFIC!!</p>
137	1	<p>Dear SFMTA, What is SFMTA's goal with Lake Street. Is it to restrict through traffic? if so, physical barricades are necessary at a minimum every two blocks. If the goal is to open up Lake Street and just "hope" the through traffic isn't going fast enough to kill anyone, then SFMTA has effectively eliminated the public's active use of Lake Street. Cars win when cars and humans are tossed into the same space.</p>

138	1	<p>Dear SFMTA: We have lived on Lake Street since 2003 (bt. 25th and 26th avenue), and we have always found it to be a more pleasant and safe street than most in SF for all of the activities that we do: driving, cycling, running, and walking. We do NOT believe it needs to be a "slow street," although we are not against some calming and safety measures. [n.b., we regret not having participated in the earlier survey]. Thus, turning to the proposed design on your website, we are against all of the "slow streets barricades and the diverters. Continental and raised crosswalks make sense. A future Lake Street should return to pedestrians using the sidewalks, cyclists and runners using the bike lane, and cars safely proceeding on the street itself. As avid cyclists for both recreation and commuting, we do want to request one very specific change: there is no need for a 4-way stop at 24th and Lake; however, there is a very desperate need for a 3-way stop at 23rd and Lake, for that is a major bike route. For cyclists coming north on 23rd avenue, turning left when vehicle traffic resumes " as it should " is dangerous without a 3 way stop. The scale of what has been proposed, however, is reme, unnecessary, and unfair to those who live or now have to travel on California Avenue. Sincerely</p>
139	1	<p>Thank you, SFMTA, for your work on this project. I join my neighbors in the Avenues and throughout the city in urging the SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes of transportation is the reduction in cut-through automobile traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake—especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning that cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will swerve around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections—between 2nd and 12th Avenues, and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in impatient car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures—these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? What metrics will determine when additional traffic diversion will be added to Lake Street, and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and the section between 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. All four of my kids (now high school and college aged) went to Presidio Middle School and got there from our house near the Balboa Theatre without my driving them, and I know how critical this non-motorized link can be. I also know how very dangerous drivers can be along the same stretch if you do not put structures in place right now to stop them from speeding through it. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th—at a minimum—to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care</p>
140	1	<p>While I appreciate the SFMTA's work in drafting a plan to continue Slow Lake Street, the current plan as it stands does nothing to actually slow traffic on Lake St. Even with the current barriers that clearly say Closed to Thru Traffic, far too many drivers assume the message doesn't apply to them and drive all the way through on Lake. I ride a bike up and down Lake Street every day and have yet to see a single instance of enforcement against a through driver. What I do see often is cars zig-zagging around the existing barriers, at speed, in complete disregard of bicyclists and of the many pedestrians who run, walk, and push baby carriages on a street where they should feel completely safe to do so. Drivers who choose to ignore the current signs put people's safety at risk. Fewer barriers will hardly improve that situation. I saw a bicyclist wearing a T-shirt that said "Just because you own a car doesn't mean you own the street." I don't love a lot of bicycle attitude, but I agree with this one. Over the past two years people have reclaimed Lake Street and put it to good use. That hasn't stopped neighbors from parking, or deliveries from Amazon, UPS, Fedex, USPS, and all the other delivery services from getting through. It hasn't prevented contractors and gardeners from working on and off Lake Street; in fact it's made their chronic double-parking easier. Please keep the current configuration of barriers and make them more prominent. And encourage the cops to try some enforcement on through drivers once in a while. Yours truly</p>

141	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. I know how arduous this process has been and I really appreciate the commitment to having safe and active alternatives to auto transportation in our city. I am concerned however about aspects of the proposed design in that it makes Lake only partially "slow" which kind of defeats the purpose of having a safe stretch where kids can bike, we can walk our dogs, walk chatting with neighbors and seniors can stroll without fear of speeding cars. If there are 10 blocks with no diverters, that's an invitation to go back to the days of speeding down Lake! Like many others, I ask for the following improvements - I agree with each and everyone of these! If we are going to keep Lake Slow it needs to really be safe, not just kinda sorta safe in some parts. 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support. VERY SINCERELY (and kind of desperately),</p>
142	1	<p>Please keep lake a slow street and take measures to make it safe for walkers, bikers and kids! I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support</p>
143	1	<p>SFMTA staff and Board, Mayor Breed, and Supervisor Chan, I'm writing to urge you to implement a truly slow Slow Lake Street. Slow Lake Street doesn't really work without traffic diversion to eliminate cut-through car traffic. The current design is insufficient to eliminate cut-through traffic. Either Lake is a Slow Street or it isn't. There has to be full traffic diversion at every intersection on Slow Lake, specifically median diverters, diagonal diverters, or block-end closures. Full traffic diversion at every intersection is how you reduce speeding, reckless driving, and cut-through traffic on Slow Lake. Please look at the full Friends of Slow Lake statement at <a href="http://SlowLakeStreet.com/Traffic-Diversion">SlowLakeStreet.com/Traffic-Diversion</a>. I was traveling in Spain last month. In Barcelona I was very aware of how pedestrian-friendly and bike friendly everywhere felt. There were still lots of cars but pedestrians crossed safely. There were streets which had been converted to "ramblas", no cars, pedestrians only. The dedicated bike lanes were protected. There were bus-only lanes. My friend there told me that many of the improvements are recent and very popular. Most interesting were the residents-only zones very much like Slow Streets here in San Francisco. These neighborhood entry points were camera controlled and in concentric rings, so that the middle were essentially carfree. No cut through traffic. Thank you for your work in the current draft of the Slow Lake Street design. I hope you advocate for full traffic diversion at every intersection on Slow Lake.</p>

144	1	<p>Dear SFMTA, Thank you for your hard work on the design for Slow Lake Street! I appreciate the design's four concrete diverters at some entry points to Slow Lake, as well as the raised crosswalks and new stop signs. These will be important in protecting the safety of the many pedestrians, people with disabilities and limited mobility, and bikers who use it. I ask, however, for the following improvements: 1) More diverters--I am quite concerned about the lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate speeding and cut-through traffic. I believe that SFMTA should either add additional concrete diverters and/or soft diversion to its current plan of 4 concrete diverters. Additionally, please keep the temporary barricades in place to ensure safety until the permanent diverters can be installed. 2) Clear Signage--We need clear signage along the entirety of the Slow Lake. Otherwise, it will be both confusing for drivers and dangerous for those outside cars on Lake St. I truly view Slow Lake as the best thing to come from the pandemic and hope we can keep this wonderful addition to our neighborhood and City! I live on 5th Ave., just off of Lake, and my husband, teenage girls, dog, and I walk, run, and/or bike down Lake St. every day! Without all the car traffic, Lake has been much safer (I know of 2 children who were hit by cars before it became a slow street), quieter and friendlier. Moreover, it encourages non-polluting modes of transportation. Before Slow Lake, I was too nervous to bike. With Slow Lake and the other network streets, I now regularly bike places and to run errands. I see many more people commuting on bike, including children riding to school. Please help us keep Slow Lake St. Slow! Thank you</p>
145	1	<p>Hi, The new cement barriers for Slow Lake are a great start, and I support implementing them quickly. I'm glad to see that the design includes new planters and diverters that will discourage cut-through traffic from speeding through the neighborhood. However, please don't take away the barriers at every block - this will turn lake back into a street for cut-through car traffic and make it unsafe for kids. I would like SFMTA to strengthen the design with additional cement diverters at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future!</p>
146	1	<p>Greetings, More needs to be done than the current plan for Slow Lake Street. I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Sincerely</p>
147	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An extensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it's a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>



148	1	<p>Comments/Questions about the project Question: As Lake St. is an authorized post-pandemic "Slow Street?", what type of permanent signage will be installed if the current barricades/signs are removed? Where will new signs be placed? Comments: 1. I have concerns that if there are NO "Slow Street, No Through Traffic" signs, motorists will not know that the street is designated primarily for pedestrians and cyclists thus putting them in danger. 2. I recognize that the current barriers/signs are inadequate as they blow over in the winds and the sand bags holding them frequently are punctured either naturally or by vandals. 3. The speed calming measures of the plan look great. I would like to see another speed cushion installed between 26th Ave and 28th. Thank you Lake St resident (I am already on the email list)</p>
149	1	<p>(Submitting via email because the online comment form is not working) The current proposal for Slow Lake Street is completely different from the design options selected by a majority of respondents to the design survey. It does not achieve the goals of making Lake St a safe street for kids and pedestrians. Please restore traffic diverters at every block, and add clear signage at every intersection. Sincerely,</p>
150	1	<p>* Comments/ Questions about the project: - I do not think Lake Street needs any calming construction. We should resume the open structure as it existed pre-pandemic. The slow streets were designed to allow for a space for exercising while we were in a very unknown phase of the pandemic. It served its purpose (and perhaps people now feel a sense of entitlement, because they are used to it, but it doesn't mean we need to waste tax dollars on it). It should have been opened back up months ago. This is a street in a city. Why people feel entitled to a slow street is beyond me. If people don't want to live on a street where cars drive, they can move to the suburbs. - Lake street has wide sidewalks, designated bike lanes, plenty of space for two-way traffic. Traffic calming (if any) should be in the form of additional stop signs. MAYBE speed humps. NOT barricades. California street is much more heavily congested as a result of Lake as a slow street and these additions will keep it that way. Didn't help that they reduced from 2 to 1 lane in each direction on California between Arguello and Park Presidio in 2020. - Barricades like the ones suggested along the entrances / exits to the corridor actually make it less convenient for those of us who actually live on Lake Street, to drive in and out of our garages. I live near Lake and 14th, and the majority of the time, I'm working, running errands, etc, to the east of me. I would want to be able to drive straight through the intersection of Park Presidio Blvd and Lake (going west, i.e. to my home) without having to drive around the block or the wrong way to get around the barricades. As a side note, the online comment link does not work on any browser for me. *</p>
151	1	<p>As a Lake Street resident and fan of slow streets, I'm disappointed overall with the draft design because it does not reflect the wishes of the vast majority of Lake Street residents, and strong majority of San Franciscans overall, who dutifully responded to both surveys and expressed their support for the slow street and for the originally proposed traffic calming measures. Instead, the draft presents a plan that seems to have been negotiated behind closed doors by SFMTA staff and slow street opponents. While aspects of it are acceptable, particularly the additional stop signs and traffic calming elements, the four diverters are far too few to discourage many drivers from using Lake as just another city street. Please "go back to the drawing board" and present us with a plan that is true to the spirit of the slow streets and consistent with the plans approved by most respondents in the second survey. Thank you.</p>
152	1	<p>Attached please find my public comment letter for the Virtual Engineering Public Comment for Lake Street. I ask that you take the time to read it in its entirety. Thank you for this opportunity to provide important feedback and for your careful consideration of this matter which will have a long term impact on the Richmond District.</p>
153	1	<p>Briefly: NO on traffic diverters (we are not a gated community) No on speed cushions YES on all 4 way stop signs Yes on raised sidewalks. We could use more than the proposed raised sidewalks especially when it is an intersection without 4 stop signs where a right turn off Lake to the avenues has no stop sign then the raised sidewalk should cross the avenue. I live on 22nd Avenue just off Lake and would appreciate you keeping me informed.</p>

154	1	<p>Hello all, Thank you to SFMTA for working to reduce traffic on Lake Street; I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be the first of many permanent low-traffic streets that truly stop dangerous cut-through traffic from speeding through our neighborhoods, not just that encourage stopping every 2 blocks. We know that stop signs do not physically stop drivers and that drivers will drive as fast as the streetscape physically allows them to. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. How can there be "clearer guidelines around street usage" (one of the named goals of the Engineering Public Hearing) without signage on every block of Lake Street? If the Slow Streets designation is removed from Lake Street and the Slow Streets signage is removed from every block, what will stop a driver from driving onto Lake Street without knowing it is a Slow Street and driving fast, without paying attention for kids and others using the road? What will stop Google and other routing devices from routing drivers down the street, even if it physically requires cars to go slower because of the traffic calming devices, because it shows empty in the street data? Data acts in unpredictable ways and when it gets busy in the city, these devices route people in illogical ways into neighborhoods that are not designed for high volume, even when this requires driving around twisty turny ways, over speed bumps, or around barriers. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street - please live up to that promise by adding full traffic diverters and mode filters in both directions of travel at every signalized intersection and at a minimum of every 4 blocks. Please commit to monitoring average daily vehicle volumes and speeds on Lake Street after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Please commit to clear signage and re-striping of the roadway per Proposal 2 - Slow Street with No Roadway Striping - so that all road users know this is a Slow Street and that true through traffic is not permitted. Please commit to speed humps with cutouts for bicycles to allow safe, predictable bicycle usage and prevention of swerving unpredictably to avoid riding over painful speed humps. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors in order to meet any of our City's congestion, safety, and environmental commitments. Please move forward with the proposed Slow Lake design as modified in this email as a baseline and commit to strengthening it in the future! Thank you, District 1 resident and pedestrian/cyclist/bus rider/car driver</p>
155	1	<p>Hello, I am a resident of the Richmond District. I have used Slow Lake Street to walk, bike, and run for the last two years. First, I want to thank you for your work on the Slow Lake Street design. I am concerned that the new design has far fewer Slow Street barricades and diverters. While I understand the need to allow local access, the current design will allow people to travel 5+ blocks without any infrastructure to discourage them. In my mind, local access should permit travel for 1-2 consecutive blocks. If Lake Street is meant to be a safe place for people of all ages to walk and bike in the street, then I believe the infrastructure should reflect that, even if it inconveniences car drivers. Please consider adding more diverters and barricades to prioritize the safety of pedestrians and bikers.</p>
156	1	<p>Hi SFMTA team -- Just wanted to add my comment as part of the virtual public hearing for Lake Street's design. Firstly, my family and I so appreciate all the work SFMTA has done for Lake Street -- it's truly a big factor in our decision to stay in San Francisco with our 2 young children. Like I mentioned in my original note below, we use Lake Street literally daily to run errands across the Richmond and to transport my kids to playgrounds, shops on Clement Street, the farmers market, the beach, and more. We own a car, but we have cut our usage of the vehicle by I would guess 70% since we started using Lake Street. Not only is it convenient not to have to load them into the car seats, but they are out meeting their neighbors, getting fresh air, and most importantly, limiting our carbon footprint and contributing to the city's ambitious climate goals. I live on California Street, and we use a double stroller to get them around (my kids are 1 and 3) by walking up 1 block from California to Lake and then heading east or west depending on where we're headed. It takes us about the same amount of time to reach most places, because we're not circling for parking or blocking traffic while we load or unload them. We're so appreciative of the proposed designs and all the work that went into them. The biggest concern my wife and I have is that there may be simple confusion about "what the rules are" for drivers and pedestrians / bikers sharing the road, and that's where the most dangerous incidents tend to happen. I know Slow Streets and JFK have been a divisive issue in the city in some ways, but I 100% believe that most drivers are very well intentioned just like slow street pedestrians/bikers are. But not everyone actually understands the rules, even with the signage we have today on every block or two. Since the proposed design removes the existing wood barriers (similar to the purple barriers on some other slow streets), I really worry that drivers will be confused and believe Lake is a typical San Francisco street, especially if they're not from the area. The diverters at the ends of Lake will definitely help, but with 10 block gaps between them, I worry a driver who enters Lake Street from one of the avenues (not from Arguello or Park Presidio) will have no real information that Lake is a slow street. They might see pedestrians in the street and think they are crazy people standing in the street -- and I wouldn't blame them! In terms of solutions, while I don't personally drive much on Lake Street, I totally get why some folks hate the idea of more diverters at every block -- that might make it too onerous for residents and delivery vehicles. But I can't really see the harm in a compromise of those purple signs on every block or two at least -- a car can weave around them if needed (like they do today), but at the least they'll realize this isn't a usual road and we'll avoid confused drivers and confused pedestrians getting upset at each other when everyone has good intentions. Hope that helps, and thank you again for your work! Resident on California St between 16th and 17th, family of four</p>

157	1	<p>I have lived for 26 years on the cul-de-sac north of Lake Street, and I strongly oppose making Lake Street a slow or closed street. I ride a bike, and I walk a dog, and I use public transportation, and I still have to drive a car on occasion. Now, when I leave my house, I have to drive along Lake to either 6th or 8th so that I can use a signal to cross or turn at California to go either east or west. I then join the steady stream of cars on California (which was recently reduced from 4 lanes to 2 in this area), driving an ra 2 blocks minimum to get anywhere north of Lake Street. This is crazy - it is adding to traffic congestion and engine running times. My primary reasons for opposing slow/closed Lake Street are that 1. It serves no purpose. * Lake Street has ample sidewalk and bike lane space to accommodate the walkers and bikers who use it. * The attached photo was taken at 11:30 am on a beautiful Saturday at the intersection of 8th Ave and Lake, looking toward Arguello. There is one person walking in the street. No one else appears anywhere along 8 blocks of the street. This is typical at any given time or day. 1. It creates additional car usage by requiring drive-arounds on heavily trafficked California Street. 1. If any street in this area should be a slow or closed street, it is Clement which is full of shops, restaurants, and people. PLEASE, PLEASE, PLEASE re-open Lake Street!!</p>
158	1	<p>I support keeping Lake Street slow, but I'm writing now to ask a simple question. I understand the proposed steps outlined in your document announcing a public hearing. However, what I don't see in the document is an indication of what will happen to the per-block "no through traffic" signs. Will these stay? Will they be made more permanent? Will they be placed on *every* block, instead of every other block, as at present? I fear that if these barricades are removed, leaving 5-7 block stretches with nothing more than speed bumps, then cars will resume using Lake Street as a through street for such stretches, and will not drive slowly. This will scare pedestrians and cyclists back to the sidewalks, and the goals of the slow street will be lost. Please clarify for me what will happen to the per-block "no through traffic" barricades.</p>
159	1	<p>I Want More Traffic Diverters and More Safety Features for SLOW Lake Street. Every intersection should have traffic diverters. If you do anything less, you are failing to meet vision zero sf, and endangering the lives of those of us who can?t afford a car. I bike on this road every single day to get to work. If you follow through with the current plans that do not do enough to mitigate car traffic, the likelihood that I will die will drastically increase. People will die because of your failure to make serious changes to this design. I?m not being dramatic, I?m stating a fact. So many people have already been killed by cars this year, don?t make that number higher. I?m sending this email because the all of the links that I have found to the survey that should be open until Tomorrow are no longer working. Here is the copy paste email that I fully agree with: I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However the proposed design doesn?t go far enough. Speed kills. MTA knows that drivers will always travel at the engineered maximum speed, not the speed limit. We should engineer Lake Street to be the first of many permanent low-traffic streets that truly stop dangerous cut-through traffic from speeding through our neighborhoods. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. The design for Lake Street should live up to that promise. Please add traffic diverters and mode filters in both directions of travel at every intersection. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Lake Street after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that?s truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline and commit to strengthening it in the future!</p>
160	1	<p>I'm a current Lake Street resident and want to voice my strong opposition to the additional changes proposed to the street. The residents on the street already have enormous difficulty accessing their own garages and parking nearby and this would add additional burden. Divisiveness and politics aside, this is another regretful example of not just making laws and regulations that are common sense and have to go to the reme. Please stop making us a national headline and be pragmatic. Thanks.</p>
161	1	<p>I've reviewed the new design and don't understand how the "traffic diverters" affect traffic flow. Do they prevent anyone from driving the length of the street - in either direction - without having to cut over to California St., around the corner, and then back onto Lake? Or do they allow one direction to drive the entire length in a straight-through manner, while the other direction is forced to divert at each of the diversion points? I'd appreciate clarification, thank you.</p>
162	1	<p>Please consider putting a stop sign at EVERY avenue on Lake St. This will do more to make it safe for pedestrians than many of the other proposed design elements. Pre slow street designation, drivers often disregarded the crosswalk on non stop sign intersections. And the addition of a few stop signs at certain intersections will just make it worse for the avenues that don't have a stop sign. The proposed elements of speed humps (already on 12th avenue and worthless), a barrier at Funston (pushes more cars to the avenues to go around, and the other proposed "calming" measures will not be effective. Stop signs at every avenue will achieve the goal of discouraging "cut through" traffic while re-opening the street. Thank you.</p>

163		<p>SFMTA board members, 1. Why wasn't I asked for input as to whether I support such a permanent street closure? I never received a mailer nor an online survey requesting my input? Nor has any members of my family. 1. I didn't see this being put on the ballot to ensure fair voting and a significant majority in favor of vehicle closure. Why not? 1. When was a survey taken and from which households? (was it randomly asking vehicles driving through the neighborhood whether they support slow streets? During the pandemic everyone supported slow streets. We were told to stay locked inside.) 1. At what stage of the work from home/ school closures of the never-ending emergency pandemic was it taken in? What month? 2. Is the traffic patterns different now? 3. Are the bike commuters engaged in different patterns now? (Are there hundreds more cyclists nowadays that require the use of the whole expanse of street as opposed to the bike lane ALREADY in place?) _____ I am opposed to permanent closure of the street for through-traffic. I have experienced increased traffic, congestion on adjacent streets and have experienced the frustration and rage of some of the diverted traffic. Additionally car free streets ignores the needs of several-people households/ family systems and makes light of their needs. (How is one supposed to pick up groceries for many, or shepherd kids around several times a day with a leg powered bike? Not everyone is Hercules. Nor should they require "behavioral nudges" from others, which reek of arrogance, shouting down one's views and demands of conformity from a plateau, display a lack of caring towards others and the space they occupy, and lack of concern for those with different priorities living in this same community, on our beautiful green earth.) Lastly, the need for a car-free street adjacent to several parks, and bikes-welcome open spaces, including the Presidio, Mountain Lake greenery, and Lincoln Park, near Lands End makes the claim for the need for open spaces/ bike corridors truly laughable in this cont and brings Orwellian images of government hypocrisy and ludicrousness' to mind. Lake street has ample bike lanes for quite some time prior to pandemic distancing rules. I used them myself prior to the pandemic. Thank you for your time.</p>
164		<p>Sir/Madam, I am interested to know whether this initiative had included survey data from the residents of California Street and Clement Street (excluding the residents of Lake Street) in order to provide some scientific rigor (as opposed to only anecdotal data) to your analysis. I am not surprised that the Lake Street residents (73% of those that responded) favor retaining the Slow Streets. It's a gift? from the City to provide a park-like environment to Lake Street home owners who obviously had no expectation of such an environment whenever they purchased their homes. For the residents of California Street and Clement Street however, there is no corresponding gift or windfall. To the contrary, we are now the unfortunate recipients of additional traffic and congestion that had previously been borne (in part) by Lake Street. I am confident that the number of residents on California and Clement Streets who oppose the existence of a Slow Street significantly outnumber the Lake Street residents who are in favor of a Slow Street. At a minimum, we should see data that reflects the preferences of those two constituencies. Thank you</p>
165		<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diversion. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support our improvements to help Slow Lake continue as a success for our city. Thank you for your continued support.</p>

166	1	<p>Thank you to SFMTA for your work on this project. As a local resident that has been actively involved throughout this process I have to say it is disheartening to see the proposed designs completely changed from any of the choices that were present in previous outreach. I don't understand why another "compromise" is being made on something that directly impacts the safety of families and communities that do not drive. I use slow lake almost everyday to ride my bike since it has been made a slow street and even the current design does not do enough to reduce dangerous driving on the street. My real fear is that reducing the signage and push to truly make this a space for forms of transport other than cars will end up back as we are on other cut through streets with only speeding dangerous driving. Almost all other streets that flow from east to west in the Richmond are dangerous to ride on and we should be doing everything we can to separate cars from pedestrians and bikes. Again SFMTA is not doing enough to ensure safety and continuing to make San Francisco streets for cars rather than everyone else. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? What is being done to ensure that routing on maps divert traffic from lake street. The majority of drivers follow maps when driving and even with signage will drive on roads to "save a minute" rather than using the streets safely. Thanks again for your work on this project, and please take care.</p>
167	1	<p>To those working on the Slow Lake Street Design, Thanks so much for all of your work on this project. I'm sure it has not been an easy process with the polarized (and vocal) debate. I have a few comments on the preliminary engineering design that I would like to share (which come as someone who lives on Lake and would be directly affected by any inconvenience these modifications would cause to my own experience driving in SF): * Most importantly, I am worried that having traffic diverters only at 25th/Park Presidio/2nd will still allow a lot of cut through traffic along Lake. As I see every day walking along Lake, drivers go around the existing barricades into the opposite lane of traffic with disturbing frequency (and often going very fast and without looking for oncoming cars, cyclists, or pedestrians [even in crosswalks]). The main thing that will stop this is actually cutting out two-way traffic at a few points along Lake on each side of Park Presidio. In particular, make each of the existing traffic diverters into full road closures to stop the traffic from the busiest cross streets. I think a full diverter around 19th would be great since there is a stop sign there on California to allow easier turns off of Lake, and it would very much make cutting through on Lake less attractive. Likewise, a full street diverter on 6th or 8th would be another good option since there are traffic lights there on California and it would also cut the unblocked length of Lake in the Inner Richmond in half. I really think this is the most important thing we can do to make Slow Lake Street safer for everyone and to reduce cut through traffic. * Why stop (no pun intended, and yes it's bad) at 4-way stops every two blocks? It would be great to have all-way stops at every intersection on Lake Street. * Raised crosswalks might be nice in more places, but it could make travelling on bicycle less comfortable. * Pedestrian bulbs might be nice to increase visibility of cross-traffic when turning on to Lake. Thanks for reading my suggestions and comments. Good luck with finishing the design! Regards</p>
168	1	<p>We should engineer Lake Street to be the first of many permanent low-traffic streets that truly stop dangerous cut-through traffic from speeding through our neighborhoods. Please add traffic diverters and mode filters in both directions of travel at every signalized intersection and at a minimum of every 4 blocks. This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.</p>

169	1	<p>Dear colleagues, The SFMTA Board voted to keep Lake Street a permanent Slow Street. SFMTA has conscientiously solicited public opinion and found that a strong majority of the public clearly stated that they appreciate Slow Lake. For Lake Street to be safe enough for children and families to walk and bike to school, the Slow Street design needs to be strong enough to to effectively discourage dangerous cut-through traffic and speeding through our neighborhoods. * Additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely. * The middle blocks of Lake need infrastructure to prevent speeding down 10 blocks of our slow street without interruption. * Leave temporary traffic diverters in place until the permanent design is completed. * More ensive safety improvements that require construction can be phased in. I am asking you to commit to a stronger Slow Street design. Every child in San Francisco deserves to feel safe walking and biking to school. Every beginning cyclist, every family group walking, every older person and person with a mobility device deserves a truly safe, beautiful, neighborhood-enriching, tree shaded walkway of Slow Lake. Walk First, Transit First are our stated City values. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future.</p>
170	1	<p>Hello SFMTA, Supervisor Chan, Mayor Breed-- I am a resident at 15th Ave and Lake St. My husband and I cherish Lake St being a Slow Street and hope that it will remain so for when we raise a family here. My understanding of the most recent SFMTA plans for updating Lake Street's status is that there will be concrete diverters (good!) but only every ~10 blocks or so (bad!). I write to ask that SFMTA consider adding more of these diverters at many other intersections (e.g. at 25th, Park Presidio, Arguello, and others) in both directions. We used to live near the Kirkham Slow Street and the infrastructure there was sparse and encouraged drivers to still use it as a through street. It made walking and using that public space as a pedestrian effectively pointless because of the interactions with cars. I just read about an SUV speeding down Lombard St, blowing lights and stop signs, and hitting a 22-Fillmore bus so hard it spun the bus around and injured numerous bus riders. You cannot stop bad actors like this reckless driver, but you can design streets that prevent such unsafe driving from ever happening in pedestrian areas. Please help San Francisco take the leap forward into a more sensible, peaceful, and human-oriented city, and improve Lake St as a pedestrian-first street. Design it so that bad actors and even well-intentioned drivers cannot threaten pedestrian use of the Lake corridor. Please keep it a permanent Slow Street and add frequent concrete diverters in both directions. From a template email I received I also ask the following: I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Cheers</p>
171	1	<p>Hello SFMTA, Supervisor Chan, Mayor Breed-- I am a resident at 15th Ave and Lake St. My wife and I cherish Lake St being a Slow Street and hope that it will remain so for when we raise a family here. My understanding of the most recent SFMTA plans for updating Lake Street's status is that there will be concrete diverters (good!) but only every ~10 blocks or so (bad!). I write to ask that SFMTA consider adding more of these diverters at many other intersections (e.g. at 25th, Park Presidio, Arguello, and others) in both directions. We used to live near the Kirkham Slow Street and the infrastructure there was sparse and encouraged drivers to still use it as a through street. It made walking and using that public space as a pedestrian effectively pointless because of the interactions with cars. I just read about an SUV speeding down Lombard St, blowing lights and stop signs, and hitting a 22-Fillmore bus so hard it spun the bus around and injured numerous bus riders. You cannot stop bad actors like this reckless driver, but you can design streets that prevent such unsafe driving from ever happening in pedestrian areas. Please help San Francisco take the leap forward into a more sensible, peaceful, and human-oriented city, and improve Lake St as a pedestrian-first street. Design it so that bad actors and even well-intentioned drivers cannot threaten pedestrian use of the Lake corridor. Please keep it a permanent Slow Street and add frequent concrete diverters in both directions. From a template email I received I also ask the following: I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Cheers</p>
172	1	<p>Dear All, I believe that improved signage of Lake St being closed to through traffic would benefit public safety at the intersection of 25th Avenue and Lake St. As of this writing, there is no signage or pylon indicating that Lake St is closed at the intersection of 25th Ave and Lake. The result is that drivers enter Lake St at 25th Avenue without knowledge of the street being a slow street and then catch pedestrians, bikes, and scooters in the middle of the street, unaware. There is potential for multiple accidents at this intersection. For the safety of pedestrian, biking, and scooting traffic between 24th and 26th Avenue on Lake St, I support improved signage. Lake Street should be safe for kids and families to walk and bike to school. Thank you for your time and consideration.</p>

173	1	<p>Dear Mayor Breed &amp; Supervisor Chan, My family and I have lived in the Richmond District for 20 years, including going to school at Alamo. Like a lot of people who moved to this area, this is the best neighborhood for biking, running, dog walking, strolling (with or without a stroller) in the city. Don't let big SUVs ruin it by racing at 25+ MPH from stop sign to stop sign (what it was like before slow streets). I love slow Lake street, as do my dog, kids and 90% of my neighbors. Please keep it slow. It's hard to believe that drivers feel so entitled they have to have priority on 100% of the streets, to go the speed limit (at least!) and bully anyone who gets in their way, even for a second. 1) Change the speed limit of all slow streets to 15 MPH. Enforce the limit. 2) Make it obvious at every intersection that Lake Street is slow - with many strong barriers, at least every 2-4 blocks. Speed bumps are fine, if they actually make a difference. More stop signs won't help much if some cars try to get to maximum speed between every pair. 3) Don't make complex rules about what is OK. No through traffic - period. If you can, enforce the rules with cameras, maybe mobile ones. They should pay for themselves and more. A network of slow streets is the only way I or anyone sane will switch from their cars to their bikes or scooters. 5000 pound vehicles driving at 30mph just 2 feet away from me is terrifying, because they can kill you if anyone makes a goof. Restrict them from our best pedestrian/bike/people streets. Thanks</p>
174	1	<p>Hi, I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. I am a resident of San Francisco and I have a 9 week old baby. While on maternity leave I have taken advantage of slow streets all over the city for walks. They have helped so much for me to get exercise and fresh air without feeling afraid of the increasingly dangerous and speedy car traffic around San Francisco's small neighborhood streets. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future!</p>
175	1	<p>Good evening, I'm writing today as a San Francisco mother who supports slow streets and wants to see more done to provide protected spaces for pedestrians and bicyclists across our city I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future! Best</p>

176	1	<p>Dear Mayor Breed &amp; Supervisor Chan, I have been a resident of the Richmond District for 20 years, and raised my family here. Both of my children attended Alamo Elementary School in the neighborhood. I am very appreciative of the Slow Streets Program throughout the city! It has allowed me to run errands via my bike, brought me renewed enjoyment of running, and has given me the chance to meet so many of my neighbors who are also enjoying this environmentally friendly and safe way of getting around. I have reduced my driving as a result. I especially appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. My main concern, and it's a BIG one, is that the proposed changes rely largely on stop signs. I have witnessed first-hand that many (if not most) of the drivers on Lake Street slow down a bit for stop signs, but often only stop if another car is there. They often infringe on the crosswalk and by the time they see me they have mostly rolled right through it since they know I will stop since I am afraid of being hit by a car. Many of them might show a tinge of guilt on their face, but not enough to stop. We are being naïve if we expect cut through traffic to stop at stop signs. I would like SFMTA to strengthen the design with additional cement diverters to reduce the cut-through traffic. Stop signs and a few speed bumps will not change the behavior of speeding motorists. If raised crosswalks are effective in slowing traffic and making drivers stop, then that could be an option as well. Cars should not be able to speed down 10 blocks of our slow street without interruption. There should be a deterrent to speeding and cement dividers would be much more effective than stops signs. Since August 2021, when the SFMTA Board voted to keep Lake Street a permanent Slow Street, there have been subsequent surveys and the majority of the neighborhood residents want to keep Lake Street Slow. It is not No Lake Street, we just want a truly Slow Lake Street where our friends and family can safely use non-car modes of transportation. Thank you for your continued attention to this project. Kind regards</p>
177	1	<p>Hello, I was incredibly disappointed to hear SFMTA is seeking to undo most of the Slow Street safety improvements on Lake Street and make it more dangerous for residents just so impatient drivers can cut through the neighborhood to bypass traffic on California Street. I live on Noe Street where SFMTA has still only installed one, solitary "Slow Street" sign for the entire length of the street from Duboce Avenue to 18th Street ? and has even removed some of the ?Road Closed to Thru Traffic? signs that are often pushed over or out of the way to encourage dangerous driving ? while around the corner from me on Market Street I watch motorists parking in the bike lane NON-STOP without any enforcement or so much as a plastic soft-hit post to keep motorists out of the bike lane. It?s a little off topic, but for years I have been reporting motorists blocking the bike lanes via SF311 and to this day SFMTA closes every report almost instantly with a comment that data is collected for enforcement, but it only seems to be getting worse. I am just beyond disappointed that amidst a worsening climate crisis and traffic fatalities almost every week that motorists can?t be asked to make the slightest accommodation for the sake of safety.</p>
178	1	<p>Hello fellow San Franciscans!</p>
179	1	<p>Dear SFMTA- I am a life-long District 1 constituent and I support the Proposed Lake Street Design. I am impressed with the current level of success of the the Slow Street designation and look forward to the more permanent traffic calming measures being installed. I own the only store-front business on Lake St and I also live on Lake Street. I witness every day the popularity of Slow Lake and how the Slow Lake Street designation safe-guards the entrance to Mountain Lake Park from commuters cutting through to Lake and using it as a shortcut to Park Presidio/Highway1 and the Golden Gate Bridge. During the course of business I engage with many community members who are very concerned about this dangerous use of Lake Street as a highway on-ramp. Since 12th and Lake is my main point of reference, I appreciate and support the proposed raised crosswalk, speed cushion between 12th and Funston, and the traffic diverter at Funston. I would also like to see larger stop signs, more diverters, and Slow Lake signage. There still may be the issue of west bound commuters cutting through on Lake to access the bridge. Hopefully this will be addressed in the future if it continues after the current proposal is implemented. Thank you.</p>



180	1	<p>I am a resident of District 1 Public Hearing: Lake Street/OPPOSITION to Final Proposal Message to the Redistricting Task Force Dear SFMTA, I am OPPOSED to your "final proposal" regarding Lake Street and request that you reopen it ASAP, for many reasons: You are enriching the few at the expense of the many. This is not equity nor fair nor whatever you wish to call it. You have turned California Street into a parking lot at many times of the day in both directions. You've make California far more dangerous to pedestrians and drivers alike. I urge you to Open Lake Street to pre-pandemic use immediately. Thank you,</p>
181	1	<p>I am a resident of District 1 Public Hearing: Lake Street/OPPOSITION to Final Proposal Message to the Redistricting Task Force Dear SFMTA, The proposal to convert Lake Street into a permanent ?slow street? rightly strikes many people as an example of the privileged few using their influence to better themselves at the expense of ordinary taxpayers. Lake Street, like all streets, was designed to be driven on, by ordinary city traffic ? ? regular men and women who need to get places. Turning Lake Street into a de facto park that is occasionally used by affluent citizens of has a little if any practical justification. Thank you,</p>
182	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. This was a massive overreach and was wrong. SFMTA own surveys say at best 50/50 in our community want this. However their surveys are biased so take that w a grain of salt. Lake street should never have been considered for permanence as it never met the slow Street's Dept own internal metrics for considerations they just kept moving the goal posts. It sits empty 95% of the time and the sidewalks and preexisting bike lanes have held this neighborhood in hood steed for 50 plus years. Please reopen our street. Thank you</p>
183	1	<p>The people who enjoy Slow Lake Street daily thank you for your work in the current draft of the Slow Lake Street design. The design?s four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. Our community asks for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it?s a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

184	1	<p>Dear SFMTA, Mayor Breed, and Supervisor Chan: I have bike-commuted along Lake Street for over 5 years, both before and after Slow Lake was implemented. I used to have nightmares of getting hit by a car on my daily commute and the anxiety of biking to work threatened to keep me from continuing. Slow Lake Street [and the other slow streets, namely Cabrillo St and 23rd Avenue] changed my life--that anxiety disappeared. I was empowered to bike in the streets that allowed me to take as much space as I needed to feel safe. I am incredibly disappointed by the final design proposed for Slow Lake Street. After attending public meetings and viewing previous designs, I was surprised to see this version. What shocks me the most is the lack of barriers or signage at every intersection along Slow Lake. Without barriers or signage, this is not a slow street--it's just a regular street with a traffic calming devices. There is little incentive to keep non-local traffic from using it, and there isn't even any signage to make it clear it's not supposed to be used for cut-through traffic. I still bike commute on Slow Lake, and in the early mornings I often see vehicles driving the entire length of Lake Street from 23rd Ave (where I enter) to Arguello, weaving in and out through the barriers. I am certain that removing the barriers and adding stop signs and speed bumps will not reduce cut-through traffic--it will only increase, and at what risk? Decreased safety for pedestrians, cyclists, seniors, and families. Slow Lake has improved the quality of life for this neighborhood, improved community, and reduced traffic deaths--contributing to San Francisco's Vision Zero and climate change goals. To return Slow Lake to a regular street--especially despite majority support--would be a major step backwards. Thank you</p>
185	1	<p>Good evening, Slow Lake Street is simply a good idea. We use it often and believe that it represents the best of what a city can be for its residents. I have struggled to understand the controversy around it. I urge you to continue it indefinitely - its benefits will be felt for years to come. Kind regards</p>
186	1	<p>Hello Lake Street team at the SFMTA, Having seen the proposed designs for Slow Lake Street, I have some notes, but they boil down to this: It's not going to be a Slow Street if you stick with these designs. As a parent, there is no way I'm letting my kid roam on a street with almost no barriers to traffic. Drivers do not pay attention to speed limits. I have lived near Slow Sanchez long enough to remember what it was like before the barriers were installed (and I imagine it's the same for Slow Lake). If you take the barriers away, drivers will behave much as they do now at the cross-streets, even if they have stop signs: accelerating sharply and reaching speeds of 30 mph+. Totally unsafe for anyone in the roadway. I also live on a street with a speed table/bump and watch hundreds of drivers cross the tables every day. My conclusion: those things are just plain ineffective. It doesn't matter if your speed studies show a few mph reduction or a brief break from acceleration: in practice, the feel of a street with a speed table is almost the same as without: dangerous and hostile to me when I walk. If the street feels dangerous and hostile, then parents like me won't feel safe, and then their kids won't be out on the street. If kids aren't out, then you've failed at creating a Slow Street. It would just be a calm-ish residential street, and sometimes not even that. I thought the whole point here was to create a new kind of streetscape in San Francisco? I'm not a traffic engineer, but I am a regular Slow Street user (including Lake, which I use all the same to get my daughter to the western side of the Presidio), and I can't emphasize enough: physical barriers are essential. These streets just don't work without them. They need to be large, visible, hard to run over, and at pretty much every intersection. The Slow Lake Street folks have some good ideas, which I copy below, but I'm sure you're aware of them. I don't mind whether you implement these or some other barrier, but I do care about the end result: it has to be impossible for someone to drive down Lake Street for more than a block without encountering a real physical barrier that will do damage to their vehicle if they don't avoid it. Again, if you don't do this, there will be no Slow Lake. And if you bring this bad design to other Slow Streets, that'll be the end of them, too. There is no intermediate state where you can somehow please people who just want to drive as fast as they used to. If you "compromise", the whole thing just fails. The Slow Street concept is one of the few great things we got out of the pandemic. It demonstrated your ability as an agency to do things that actually benefitted people who walk and bike. Slow Streets are a major win. Don't throw that away! Thanks, Beaudry</p> <ol style="list-style-type: none"> <li>1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic.</li> <li>2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated.</li> <li>3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections.</li> </ol>

187	1	<p>Hello SFMTA, I don't ever recall voting for a slow street but then, one day, out of nowhere... There was signage up and down my street declaring my street was a slow street. At first I was skeptical because I do drive and it did bug me that I received my first ever traffic ticket in San Francisco by driving on Lake Street to get home. However, during and after the shut down I saw our neighborhood change for the better. I got to know my neighbors better, I got to teach my son how to bicycle on Lake Street. We fell in love with it. I understand why some have not. I don't miss the traffic jams twice a day with people using Lake as a way to get to and from work. Several times in my life, I crossed Lake and almost was struck by people on cellphones driving. I remember the 6th Avenue traffic traps not working even though the sound of police sirens blaring meant tickets were being handed out... The delayed action by your department and the apparent lack of urgency of implementation of a timely plan has left neighbors at odds with each other out here in the Richmond... Like real hostility... Anyhow... I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
188	1	<p>Hello, As a Lake St resident and parent of two small children who attend school on Lake, I'm very concerned about the proposed final design. I do not believe there are enough traffic control measures in place to fulfill the vision of a Slow Lake Street, which a majority of Richmond residents support. Even with the current signage and traffic redirection, I routinely see/hear people blast through the stop signs at 9th and Lake. Adding more stop signs will not be enough without additional traffic control measures. Please consider adding stop sign enforcement (patrol cars, cameras, etc). If no one stops now, imagine when traffic is fully back? Also, speeds of traffic (for cars that choose to ignore current restrictions) is well above the speed limit of 25 MPH - I have called multiple times for speed monitoring from the SFPD but have yet to see a single patrol car ticketing speeders on the street. How are you planning on enforcing the traffic rules in this new design when no one pays attention now? Lastly, I'd like to see clear direction from city leadership on 1) the intent of the streets, and 2) what is safe and permissible behavior from drivers. I personally have had the following experiences: ? a man in a gold Subaru driving 40+ down lake, slamming on the brakes within 5 yards of me pushing a stroller, calling me ?a f-not idiot for teaching my kids to walk in the street? and ?a f-terrible mother?. I had to explain this behavior to my children and have since seen the same car engage in similar aggressive behavior to pedestrians (where is the traffic enforcement?) ? seeing people drive up at night and attempt to disassemble signs and/or destroy the sandbags holding them down ? multiple cars speeding past pedestrians and rolling down windows to scream violent obscenities at them I cannot understand how, after multiple surveys that show majority support for a fully closed Lake St, and voting on designs, there is a final proposal that basically opens up the street and does not reflect any of the neighborhood?s majority opinions. I can only imagine that a vocal, organized minority (as seen on N door) has made their influence known. I am happy to work with the city and MTA towards a better solution that reflects the votes of the majority of residents. All the best</p>
189	1	<p>hello, As a resident of the Richmond district on Funston I wanted to express some thoughts and gratitude. First and foremost, thank you for all of your service to the city. Lake Street?s Slow street has been an amazing place of refuge and way to bring my pandemic baby born in November of 2020 into a world where everyone wore masks to one of the only places she could be around people not wearing masks and experiencing life as our new normal progressed. This proposed plan I know is meant to do well. Unfortunately, I see it as just a way to jam up traffic for no good reason. This is only going to slow up drivers, that?s it. It will not provide a place for families to be able to anymore. I will 100% not be able to go there anymore with my now toddler with this plan. So if your goal is to keep this to be able to be safe for families this doesn?t accomplish this. I hope that we can all find a way to create a different plan. Thank you again. Best</p>

190	1	<p>Hello, Thank you to SFMTA for your work on this project. I am a District 8 resident who grew up in District 1 and whose parents still live in District 1. I am been deeply saddened by this proposal on the heels of the stories of a 3 year old in Chicago who was just killed by a truck driver on a street similar to what's being proposed for Lake, and another child in Chicago who was hit by a driver of a car while riding a scooter and died. As the mom of two kids, 5 and 7 years old, I am struck by the weaknesses of this proposal. I strongly urge SFMTA to keep Lake a Slow Street, with protective infrastructure at every intersection, so it is safe for all! I ride my bike with my kids every day, frequently along Lake street going to and from their grandparents house. These recent events have crystallized why truly protective infrastructure is so crucial! We don't have a car, and we rely on Slow Lake Street as one of the few spaces in the city we can feel significantly reduced stress and fear for our safety. We want to continue to be car-free, we want to be part of the transition to a fossil free future. We don't want to contribute to traffic and the increased safety risk of an additional car in our streets. These are all factors on top of the enormous financial expense of having a car in this city, especially as renters with no garage. But the lack of protective infrastructure upholding the "vision zero" promise is striking. These proposals and this backward-sliding away from safe streets makes being a car-free family feel untenable. Please, I strongly urge you to take the following actions following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections for students. I am deeply disappointed to see the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for families, kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. The proposed design lacks any traffic diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. Why is there only traffic diversion at four intersections? This city has so few slow streets. You already decided to make Slow Lake Street permanent. Why remove the slow street signage and increase risk and exposure in this way? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio and Roosevelt Middle Schools. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? Both my partner and I attended Presidio Middle School and our friends' kids attend Presidio now. Kids want to ride their bikes, they enjoy independence and decreased reliance on cars and their parents. And if they're supported and feel safe, they help decrease traffic flow of cars dropping off and picking up at schools. It's vital that we keep these young community members safe so people of all ages can go to and from school without driving cars, helping decrease traffic congestion in the process. Thank you for your time reading this message. And thank you for your work on this project, and please, to prevent tragedies like those that recently took place in Chicago, take action to repair this proposal!</p>
191	1	<p>Hello??I have a particular concern about the proposed traffic diverters at 14th Ave and 2nd Ave. These diverters "pinch" the opposite lane: they're reduced from side-by-side bike lanes and car lanes to a single shared lane. This configuration??forcing drivers into bike traffic??runs a high risk of side-swipe/right hook accidents. If a driver doesn't vigilantly check their passenger-side mirror (e.g. because they see themselves as continuing in their lane rather than merging to the right), they'll eventually merge over bike traffic moving in the same direction. Right hook accidents are particularly dangerous because the cyclist can wind up under the auto as it moves rightwards, over them. In San Francisco's recent memory, Diana Carol Sullivan&lt;<a href="https://www.sfgate.com/bayarea/article/King-Street-cyclists-at-mercy-of-cars-4276030.php">https://www.sfgate.com/bayarea/article/King-Street-cyclists-at-mercy-of-cars-4276030.php</a>&gt;, Dylan Mitchell&lt;<a href="https://www.sfgate.com/bayarea/article/Cyclist-in-fatal-S-F-crash-identified-4546566.php#taboola-1">https://www.sfgate.com/bayarea/article/Cyclist-in-fatal-S-F-crash-identified-4546566.php#taboola-1</a>&gt;, Tess Rothstein&lt;<a href="https://sf.streetsblog.org/2020/03/09/one-year-later-remembering-tess-rothstein/">https://sf.streetsblog.org/2020/03/09/one-year-later-remembering-tess-rothstein/</a>&gt; were killed in same-direction accidents like these. About me: I don't drive; I exclusively get around by bike. Errands, commuting, rides for fun and exercise. I live near Lake Street, so I regularly use it as a connector to the Presidio, Land's End, Great Highway, and Golden Gate Park sections of SF's bike network. I was sideswiped by a car on Point Lobos Avenue in February; I was lucky to escape with a broken arm, a totaled bike, and lingering anxiety about being killed by an inattentive driver. I know SF's cyclists often advocate for more, and more concrete, barriers to car traffic. This proposal feels stuck in the middle: it seems more dangerous than either narrower one-way traffic diverters or bidirectional traffic diverters, spanning all of Lake. Thanks for considering my concerns</p>
192	1	<p>Hi all, Thanks for your work on the slow lake street. I wanted to write, as a resident Inner Richmond that it is incredibly important to me that the slow street/diversion barriers be maintained. Not only does this slow street create such a beautiful sense of community but also is absolutely essential for our cycling community. This city feels so unsafe as a cyclist and its profoundly important to me that we create an environment that supports these sustainable means of transportation. Personally I also have a car and find no issue with parking/using California st. when Lake st. is a slow street. Thanks</p>

193	1	<p>Hi I'm a resident at ____ Lake Street and I am concerned with the proposal to allow cars to travel 10+ blocks each way on Lake street. When cars drive on Lake street, they seem to be very aggressive, driving fast and close to our children who are simply walking n to us. We also live at a 4-way stop sign (at Lake and 12th ave) and people driving west on Lake street are so irritated driving on Lake street that they don't even stop at all which is very unsafe. Please reconsider and prioritize non vehicle traffic to keep Lake street enjoyable by residents and visitors. Thank you for your consideration and hard work towards Lake Street.</p>
194	1	<p>Hi, I'm a resident of San Francisco and a frequent visitor to Lake Street. I'm writing in about the proposed design for Lake Street, as shown here: <a href="https://storymaps.arcgis.com/stories/4d6304f04eb54e529c76e612886468f6">https://storymaps.arcgis.com/stories/4d6304f04eb54e529c76e612886468f6</a> That the SFMTA would consider this proposal in-line with those it received approval from the public survey for this last winter, or believe that it is consistent with the vote of the MTA board to preserve Lake Street as a Slow Street after the end of the pandemic emergency, is frankly astonishing. Two sets of two partial diverters each ten blocks apart, a couple additional speed cushions, and some additional stop signs are all good but insufficient ideas, and do not make up for the removal of the barricades that are currently present on Lake Street. Should this proposed design go forward, Lake Street will be marginally safer for active transportation or community use than it was before the pandemic, and likely less safe than it is today, as the removal of the barricades will encourage the return of cut-through traffic on Lake that has substantially decreased with Lake in its current form. It would no longer be accurate to call Lake a Slow Street, as we are likely to see the same behaviors as we see on Market, where drivers routinely ignore the instruction not to use it as a through street. The City of San Francisco has repeatedly declared that it wants to be a city with no traffic fatalities, that it considers climate change to be an emergency, and that a key element of responding both to the consistent traffic deaths we keep having in this city as well as the climate emergency is to shift transportation towards modes other than car traffic. Yet, all too often, when faced with the opportunity to make choices consistent with those declarations, the city's agencies and departments shy away from these choices - even when the evidence they have themselves gathered suggests that these would be the most popular choice amongst the citizenry. I fear the SFMTA is once again failing to live up to its claimed convictions. I urge you not to approve the proposed design until it is actually a meaningful improvement over the status quo. A good start might be adding traffic diverters at a significantly larger fraction of intersections, or taking the existing barricades and making them more permanent. Thanks</p>
195	1	<p>I live on 21st Ave and California st. and am an active voter and business owner. I am a lifelong pedestrian and walk Lake street all the time. It has been really nice and safe having minimal cars. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes. Please keep Lake street moving in the direction of fewer cars and increased safety for pedestrians, dogs and cyclers. Thank you for considering my point of view in your decision.</p>

196	1	<p>I live on Lake Street at 10th Avenue with my two young children. Slow Lake Street has been a beloved change to our neighborhood over the last couple of years. When we moved to the neighborhood in 2019, there were constant incidents of aggressive cut-through drivers running stop signs and speeding down the street towards Park Presidio, causing terrifying near misses for my children and for neighbors. Since Lake Street became a slow street, we've met so many neighbors and had joyful connections we would never have made before. My kids have learned to ride bikes and scooters down Lake Street, and we haven't been concerned when our children need to cross the street to get to the Mountain Lake Park playground. Because of the connected network of slow streets, I finally became confident enough in the street safety that I bought an electric cargo bike, and instead of driving my kindergartener to and from school every day we've switched to bike trips for all of our local trips. It's been such a positive change in our lives, and I know also reduces traffic and parking issues for my neighbors as well when I leave my car in the garage. The current proposed design for Slow Lake Street came as quite a shock, after Lake Street was approved as a permanent slow street last summer, and then the more recent design survey showed resounding support for a full slow street design treatment for Lake. I'm not sure what happened between March and now that led to this proposal to remove 22 temporary barricades and only to put in the 4 one-way concrete diverters for the entire mile and a half stretch of Lake Street. Concrete diverters seem like a solid improvement over the temporary barricades, but these 4 diverters are in no way enough to make Lake a slow street. Parents like me will no longer be able to use Lake as a slow street, because without significantly more diverters it will be unsafe to have children on bikes in the street. In order to truly make Lake a Slow Street, the design needs to be changed to add at least an additional set of concrete diverters in the middle of the two 10 block stretches to prevent dangerous cut-through drivers who will, under the current design, absolutely cut north to speed 10 blocks down Lake to get to the bridge. If we added concrete diverters at 8th avenue on Lake, which is a signaled road that has traffic calming measures already in place, that would be an improvement, and an additional set of concrete diverters midway between 14th and 24th. In addition, in order to be safe enough that parents with children, as well as seniors and those with mobility limitations, can use the street, every single entry point to Lake Street needs to be clearly designated as a slow street, in a way that drivers won't be able to easily miss. Lake Street should get the standard Slow Street treatment that other Slow Streets throughout the city have gotten, with the white plastic poles and purple signs in the driving lane. If there are intersections on Lake which for some reason can't get that treatment for traffic/street design reasons, those intersections should have at a minimum remely clear slow street signage such as street stencils. This is the only way that Lake can truly be a slow street that is safe for families and neighbors to use. The speed humps, stop signs, and related traffic calming measures will inevitably have much more of a negative effect on Slow Street users like kids riding bikes and wheelchair users, rather than being effective at slowing dangerous drivers. Going over the "speed cushions" on 8th Avenue on my 3-wheeled cargo bike is remely jarring and somewhat dangerous as there is a tipping hazard with the way they are designed, if my bike wheels hit them at an angle. Even working perfectly they are jolting as a bike rider even at 5 miles per hour, and kids on bikes as well as seniors and those with mobility limitations will regularly crash and fall as they are difficult to navigate over. Meanwhile car drivers barely slow down when encountering them. I'd prefer for those to be removed from the plan in favor of the additional diverters proposed above. Thank you for your work in bringing beloved Slow Lake Street to our neighborhood, and I sincerely hope that you will consider these improvements to the proposal to make Lake Street a true slow street that is safe for our neighbors to continue using.</p>
197	1	<p>I really appreciate the thought and effort that has gone into the initial draft. While the proposal is a step in the right direction, the design falls short of the pedestrian and bike sanctuary that we have enjoyed throughout the pandemic. That being said, here are a couple of tweaks to the design that I think would help better enforce Lake as a slow street: 1. In the current design a determined driver could easily go around the diverters at the start of each corridor. Another set of traffic diverters in both directions at the middle of the corridors (at 7th and 19th) would send a stronger message that the city is serious about the street not being a thoroughfare. 2. A change in the t ure of the pavement at various locations would indicate to drivers that this is not a normal street. This could be done in conjunction with adding additional traffic calming elements. 3. The bike lane needs to be painted/delineated more clearly to help reinforce its presence. Paint is an inexpensive, easy win for the city. 4. The diverters indicate planting of some sort. A tree in each diverter would send a strong symbolic message that the city is choosing a sustainable future for its citizens...also an inexpensive, easy win. 5. Signage indicating that Lake is not a thorough street seems to be missing from the draft. Something akin to the temporary barriers that are currently in place. Thank you for your consideration of these ideas.</p>

198	1	<p>Ignore at your own cost, It's shocking after all of the thoughtful input collected on Slow Lake we have ended with a design that is more dangerous than the original Lake St. In the proposed design, pedestrians and bikers will have a false sense of security while drivers on Lake St have absolutely no guidance on how to interact with pedestrians and bikers. Drivers are offered no encouragement nor any deterrent to move off Lake St. The choke points designed at each end will merge traffic in two directions, cyclists, and pedestrians. The new design does nothing to address cars currently on Lake St and yet you are inviting pedestrians and bikes to share the road - this is insane. * Please consider that removing the bare minimum signage we have to guide Slow Lake traffic creates an enormous liability to the city. In the event of a traffic death the argument could be clearly made that the city knew this was a dangerous street, placed and then removed signs despite objections, and willfully ignored thoughtfully considered and community supported designs. The cost of a death like this to the city could easily surpass \$40m and well north of \$150m if it is a multi-casualty event. This is a plaintiff attorney's dream come true. This email alone is an issue it comes up in discovery. * Everywhere we look in the country there citizens are giving up on the system and taking matters "into their own hands." This is happening on our own Lake St as there have been two coordinated acts of destruction on the Slow Lake signs. I am happy to provide pictures but on separate nights the sand bags and legs of the signs were removed from numerous signs on Slow Lake. Drivers on the street routinely get into heated arguments with people using the road. The reason we have a local government is solve problems exactly like these - you thoughtfully listened, you dutifully designed, and now you are spinelessly shirking responsibility. You are making this street worse than when you found it and you are opening the street to confrontation and injury. Citizens need to trust the process win or lose; to see the process abandoned so late in the stage on such a local issue will leave residents shocked, hopeless, and disgusted. If we can't solve our very own street's problem by engaging appropriately in the correct channels our options are horrible. * The people who hate slow Lake Street are blind to the fact that the designs will improve what they do not like. Pedestrians will be out of their way! Cars will have clear instructions on how and where to drive! People do not like change but we can quickly push through that phase by adopting a plan that address everyone's needs even if they are blind with rage. The problem right now stems from a lack of clarity. The final design you proposed has NO CLARITY. There are no signs, there is no enforcement, there is no plan. If you move forward with this thoughtless design, there will be a severe injury or worse on Lake St (as there were routinely prior to the pandemic). I will have the unfortunate task of replying to everyone on this email chain to remind you that it was entirely avoidable and a direct result of ignoring well-supported alternatives. Please do the right thing - it's your job. Regards,</p>
199	1	<p>I'm writing about the new proposal for Lake Street. I've reviewed the proposed design, and it clearly puts the complaints of entitled drivers above the needs of kids and families. San Francisco has made bold commitments to Vision Zero Ave to being a Transit-First city. This design is timid, and moves us in the wrong direction. I'm just a dad who wants a better world for his kid. Please don't disappoint us.</p>
200	1	<p>Please disregard my previously submitted comments. I hit send before finishing my edits. Please use this statement: Thank you to the SFMTA for your work on this project. My family lives on 15th Avenue North. Lake has been a Slow Street for 2-1/2 years. The residents have learned to live with it as it is and I believe that it is a waste of tax payer money to make any of the formidable changes you are suggesting. That money can be spent elsewhere in the City where pedestrians are at risk from unsafe driving conditions. Given that you will probably go ahead with some plan, I have the following suggestions: 1. Your plan does not take into account any sort of environmental impact (e.g., emissions from vehicles having to circumvent barriers to reach their places of residence). 2. I would suggest that you consult with the San Francisco Fire Department regarding the raised crosswalks and speed bumps. The trucks have a difficult time negotiating these and given the raordinary number of both raised crosswalks and speed bumps in your plan it seems they should be consulted. 3. Please remove all raised crosswalks or speed bumps. This type of remediation is best used in the more dangerous intersections in the City (where pedestrian deaths have actually occurred). They will only hamper and could injure those who will be using bikes in the corridor (especially young children) and are a waste of taxpayer dollars. 4. Remove diverters and replace with barricades in the middle of the intersections (as it is now) stating that Lake is a Slow Street and is for residential purposes only. Those who live along Lake are very mindful of the fact that it is a Slow Street and, for the most part, act accordingly. They are also a helpful reminder for those from out of town or other parts of the city. 5. Remove the diverter from Funston &amp; Lake and replace it with a barricade at the intersection of 12th and Lake, leaving the block between 12th and Funston open to cars needing access to Park Presidio. Additionally, this will spread the pressure of cars using Funston as a pass through and will allow locals to use both 12th Avenue and Funston to access California and Geary Streets. 6. Remove the diverter at the northwest corner of 14th &amp; Lake and instead place a barricade in the center of the intersection of 15th and Lake, leaving the first block between 14th and 15th open to cars needing to access Park Presidio. Your design creates additional traffic on 14th Avenue North and 15th Avenue North. Both of these streets provide the only access to the Presidio and both get heavy usage from people who live on the Presidio. As it is designed, residents who live west of 14th will now have to go up 14th and down 15th to access Lake Street. This will increase traffic on both 14th and 15th Avenues and increase unwanted vehicle emissions. 7. Remove the all four way stops and leave the stops signs as they are currently. Why the City needs to add additional stops to a Slow Street which will only be used by locals is unclear to me and is a waste of taxpayer money. Thank you.</p>

201	1	Please reopen Lake Street to pre-Covid restrictions. It's an access issue. The street is a wide 2 lane road with large bike lanes and sidewalks. There is absolutely no need to continue with the restricted access for cars through the neighborhood. Since California Street has been reduced to one lane each way versus two lanes each way, traffic backups are becoming a problem. Please reopen, or at the very least do not go through with the proposed cement barriers, traffic diverters. Leave the street as it is presently. Thank you, a 33 year resident living on Arguello Blvd.
202	1	Please restore Lake Street to its pre pandemic state.
203	1	SFMTA staff and Board, Mayor Breed, and Supervisor Chan, I'm writing to urge you to implement a truly slow Slow Lake Street. Either Lake is going to be a Slow Street or it isn't. Slow Lake Street will not work without traffic diversion to eliminate cut-through car traffic. The current design is insufficient to eliminate cut-through traffic. There has to be full traffic diversion at every intersection on Slow Lake, specifically median diverters, diagonal diverters, or block-end closures. Full traffic diversion at every intersection is how you reduce speeding, reckless driving, and cut-through traffic on Slow Lake. Please look at the full Friends of Slow Lake statement at <a href="http://SlowLakeStreet.com/Traffic-Diversion">SlowLakeStreet.com/Traffic-Diversion</a> . I was in Barcelona, Spain last month, a city which has taken aggressive and wildly popular steps to improve pedestrian and biker safety, and public transportation. I was very aware of how pedestrian-friendly and bike friendly everywhere felt. There were still lots of cars but pedestrians crossed safely. Most interesting were new residents-only zones much like the idea behind Slow Streets in San Francisco. There was absolutely no cut through traffic in these neighborhoods. The neighborhood entry points were camera controlled. These areas were in concentric rings, so that the middle blocks were essentially car free. I hope you advocate for full traffic diversion at every intersection on Slow Lake.
204	1	SFMTA: To be brief - I am frustrated with your design proposal released today for Slow Lake Street. Over the last two years, you've heard that Slow Lake Street is loved. Even with its rudimentary design, it has managed to foster community and transportation mode-shift that benefit our city as a whole. However, the current Slow Lake Street implementation has shown the need to go further, especially in reducing the amount of illegal cut-through traffic through the corridor. The design you're proposing today does nothing to address that need and may even be counterproductive to the point of making it worse. Before approving this design, SFMTA must act, showing they are responsive to the needs of Slow Lake Street. Three key points that must be addressed in the design: 1 - Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic 2 - Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3 - end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. There is no legitimate reason SFMTA cannot act on these points. In fact, not addressing them would go against our city's stated climate goals, Vision Zero goals, mode shift goals, and transit-first policy. I'm sorry to be harsh, but this has been an extremely frustrating process to engage with only to see the end result watered down (yet again) to the point of being ineffective at addressing the very legitimate safety concerns I know have been vocalized to SFMTA staff. Thank you for hearing my feedback
205	1	Slow Lake Street is NOT well used as a slow street. It is a street that is "promoted" by a well organized group who want you THINK it is. You are unfortunately not hearing the truth. They put together media / post on social media when they have their parades and such, but 90 percent of the time, the street is simply sitting wide open while California traffic is not. IT IS BAD FOR THE ENVIRONMENT. Lake Street was NEVER UNSAFE. By closing the street, you have made it more dangerous as there are still some pedestrians who think it's okay to walk down the middle of the street when the sidewalks are WIDE open. The neighborhood USED to be friendly. Now you have allowed it be divided and what's worse is you have allowed people outside of the neighborhood to control what happens on Lake. IT IS UNBELIEVABLE THAT YOU WOULD ALLOW THIS TO HAPPEN TO OUR NEIGHBORHOOD. COMPLETE TRAFFIC DIVERTERS WERE NOT ONE OF THE OPTIONS ON THE SURVEY. NO BUILD WAS THE FIRST CHOICE FOR ALMOST 50 PERCENT OF THE RESPONDENTS. THERE SHOULD BE ZERO DIVERTERS. CALM THE STREET WITH STOP SIGNS AND WE WILL ALL BE FINE. HOW WOULD THE EMERGENCY VEHICLES GET THROUGH. THE VERY FACT THAT YOU WOULD CONSIDER THIS WHEN IT IS AN ABSOLUTE HAZARD TO THE SAFETY OF THE RESIDENTS IS UNREAL. This is NOT okay and I TRUST that you will understand and reopen Lake Street
206	1	Thank you and I urge SFMTA to do any of the options to continue Lake as Slow Street. Ever since Slow Lake Street started, it has been meaningful in big and small ways. - I know my neighbors now because we meet on the street since it's not a thoroughfare. - The kids ride their bikes up and down and learn to trust their skills! - We talk about this at our local markets, we have bonded as never before. - It makes me want to shop & buy in my hood! - I want to walk more because others are out there doing it. - My car has been broken into SO MUCH LESS (I park on the street, I used to be vandalized once/quarter. Now it's more like once/year). - California St seems to have adjusted. It was hard at first, but now it's easy to drive on that street. - Again tonight, a meaningful conversation with a neighbor that would not have happened without Slow Lake. I learned of his wife's health, the family trip to Egypt in the fall ... I shared similar. We talked about how "everything is fine", but yet so many are flailing with depression, sadness, lostness. I felt like I had someone to be honest with, and this only happened because Lake Street is slow, we can all just hang outside and connect with each other. I am open to all designs. I really support keeping Lake Street Slow in a way that is good for everyone. Thanks again for your work on this project, and please take care.



207	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. I am very concerned that the removal of the current signage would be remely dangerous for people trying to use the street as a slow street. I have been using it to commute with my 5 year old son, and would not feel safe doing that under this plan, as I believe drivers would find it confusing and speed along it, potentially mowing down pedestrians and child cyclists who have a false sense of security given the slow street designation. I would suggest something along the lines of a German play street (Spielstrasse), which are clearly marked and where drivers are only allowed to drive at walking speed</p>
208	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. I live half a block away from Lake Street and cannot emphasize enough the improvement that Slow Lake Street brought to the neighborhood. While I generally like the proposal, I ask for the following improvements: 1) More diversion. I see cars drive through the current configuration and roll through stop signs just to avoid any traffic. We need physical diverters every 4-5 blocks that will force cars to turn - otherwise Lake will become a fast shortcut for drivers who ignore the Slow Street status. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. We need a proper Slow Street signage on every block. 3) Traffic enforcement. We speed enforcement for cars and bikes. Right now, most drivers know there is no traffic enforcement on Slow Streets. Thank you for your continued support.</p>
209	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. I love feeling safe walking my dog every day on lake street and I believe lake street has become such a lovely community add, getting to run into neighbors and friends so frequently. I frequently use lake street to bike because I feel safe knowing there is little to no car traffic. With that being said I feel the current proposed design needs a lot of improvement to meet the safety and use goals the neighborhood deserves. The design?s four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support our improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

210	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. I grew up in the Richmond District, blocks away from Lake Street, and am lucky enough to continue to call this neighborhood home. I regularly use Lake Street to commute via foot or bike and feel safe doing so because of the limited access to cars. Alternative routes, such as California Street and Clement Street are especially dangerous due to the heavy traffic and I have had multiple near accidents when attempting to bike one each street. I hope that you will consider the below recommendations so that I, and others, can continue to use Lake Street safely. The proposed design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add additional diverters (slow street diverters with white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
211	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. I am currently a resident of Lake Street. I am writing to you today to express my support of the Lake Slow Street that has been in place since the start of the pandemic and to provide you with some feedback on your proposed design. As a resident who lives on the street that is being directly impacted by this closure, I feel strongly that I have a first-hand view of this project's overwhelming success. I have seen young children who have learned to ride their bikes on Lake Street during the pandemic (mine included!). I have also seen kids in groups riding their bikes to and from the local schools. People out running with their pets. There are also lots of senior citizens who get their exercise every day by walking up and down Lake Street. One of those couples even collects litter on their walks! The design's concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install these types of diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. I live near an intersection and while outside playing with my kids every afternoon, I witness countless cars purposely driving around the temporary barriers and driving all the way down Lake Street to Park Presidio. It is a blatant disregard for the signage and reiterates the need for more than just a few diverters. I see this at all hours of the day (when taking my kids to school, when I am out getting exercise in the afternoons, and in the evening when playing out front with my kids). Why are the plastic slow street diverters not being installed at intersections to prevent cars from driving around them? This would allow for emergency vehicles to drive over them, while at the same time preventing cars from driving straight down lake street and weaving in and out of kids on their bikes. I watch these cars speeding around kids on their bikes almost daily! I would be happy to set up a camera and document the complete disregard for your signage/barriers. Has anyone from the SFMTA spent time watching cars behavior on this slow street? SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

212	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. The proposed design for Slow Lake Street confuses me. It also bears little resemblance to any of the four designs proposed earlier in this process, several of which gathered strong community support in your surveys. The current proposal seems to be an uncomfortable amalgam of open and slow. The lack of barriers or diverters for 10-block stretches invites vehicle traffic at speeds that will make the street unsafe. Indeed, even with the barriers now in place, vehicles appear to be disregarding the 'slow' part of Slow Lake Street that has been in effect during the pandemic. Specifically, please consider: * Additional concrete dividers at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until permanent diverters can be installed to replace every temporary barricade. * The addition of clear signs for drivers, either on dividers or stenciled on the street at every entry point onto Slow Lake. A well-thought-out Slow Lake design will enhance safety and reassure all who use the street in every modality: on foot, on a bike, scooter or skateboard (motorized or not), using a walker or wheelchair, pushing a stroller, walking a dog and driving a vehicle. During the COVID pandemic I delighted in seeing kids, ages 9 or 10 or 12, riding their bikes alone and in small groups along Lake Street. No parents hovering. No fear of speeding cars. Slow Lake Street supported their sense of freedom and independence. Let's find a design that continues that support. I appreciate the opportunity to offer my opinions.</p>
213	1	<p>Thank you to SFMTA for your work on this project. I am a handicapped resident of Lake Street and live at. I see the cars turn into lake street and ignore the stop signs. I see families with children walking to the park who have to dodge cars, some of which speed. I walk slowly to get to the playground and nature preserve. To cross lake street requires caution since commuters and others seem to see it as an easy way to avoid traffic. Safety is particularly an issue on our block since there have been several accidents in the past few months where cars that made speedy turns into lake street from Park Presidio and Funston have crashed into parked cars. They could have easily run over a family or someone on a bike. The stop signs are largely ignored. The allure of a 10 block section would sustain or even increase this traffic and hence the danger. Thank you for attending to my email. Jeffrey Brooks I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
214	1	<p>Thank you to SFMTA for your work on this project. But the current proposal is not acceptable and goes completely against the need for safe and slow streets. You know that. So please try again. You absolutely must include more diverters, and they must cover the full width of the street. And more signs. And it must be for the full length of Lake from Arguello to 30th. I appreciate your efforts, but you must do more.</p>

215	1	<p>Thank you to SFMTA for your work on this project. I live at 6th Ave and Lake St. Cars ignore the stop signs all the time and removing the traffic diversion signs will only help this dangerous situation to increase. This design is a return to a through traffic speedway. It also injures the cyclists by forcing them to stop at intersections that were not previously designated. I am very disappointed with this plan. It destroys the slow street and favors cars over all the other people. Drivers still dominate the street- speeding and threatening pedestrians and even other drivers who go slow. They CAN NOT BE TRUSTED TO BE SAFE! How is plan to slow drivers enhanced by removing all the slow street signage and opening up the lanes for speeding? It's outrageous. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. Unfortunately, the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. Anything less will result in the destruction of the positive community space that Slow Lake has become. Why are there only partial traffic diverters in the proposed, and what needs to be done to make those full diverters?</p> <p>The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design?</p>
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216	1	<p>I live on Lake Street, and I appreciate everything the Mayor, our Supervisors, and the SFMTA have done with Slow Streets and the current Slow Lake Street design. Prior to the pandemic, there were frequent vehicle collisions on 25th. It appears the traffic light encouraged drivers to chase the light, increasing speed and creating circumstances contributing to collisions. Cars near the intersection have been frequently sideswiped, and my neighbor's front garden on Lake was once severely damaged by a driver speeding through the intersection that slammed into a parked car, which was then pushed straight through their fence into their front yard. I knew it was only a matter of time before a driver hit and injured or killed a pedestrian. Slow Lake has been transformational for our family and has, in fact, kept us from a planned move to Marin County. My two middle school boys used Slow Lake and Slow Clay for the past 2 school years to commute by bike to and from school. Over time, 6-12 schoolmates joined them daily, creating a sweet "bike pool" of kids. This bike pool has been amazing for their mental and physical well-being and importantly, has eliminated 12-24 daily school drop-off /pick-up car trips on California and other streets. Due to the larger percentage of children walking, biking and scootering to their school, one of our crossing guards noted that school and neighborhood traffic has never been so light, delighting, I'm sure, the residents that live near the school. I am happy to see some concrete diverters in the design for Slow Lake. However, I propose the following improvements: 1) Add Concrete Diverters to 25th and Arguello. Please add diverters to the critical entry points onto Lake, including 25th and Arguello. The 25th Avenue intersection is inherently dangerous with cut-through drivers speeding to catch the light. Kittredge School, located at the intersection, is a K-8 elementary school, which by its nature attracts a cluster of children at that intersection throughout the school day. Without a diverter on 25th, pedestrians, bike riders and school children are vulnerable to cut-through drivers. 2) More Diverters. I am concerned about the removal of the existing barriers and the lack of barriers or diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to discourage dangerous and speeding cut-through traffic, making the street unsafe for children, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters, or at a minimum install the slow street purple and white diverters utilized on Slow Clay at every intersection on Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed. 2) Clear Signs and Communication. The lack of signs and stenciling on the street in the driving lanes is concerning. It's confusing for drivers, which in turn puts vulnerable people outside cars at risk. If we are in fact welcoming the use of these streets by pedestrians, children, people with disabilities, and people on bikes, the design, infrastructure and communication need to be clear to prevent collisions that result in serious injuries and fatalities. Moreover, clear communication responds to drivers that complain about the lack of clarity around acceptable uses of Slow Lake. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. For example, please consider "Local Traffic Only" and "Right (Left) Turn for Local Traffic Only" at the intersection on 25th. Please also make the signs around Kittredge school more visible, including 15 MPH signs, and add mid-crosswalk signs on both sides of the crosswalk on Lake and 25th (see the example from the FHA below). Slow Lake is not closing the street for private use. It's in fact opening the street to anyone - regardless of income or status as a car owner - who wishes to transport on Lake in a safe and sustainable way. I personally know people outside the neighborhood who travel to Lake (some by bus!) in order to walk, bike or scooter to locations such as the Presidio, Land's End, the Legion of Honor, China Beach, and Baker Beach. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical we continue Slow Lake and keep it as a part of a City-wide network of slow streets. We are looking to you for your leadership. All of us, including those who oppose calming measures, have good intentions. However, we must, together, encourage carbon-free modes of transport by reserving a very small percentage of streets that truly prioritize sustainable use over car use. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from our neighborhood and from other neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, walk their dogs, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support improvements to help keep Lake slow and safe for sustainable use by everyone. Thank you for your continued support. Below, my son and 6 of his bike-pool classmates on a typical school morning. [cid:94E50D35-6729-4A1E-A1A4-FBE130EFC7C]</p>
217	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's 4 concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including kids and seniors. SFMTA should approve and install those 4 diverters immediately. I ask for the following improvements: 1) More diverters - the concrete type of diverters indicate permanence and seriousness. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers do cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be CLEAR in the design and infrastructure to avoid injuries and fatalities. Please add CLEAR Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet the goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it's a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

218	1	<p>Thanks for your hard work. These slow streets are limiting access for families with elderly generations. Its an overused effort of the wealthy to reduce outter area thru traffic as if they are private streets and neighborhoods. If granted, they should be assessed a higher rate of tax for maintenance and safety measures.</p>
219	1	<p>The public good should be associated with the public interest. And the interest of the public, by an overwhelming majority of Lake Street residents is to keep it a Slow Street. The dissenting side mainly offers commuter convenience talking points, while proponents of Slow Lake Street offer tangible quality of life anecdotes of how access to safe thoroughfares has provided a continuous corridor to travel amongst San Francisco's finest neighborhoods. To eliminate a large leg of that corridor, would be to ruin all those benefits the public has experienced and has come to share over the years. Please keep through traffic off of Lake Street. Your public thanks you! Lake Street Resident</p>
220	1	<p>There?s a rumor on twitter that you, Mayor Breed signed off on the revamp of lake street. I?d love to hear from your office what your position is. You lead the charge on JFK. It would be great to have you as an ally here. I can?t expect that much of my supervisor, cced here. Calling the new design a slow street is an insult to all paying attention. The design?s four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) Many more modal filters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. Ideally it would be impossible for cars to drive more than two blocks. At all. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support our improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
221	1	<p>This draft is okay but does not meet the expectations of a major of the community. Allowing a small group of slow street opponents, in the end, does not improve livability. Thank you for your work in the current draft of the Slow Lake Street design. The design?s four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it?s a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>

222	1	<p>This is total BS. Open Lake Street to its pre pandemic configuration. The SFMTA Staff has been disingenuous at best and non transparent in its drive to close Lake. Closing Lake was presented to the Public as a temporary Pandemic open space. Now we're told its permanent? SFMTA staff has been hijacked by and are in cahoots with the Bike Coalition. Righteous zealots from small special interest groups like the Bike Coalition are what is ruining San Francisco. You just lost Prop A because you fuzzily said the money was going to more bike Improvements. The public rejected that. You are on the wrong track. Fix Muni! Don't spend money and time pissing off neighborhoods. The vast majority of people in the neighborhood want Lake open. Your polls have been stacked deck PR BS. Ask the neighbors, not the Bike Coalition what they want. Open Lake Street.</p>
223	1	<p>Thank you to SFMTA for your work on this project. However, what makes Slow Lake Street so successful is a reduction in cut-through traffic, which speeds and drives recklessly on Lake Street. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections-between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block stretches may as well be zero traffic diversion. The proposed design will result in more cut-through traffic, and will be the end of the Slow Lake we know and love. All after the city's official survey showed 80+% support from Lake Street area residents. Please rethink the project design, in order to keep Lake Street slow and safe.</p>
224	1	<p>Please keep it slow. I love it. Thank you for all your work in the draft of the Slow Lake Street design. &lt;BR&gt;&lt;BR&gt;The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. &lt;BR&gt;&lt;BR&gt;I ask for the following changes: &lt;BR&gt;&lt;BR&gt;1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. &lt;BR&gt;&lt;BR&gt;2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. &lt;BR&gt;&lt;BR&gt;To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. &lt;BR&gt;&lt;BR&gt;Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
225	1	<p>Slow lake street is my only real option for running. With the proposed changes allowing more through traffic, I may have to give that up. I have bad knees that cannot handle the hills in the presidio, so having no traffic on Lake street has given me a place with less hills where I am able to run without blowing out my knee and without having to worry about traffic. If the proposed changes lead to more traffic then I will either have to give up running or I will have to drive to somewhere with a flat running trail (which basically means I'll give up running). Slow Lake street not only gives me an outdoor space to exercise, but I can only imagine how crucial this space is to my neighbors who have physical disabilities. The only other traffic-free zone to enjoy being outside is in the presidio, with difficult hills, stairs, uneven pavement, dogs off-leash, and rough terrain. Getting rid of slow lake basically leaves a disabled person no space outdoors in their neighborhood. I live off California St. there is barely any traffic, let alone enough that we need to give up this crucial outdoor space to ease the flow. It's an unnecessary sacrifice to ease a problem that really doesn't exist.</p>

226	1	<p>Thank you for all your work in the draft of the Slow Lake Street design. In addition to the suggestions below, which I fully support, I want to add my personal experience with slow lake street. We live on 7th and Lake and what we cherish so much about the neighborhood is the sense of community and children around. We cheer for children learning to ride their first 2 wheeler down lake street, we can catch up with dear friends and neighbors safely on walks to the park, and our dog gets to meet other pups as we take afternoon walks. It's been a lifeline during the pandemic but also made us realize the importance of community which I don't want to give up. Keeping lake street slow and safe makes it a truly special and unique gem in the city. If we don't do enough to protect it, we will lose one of the only good things Covid gave us. Given the number of other major roads that provide easy access to the bridge, I see no reason to jeopardize the safety of our children or the specialness of the neighborhood. Please do more to preserve slow lake. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children on bikes, scooters, foot, motorized wheelchairs, and more use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
227	1	<p>My name is ___ and I am married to ___ and we have a 2.5 year old girl and a 4.5 year old boy. We live on 25th and Lake street. We have almost been hit by several cars who have decided to disregard the slow signs. We ask for more protection on lake street. Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children on bikes, scooters, foot, motorized wheelchairs, and more use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>



228	1	<p>I personally thank you and have felt exceptionally proud of the fact that our mayor and our transportation district was so progressive as to make car free streets available to families and bicycle commuters. I have personally spoken to several individuals just by chance, who have told me that they have actually sold their car, bought a family transit bicycle and are using the slow streets to get around. That's amazing! It's just exactly what you wanted!! This kind of news should just warm your hearts because you were clever enough in your vision and bold enough in your steadfastness to see these Slow Streets as the exemplary progressive step that they are toward reducing car trips, promoting healthier transit And reducing CO2. Please don't do anything that will increase the traffic on this slow street. Traffic is exactly what is causing people to shy away from using it to its fullest. Cars racing down the street have scared off many of the users. I saw a car race passed me headed down the street toward a mom about six blocks away who was trying to manage a stroller and a toddler learning to ride a bike and wobbling around in the middle of the street. That mom, and the toddler were using the street in exactly the community way that you had in mind. The racing car screeched to a halt and did not hit the mom, the stroller or the toddler but you can bet that they felt much less confidence after that episode, in the actual "Slow" aspect and safety of Lake Street. You could think of it as wiggle waggle room for little ones just trying to learn how to ride a bike - they need a lot of room, like the middle of the road. The rest of us on bikes need to be in the middle as well because cars open their doors without looking behind to see if there is someone in the bike lane coming up on them. Bike lanes are great, better than not, but car doors opening in your path are an ever present danger. N door neighbor is organizing a campaign to open Lake slow street (I'm opposed to this) and it seems that their main complaint is that it takes them in their cars ONE minute longer to get over to Arguello from 25th. For this, they're asking you to abandon your brilliant idea and all this progress. Please keep Lake Street SLOW, very Slow! Laurie Winslow Thank you for all your work in the draft of the Slow Lake Street design. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support.</p>
229	1	<p>Thank you for all your work in the draft of the Slow Lake Street design. I personally ride my bike on Lake every day, and I feel very safe on the slow street. Cycling is the statistically most dangerous thing that I regularly do, so any improvement to bike safety is massively appreciated by me and others. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. It seems like if we were going to place dividers, we shouldn't leave 2 10+ block stretches without any dividers. It seems like the current state (dividers every 2-3 blocks) is really successful at keeping the street safe, and leaving big gaps between dividers would decrease the effectiveness of any dividers that actually get placed. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. Slow streets can be confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. This seems easy to do and might save a few lives. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Thank you for your continued support. - resident of 5th Ave near Lake St</p>

230	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. I would like to start by sharing how Slow Lake Street has changed this community for the better. As it was before the pandemic, when Lake street was open, you would never see families out and about playing, strolling with friends, meeting new people. When the pandemic hit and the slow streets initiative was implemented, not only was this a life saver for us all, but it created an actual community in this neighborhood. Neighbors who before you would never have the opportunity to meet, started saying hello to each other. Kids who would never play outside with their bikes, balls, friends, and parents, started and felt safe doing so. This has changed the face of this area for the better. It's brought an element to our lives that did not exist before. As urban dwellers, we need spaces like slow streets to breathe, to commune, and help us all to stop for a minute from our busy, noisy, and congested lives and get a moment of peace, quiet, and serenity. In addition, the city of San Francisco and the state of California should always be at the forefront of change and initiatives that help better the lives of our citizens and promote environmentally friendly ways to commute. One observation that should be taken into consideration is how slow streets have encouraged cycling as a form of transportation. In the last two and half years there has been a noticeable uptake in cycling on Lake Street. I am an example. I purchased a bike and take Lake to start my commute. It's one of the very few streets, as a new cyclist that I feel safe. These days you see a lot of parents in the mornings and afternoons taking their kids to school on their cargo bikes. You see business professionals like me riding off to and from work. You see high-schoolers riding in groups to their schools, and you see bike clubs taking morning rides. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diversion. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support our improvements to help Slow Lake continue as a success for our city.</p>
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231	1	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the proposed design will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 2) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
232	1	<p>Thank you for your work on the current draft of the Slow Lake Street design. As both a biker and a dog walker I believe that the current proposed redesign is an excellent compromise that takes into consideration both safety and practicality. The only improvements I would suggest are a 20 MPH speed limit and greater enforcement of the speed limit and stop signs. Thank you for your continued support.</p>
233	1	<p>As a resident at Lake Street at 30th Ave. since 1978, I have witnessed the evolution of vehicular traffic the length of Lake Street from Arguello to 30th Avenue. Since the "temporary closure" of Lake as a "slow street," the increase in traffic congestion along California Street, trying to cross Park Presidio or to turn into Park Presidio is not only remarkable but reprehensible. City authorities need to consider the loss of personal time waiting in vehicles trying to make one move or the other, the amount of unnecessary gasoline spent in order to accommodate the added waiting time, as well as the added accumulation of gas emissions along the route. As a measure of social and ecological progress in San Francisco, "Slow Streets" gets an "F" for Failure, and Lake Street for one should be restored to unfettered access by all vehicles all the time. Sincerely</p>
234	1	<p>Since May 2020 there has not been ANY signage on Lake St stating that it is a Slow Street. Other Slow Streets have the purple signage. Will Lake have official Slow Streets signs or just "Do not enter" signs? Your proposal does not mention Slow Streets signage. I have written to SFMTA several times on lack of signs stating that Lake is "slow" yet i have never heard back.</p>

235	1	Ah, ok, thanks for clarifying - love the addition of more stop signs :)
236	1	Dear ____!: Thanks for your message. You are entitled to your own opinion, of course, but not to your own facts. The facts are that, after an extensively publicized, 5,700-respondent survey, Slow Lake was found to have majority support among Lake Street residents (83.5%), Richmond District residents (53.4%), and residents citywide (63.9%). Clear majorities, in every demographic category measured, thus support Slow Lake. Furthermore, in October 2021, the SFMTA reported that Slow Lake, on a typical day, has 1,410 pedestrians and 540 bikes?i.e., nearly 2,000 non-car users?and that Slow Lake is one of the ?most popular and well utilized Slow Streets implemented.? Those numbers are probably an undercount today. Thank you.
237	1	I also wanted to add that I am a resident of the Inner Richmond (12th and Balboa) - and use Lake Street daily to bike with my two young children to school. Having an effective slow Lake Street is crucial to the health and safety of my family and other families like us. Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.

238	1	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the proposed design will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 2) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
239	1	<p>Friends of Slow Lake would like to request a group zoom meeting with SFMTA Staff to discuss the proposed design for Slow Lake Street presented by SFMTA on Monday, June 13th. Please let us know when your team will be available to meet with us so we can ask questions and get clarification on elements of the design project and the process for engagement. We look forward to hearing from you and scheduling a meeting at your earliest convenience. Sincerely, Friends of Slow Lake Street</p>
240	1	<p>It was pretty obvious that Lake Street is most of the time empty. Never crowded what so ever unless someone did a shoutout at social media but unable to attract anyone naturally. San Francisco in whole responded through Prop A which did not pass because SFMTA are busy making changes to streets that closed or semi closed people right to have equal commute options . (Not about safety but to make a specific nonprofit bike or walksf groups happy). Allowing survey to have serious amount of duplicate ip to flood support. The SF Election will eliminate IP flooding ...etc...opposing PROP A shows the community response about Muni Priority</p>

241	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I am a long-time resident senior living on Lake at 26th Ave. Prior to the Slow Street designation, there were frequent MVA or close calls at the 26th Ave/Lake intersection. I reported several of these to the MTA requesting more signage or speed reduction as there is poor visibility at this intersection. Since Slow Streets, there have been no accidents in my awareness, not even loud screeching brakes. I walk every day, using the Slow Street and have noticed increased bicycle commuters and students, wheelchair users, Mom/stroller groups as well as my fellow seniors needing to be Covid safe. People are getting out of their cars! I urge you to help keep Lake St ?Slow?. The SFMTA neighborhood surveys and California traffic impact studies disprove any opponents claims. The proposed removal of signs and barriers defeat the purpose of a "Slow Street? designation. Lake is completely residential without any commercial businesses. Auto travel without restriction jeopardizes the many children and adults from around the neighborhood who use the SlowStreet for exercise, recreation and commute corridor to school and work. We dash aside for the speeding violators as it is. Fortunately, I still have good hearing to hear them coming. Others may not be so fortunate. I wish I had a picture of the kids playing pickle ball and tag on their bikes, oblivious to any cars. Thank you for all your work on behalf of our neighborhood.</p>
242	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Commuters from the North Bay previously used to fly down Lake street on their way to work or appointments downtown. My neighbor Andrew was hit by just such a car at the corner of 5th &amp; Lake while walking across the street , fortunately he was not seriously hurt. On another occasion 6 years ago a car speeding down Lake collided with another vehicle took out the fire hydrant and landed in our garden up against our building at 5th &amp; Lake. Since the introduction of Slow Lake Street , there have been zero incidents. Please keep slow Lake Street. Sincerely</p>
243	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We moved to this neighborhood because of our child, and I was teaching him how to ride a bike on this street yesterday. We made great progress and need this convenient space near our home to keep practicing. Once he can ride his bike, I am sure we will use Lake Street to ride to the park, beach and simply ride as a family. Please keep Lake Street a slow street for my family and others who also appreciate this new amenity to our neighborhood. California Street is doing fine. Thank you for your consideration and efforts!</p>
244	1	<p>Slow Lake Street is an incredible, daily boost to the mental health and well being of myself, my young daughter, my wife, and many, many people around me. It needs barriers, more than proposed. It needs to feel safe and supported. The current design doesn't go far enough.</p>
245	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. During the "Clementime" winter holiday celebration, my wife, 2 young children and I biked on Lake Street to join the festivities, buy a dinner from Burma Superstar, and stop in to buy Christmas gifts from the Tantrum toy store. When I want to head to Mountain Lake park or Presidio Wall playground with my kids, I use - you guessed it - Slow Lake Street to get there. With two kids with me on a cargo bike, I need the time, space, and safety that Slow Lake Street gives me. When I bike to A Runner's Mind or As Quoted or Susie Cakes in Laurel Heights, Slow Lake gets me there safely. If Lake Street wasn't a slow street, my family and I would not have felt safe and might not have ventured to these destinations at all. And if we had, we might have hopped in a car instead. As we think about how we get people around safely in our city, outside of cars, we need oases like Slow Lake Street to achieve those goals. Please revise the design for Slow Lake to re-institute more traffic calming measures to make it clear that people on two wheels or on foot are welcome and that local car traffic should proceed slowly and carefully. Thank you, D1 resident, father, and homeowner</p>

246	1	<p>Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. Unfortunately, the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. Anything less will result in the destruction of the positive community space that Slow Lake has become. Why are there only partial traffic diverters in the proposed, and what needs to be done to make those full diverters? The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? Thanks again for your work on this project, and please take care.</p>
247	1	<p>Please get rid of all slow streets. Especially the one at pacific and Fillmore. They are a nuisance and terribly unsafe. Why are some steers deemed appropriate to be slow and others not?? I find this attitude of wanting to keep slow streets incredibly entitled. If we'd like to ?return to normal?, we need to get rid of all these slow streets and start using sidewalks again. Thanks and take care</p>
248	1	<p>Please keep the barriers in place -- keep your word and make Slow lake both Slow and Permanent. This tortuous process of one-step-forward-and-two-steps back is unnecessary and wasteful of everyone's time, not least of which your own -- move forward with true Safe Streets plans as transit leaders -- make meaningful infrastructure changes to improve pedestrian safety across the city -- without the endless surveys, public comment, watering down, multiple choice votes, removals and replacements, hemming and hawing, rebranding efforts, and half-measures. It has been dispiriting, watching how this Slow Lake effort, and so many other basic, uncontroversial safety infrastructure improvements, have wasted time and money, in a morass of bureaucratic indecision and rollbacks. The bottom line is: Our "progressive" city is no longer making progress towards Vision Zero. You now know, beyond a reasonable doubt, that you have supermajority support for these improvements. You know that they save lives. No city that has invested in pedestrian and cycling routes has regretted it. Sincerely, Resident, WalkSF membe</p>

249	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. I just biked down slow lake today with a friend. This is an important route for getting around the city via bicycling and walking!! The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add either additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage in the driving lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children on bikes, scooters, foot, motorized wheelchairs, and more use it every day to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these improvements to help Slow Lake continue as a success for our city. Thank you for your continued support.</p>
250	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. Personally, I credit Slow Lake for maintaining my family's mental health and physical wellbeing during the pandemic. Our walks to and on Slow Lake was our daily trip outside after a very rough time with Zoom school. We use it all the time. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>
251	1	<p>Dear SFMTA Thank you for your work on making San Francisco a safer place for non-vehicular traffic. Comments/ Questions about the project: Specific points toward the proposal. * Why was the ?No Thru Traffic? and ?Slow street? pedestrian/bicycle traffic signage removed. * add Do Not Enter to the barricades. Without this indication, vehicles still enter the street on by going around the barricade the left (wrong) side and do not necessarily yield to bicycle traffic that is approaching or waiting to cross. *Consider installing speed humps to slow traffic turning right off Park Presidio and immediately left onto 14th Ave. My son was nearly killed biking home from school when a truck made this move and did not see him in the bike lane and hit him directly. *Consider installing a left turn lane in the south direction at Geary and Park Presidio to prevent traffic from cutting through on 14th. (A similar left turn lane for North-bound traffic that intends to head West to the beach would be an additional improvement to bike and pedestrian safety.) *install signs on Park Presidio alerting right turns to the Lake Street local traffic only/pedestrian/bike hazard. *install speed bump between Park Presidio and Fulton to slow traffic exiting Park Presidio to East and turning off Funston to West. *install speed bump on Funston near the stop sign to slow traffic cutting through to Park Presidio. * If 84%+% of local residents approved the plan to maintain Lake as a ?Slow Street?, why does this plan lose all the markings of a slow multi-use street? * Slow Lake to Slow Clay to Slow Pacific Ave is now a fairly nice bike ride to downtown. * Send me updates please:</p>
252	1	<p>A large majority of District 1 residents are in favor of slow lake street. City policy favors fewer cars. Time to show leadership and direct Lake Street designs not backtrack. It's so hard to get anything done in this City. Here's a chance to hold on to small progress</p>



253	1	<p>As a resident of 26th Avenue near Lake Street, a senior citizen and a taxpayer, I appreciate all the work in developing the Slow Lake Street design. However, I strongly urge additional measures because as it stands, I do not believe the safety of non-car users of the street has been sufficiently prioritized. Slow Lake and the emerging network of slow and car-free streets have allowed me and my husband to do without a car entirely during the past two years. We now use e-bikes as our primary form of transportation. These are transformative technology, but people will not feel comfortable getting used to them if they do not have the safe streets infrastructure that makes it possible for new riders to try them out. So far, we have introduced 7 friends to e-bikes on Slow Lake and of those, 4 either already have or are planning to buy an e-bike themselves. Slow Lake was approved by the SFMTA Board many months ago. We need to ensure it stays slow. The design's four concrete diverters at entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. However, more diversion is needed because like smokers in a restaurant who refuse to go outside because "I've always smoked in here," a small number of car drivers insist on using Lake as a cut-through, aggressively threatening pedestrians and cyclists. Please consider these improvements: 1) More diversion. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear signage. I believe part of the reason for the ongoing aggressiveness of some drivers is that unlike the other Slow Streets, Lake has never gotten its clear Slow Street signs installed, inviting ambiguity and allowing vandalism. Please do not take away this lifeline for those of us who are trying to do the right thing by mode-switching away from cars. I do not want to go back to driving. We very much need Slow Lake. Thank you for considering these improvements so Lake stays slow and becomes even safer. Sincerely</p>
254	1	<p>Dear all: I am a resident of and voter in San Francisco. The following is a message from Slow Lake Street, which I wholeheartedly agree with. Please do everything you can to ensure that this street remains as safe as possible from the serious dangers posed by cars. *****8 Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at some entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes, including countless kids and seniors. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street in the driving lanes is very concerning. It's confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are in fact welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods on bikes, scooters, foot, motorized wheelchairs, and more use it daily to commute, shop, exercise, or get to school. An extensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support these (ours implies it's a mass email from an organized group) improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support.</p>
255	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) End Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>

256	1	Dear SFMTA, I am 14 years old and a sophomore in high school. I really enjoy slow lake street and I hope it can become permanent. I use it to bike to friend's houses, learn to skateboard, and walk places. I think that slow streets promote environmentally friendly transportation and decrease the amount of carbon emissions that contribute to climate change. Thank you for listening. I hope you will keep Lake street slow. Thank you
257	1	Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. As a resident of the inner Richmond w two young kids, we considered a move out of the city once the kids needed more space to explore - however proximity to slow lake street has made that feel unnecessary. The kids have learned how to rides scooters and then bikes on lake st, safely and with the encouragement of neighbors. It?s been a wonderful experience that brought our community together and enriched our life in the city!! Thank you
258	1	Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I moved to San Francisco during the pandemic - the city was a shell of itself, and I found it hard to build connections while worrying about whether or not each interaction would expose me to Covid. After my first few weeks here, I was fortunate to find an apartment in the Richmond. I chose the Richmond because of its proximity to Golden Gate Park and the presidio, but I was thrilled to find a 28 block stretch of road that had been repurposed for other modes of transportation. It felt like I had won the lottery Every day for the first 3 months that I lived here I took a lunchtime walk on Slow Lake. It helped me stay active, meet my neighbors, settle into my community, and remember to breathe during tough times. The thought of losing Slow Lake is hard to bear ? it feels like squandering an opportunity to be at the forefront of progressive change. I implore you to please reconsider opening Lake Street to car traffic again. Not only would it reduce social ties and create a dangerous neighborhood, it would undermine San Francisco?s credibility. Thank you
259	1	Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake Street and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Since traffic was diverted off Lake Street, I am better able to sleep at night. I live on 3rd Avenue. However the traffic on Lake use to keep me up at night. Thank you. Sincerely
260	1	Hi Mayor Breed, Supervisor Chan, and SFMTA Board, The proposed design for Slow Street between Arguello and Park Presidio will not slow traffic. 4-way stop signs will not succeed. There needs to be diverters every other street forcing traffic to change lanes. I walk this section of Lake every day at different hours. I have seen cars and service vehicles speed despite families and seniors like myself enjoying the stroll down the middle of the street and basking in the sun, Our neighborhoods lack friendly open spaces due to poor planning a century ago when the area was laid out, Slow street is a great idea to compensate. Creating walkable neighborhoods is a stated and approved planning goal.Slow streets helps accomplish this
261	1	Please consider the following: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers already are and will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should add additional concrete diverters to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake
262	1	Thank you to SFMTA for considering comments re Slow Lake Street. I am a California Street resident in the Richmond District and I am not sure that the experience of those around Lake Street has been fully considered. Traffic on California Street was already problematic; it is now far worse. The back ups are very inconvenient and often unsafe. The 1 California bus has been slowed considerably by the increase in traffic. I live near the intersection of 26th and California, where there is only a 2 way stop sign. Accidents, near accidents and pedestrian danger has dramatically increased since Slow Lake street began. I have enjoyed using Slow Lake Street and might support retaining some aspects of it if there was some way to mitigate the traffic problems and safety issues. I also must mention that the residents of Lake St. seem to feel entitled to advantages and accommodations which are not equitable to their neighbors. We all deserve safe streets. Thanks again for your work on this project, and please take care.

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Thank you to SFMTA for your work on this project. I'm remely disappointed to see how Slow Lake Street is regressing into a fast & dangerous street, despite the unanimous vote for it to be a permanent slow street. The proposal is wholly insufficient and unequivocally reverses the decision, and I urge you to: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at \*all\* intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see some traffic diversion in the design. Unfortunately, the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. In order to eliminate cut-through traffic and make Slow Lake safe enough for kids, seniors, and people with disabilities, we need full traffic diverters in the locations where partial diverters are currently proposed. Anything less will result in the destruction of the positive community space that Slow Lake has become. Why are there only partial traffic diverters in the proposed, and what needs to be done to make those full diverters? The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. In order to eliminate cut-through traffic, speeding, and reckless driving, we need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the only effective tools for eliminating cut-through traffic. We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? Finally, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? Thanks again for your work on this project, and please take care.

264	1	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake Street which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th "at a minimum" to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
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266	1	<p>DO NOT PUT SPEED BUMPS ON LAKE. THAT IS A TRAVESTY. IT IS LIKE BLAMING THE VICTIMS. THE SPEEDERS JUST GO TO ANOTHER STREET ? AND THEN YOU PUT SPEED BUMPS ON THAT STREET AND SO ON AND SO ON. NO SPEED HUMPS OR BUMPS. HAVE YOU EVER BEEN TO AMMAN JORDAN. THE WHOLE DAMN CITY IS FULL OF SPEED BUMPS. IT IS AWFUL AND HARD TO DRIVE. NO SPEED BUMPS. ?</p>
267	1	<p>Hi, I live on 4th and California and don't think Slow Lake Street needs to continue indefinitely as many of my neighbors would wish. I've lived in the richmond for 20 years and used Lake Steet to bike to work 5 days a week for 4 years from 2002 to 2006. I think the bike lanes and sidewalks are totally ample for our neighborhood. I'd propose, if people want less traffic and slower vehicles on Lake Street, to add speed bumps or medians, whatever makes more logistical sense, as a permanent solution to the concerns of our neighborhood. Slow Lake Steet has a been a long lasting privilege, but it does not need to last forever. Thanks</p>

<p>268</p>	<p>1</p> <p>I live with my husband and two small boys in a condo on 24th Avenue. We LOVE Slow Lake. We use it at least twice a day to take long walks as a family. Our older son is learning to ride his bike. I spent 2 hours with him yesterday walking along Lake Street. What a gift Slow Lake has been for our family! I am discouraged to see the new proposed designs ? please see the below email for Save Slow Lake?s careful analysis of your proposal. We wholeheartedly agree with their opinion. I do hope you will consider keeping (and strengthening) the barriers. And running Slow Lake for the entire length of Lake Street, as it is now. Thank you for your time! Warmly, Sara Schloat _____ Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city?s transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters?and removes the 22 barriers currently on Lake which, while temporary, create a relatively safer street. 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269	1	<p>Good morning! Thank you to SFMTA for your work on this project. I just returned from my first run in San Francisco where I felt safe. I come frequently to visit my family and have never enjoyed running here. The sidewalks are uneven and makes running not safe. It's projects like Slow Lake that are needed to make San Francisco a community for all. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. My family talks about how Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Please keep the current Slow Lakes project so I can be save on my project! On behalf of my future runs and my family and friends I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers?or add diversion?at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) end Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
270	1	<p>Please consider removing all of the slow street barriers that were put in place to address social distancing issues during the recent pandemic. The city is not functioning well with the situation as it is right now. Thank you,</p>
271	1	<p>Please please keep Lake Street Slow! It has transformed our hood ? kinder neighbors, safer streets, more community connection, less speeding, less theft. I have had 75% less theft / vandalism to my car since we started Slow Streets. Me and my neighbors actually stop to talk with each other, help each other out! No more speeding cars. Please keep SOME FORM of Slow Streets. Thank you.</p>
272	1	<p>Dear SFMTA decision-makers, I'm writing to express concern about your proposed plan to open Lake Street to more traffic, and to remove barriers that help to reduce speed. My partner and I have used Lake Street for running and walking almost every day since it was turned into a slow street, and we have been delighted with the change - closing Lake Street to all but local traffic, a system effectively reinforced by the block-by-block slow street barriers, has made it into a neighborhood treasure, a place where everyone - children, the elderly, people with disabilities, runners, bikers, people out for their daily dog walk, locals and visitors alike - can safely exercise, greet passersby, and enjoy the neighborhood. I strongly urge you to reconsider any changes, such as those currently proposed, that would incorporate dangerous cut-through car traffic and ruin what has been one of the few bright spots to arise from the pandemic. Thank you</p>

273	1	<p>Hi y'all, Thank you for all your work in the draft of the Slow Lake Street design. I live on Lake Street and use it to walk to work every day. The plan's four concrete diverters at entry points to Slow Lake are critical to continue to protect the safety of pedestrians, cyclists, and other vulnerable road users. SFMTA should install those four diverters immediately. I ask for the following changes: 1. More diversion. I am deeply concerned about the total lack of diverters for two 10+ block stretches under the proposed design. 10 blocks is too long of a stretch to eliminate dangerous, speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for other road users. SFMTA should add either additional concrete diverters or the standard purple sign slow street diverters to replace each temporary barricade. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace them. 2. Clear signage. The lack of signs and stenciling on the street is very concerning. It's confusing for drivers and dangerous for non-car users of Lake street. If we are in fact welcoming use of the streets by bikes, pedestrians and non cars we need to be ra clear in our communication to avoid accidents. Please add clear Slow Street signage in the path of drivers at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% of travel without cars by 2030, it's critical that we keep Lake Street as a part of this network. We are looking for your leadership. Slow Lake has profoundly improved the Richmond District and the city. Many thousands of adults and children?on bikes, scooters, foot, motorized wheelchairs, and more?use it every week to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Thank you for your continued support. Wishing you the best</p>
274	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing: We walk our son to preschool because we are not always comfortable with taking a bus due to the pandemic, and it has been great to be able to walk with him on Lake Street. The community is also much stronger with families walking/cycling on Lake Street, meeting and greeting. San Francisco needs families with young children to revitalize it's schools at the minimum, and slow Lake Street makes SF more family-friendly. Please do not allow more traffic on Lake Street. Thank you</p>
275	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>
276	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. My family has live just off Lake St for past 12 years. When my kids were tiny we would at least monthly have a near miss where a car would blow through a stop signs as we tried to cross. With the slow street, kids have been able to safely stretch their wings, ride bicycles, and have started to make friends with neighbors. It's too easy in a city where the kids on your block all go to different schools to not build these neighborly relations but the slow street has brought a lot of community to the neighborhood. Thanks for your consideration to continue slow Lake St. Thank you</p>
277	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Every morning, afternoon, and evening I walk 14 blocks down Lake Street. Slow Lake Street has completely transformed the neighborhood for the better and I've met hundreds of fellow neighbors and families who feel the same way. As an Architect and Urbanist, I'm very worried about the current proposal to remove signs and barriers that exist at every other intersection. I've designed dozens of streetscape projects over my career and can tell you the current plan is not a slow street. There must be more permanent traffic diversion along Lake Street or people's lives will be in danger because of lack of infrastructure to keep cars from speeding down Lake Street. The Inner Richmond community needs Slow Lake Street and it would be a complete failure to allow the current plan to be implemented. Thank you for your consideration</p>



278	1	<p>Hello, I am a resident in District 2 and enthusiastic supporter of the Slow Streets network. I wanted to reach out to express my disappointment in the SFMTA's Slow Lake Street proposal because it does not do enough to preserve the "slow" nature of the street and the safety of users of the street - especially after the SFTA Board voted in August 2021 to keep Lake Street slow permanently. As a non-car owner who gets around the city only via bike, walking, and MUNI, Slow Lake Street is a critical corridor on my commutes to the western neighborhoods of the city. Combined with the new JFK Promenade, I can get across the city with relative safety using these important parts of the network. I am supportive of the four cement traffic diverters that the proposal entails, but I think we need to do more to keep this street safe and discourage through traffic - 10 blocks between diverters is simply not enough. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe. Please commit to strengthening the proposal to keep this place safe for children, cyclists, and walkers who choose inexpensive and/or fuel-free transportation and use the street everyday Best</p>
279	1	<p>Dear distinguished Board Members, Ms. Chan, &amp; Mayor Breed: I am a parent of a kindergarten child and we daily make use of Slow Lake Street to commute to and from school. I encourage each and all of you to support maintaining Slow Lake Street as a safe thorough-fare for those of us looking to safely and enjoyably commute through the Richmond District with diminished risk of vehicle accident. Perhaps stating the obvious, let me point out that Slow Lake Street offers a protected route for students and families commuting to Richmond District SFUSD schools Roosevelt Jr. High, Peabody Elementary, C. Lilienthal Elementary, Alamo Elementary, Sutro Elementary, Presidio Jr. High, and Geo. Washington H.S., as well as dozens of pre-schools, day-care centers, and private/parchiol schools. And, of course, Slow Lake Street also offers safer travel for Richmond District, shopping, dining, parks, fitness, and general enjoyment. Speaking from very real experience, nearby east-west corridors California Street and Geary Blvd. do NOT offer safe passage for bicycles due to very heavy auto use and no protected lanes. And in a different vein, Clement St. between Park Presidio and Arguello is a constant danger to all due to rampant double-parking, U-turning, and related disregard for safe driving norms. That really leaves Slow Lake Street and only Slow Lake Street as a safe and protected corridor for non-auto commuting (while California and Geary remain available and heavily used for automobiles). I thank you for taking the time to consider my views, and I again encourage you to keep Slow Lake Street as a safe corridor for San Franciscans commuting without cars. Regards</p>
280	1	<p>Hi, I hope you're doing well! I'm writing to voice my support for stronger traffic limitations on Lake st. This is personal for me because a couple months ago, I almost got run over by a motorist on my weekly run. The motorist didn't slow down or stop when seeing me, even though he knew that the street was supposed to be closed to cars. This is particularly frustrating for me because California st is not seeing increased levels of traffic, and this kind of behavior pushes away vulnerable people ? the people who would benefit the most from slow streets! Given this, I'd like to ask the following improvements to be made to Lake St: 1. Upgrading the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic 2. Adding block-end closures at all intersections to make sure cut-through traffic is eliminated. Thank you!</p>
281	1	<p>Thank you to SFMTA for your work on this project. I urge SFMTA to do the following before approving the design for Slow Lake Street: 1) Upgrade the four partial traffic diverters to full traffic diverters to eliminate cut-through traffic. 2) Add diagonal diverters or block-end closures at all intersections to ensure cut-through traffic on Lake Street is eliminated. 3) end Slow Lake Street to Arguello Street and 30th Avenue to allow for more connections. What has made Slow Lake Street so successful as a space to build community, get to local businesses, improve health, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents 95%+ of speeding / reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities. I am encouraged to see traffic diversion in the design. But the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design also lacks any traffic diversion for two 10-block sections?between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic, speeding, and reckless driving are already common now between 14th and 24th Avenues due to the lack of effective traffic diversion there. We need traffic diversion at every intersection on Slow Lake Street. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Also, what metrics will determine when additional traffic diversion will be added to Lake Street and how quickly will diversion be added when those metrics determine it is needed? The design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and how can those be added to the design? We've also heard our neighbors who express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th?at a minimum?to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
282	1	<p>Please, please, please keep Slow Lake Street! It has greatly improved the quality of life and I use it almost every day. PLEASE!</p>

283	1	<p>Thank you to SFMTA for your work on this project. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports our city's transportation, safety, and climate goals. Slow Lake has become a place for people to build community, improve their health and well-being, and shift trips to sustainable modes for getting to school, work, and local businesses. Thanks to the current barriers and signs, Slow Lake has become the place for kids to learn how to ride bikes and scooters, kids and families to ride to school as part of SF Bike Bus, and for neighbors to connect and build community. Slow Lake is an incredible asset for our neighborhood and the city as a whole, and we need a design that reflects that. The inclusion of concrete diverters in this proposal is a step towards eliminating cut-through traffic on Lake Street. Unfortunately, the design only includes 4 partial diverters and removes the 22 barriers currently on Lake Street which, while temporary, create a relatively safer street. The proposed design of only 4 partial diverters, will encourage more cut-through traffic and be the end of Slow Lake as we know it, destroying all of the positive community building, joy, health benefits, and sustainable mode shift it has created. I urge SFMTA to make the following improvements before approving the design for Slow Lake Street: 1) Retain barriers or add diversion at all intersections to eliminate cut-through traffic. 2) Upgrade the four partial traffic diverters to full diverters to reduce cut-through traffic. 3) End Slow Lake to Arguello Street and 30th Avenue to expand its benefits and potential. Making these improvements will ensure Slow Lake's community benefits continue and its full potential is realized. Now is the time for leadership, and this is an amazing opportunity for our city to lead. What has made Slow Lake Street so successful as a space to build community, get to and support local businesses, improve health and well-being, and shift trips to sustainable modes is the reduction in cut-through traffic. Cut-through traffic represents the vast majority of speeding and reckless driving and is the biggest deterrent for people to use Slow Lake, especially kids, families, seniors, and people with disabilities and limited mobility. I am encouraged to see traffic diversion in the design, but the traffic diversion is only partial, meaning cut-through traffic will legally use Lake as a cut-through from 2nd Avenue and 24th Avenue to Park Presidio, and car drivers will drive around the traffic diverters at 2nd, Funston, 14th, and 24th to drive on Lake Street. The proposed design lacks any traffic barriers or diversion for two 10-block sections between 2nd and 12th Avenues and 14th and 24th Avenues. Having zero traffic diversion in these two 10-block sections will result in car drivers using Lake Street as a cut-through, increasing speeding and reckless driving, and endangering the lives of kids, seniors, and people with disabilities. In fact, cut-through traffic is already common now between 2nd Avenue and Funston Street as well as 14th and 24th Avenues, due to the lack of effective traffic diversion there. We need traffic barriers or diversion at every intersection on Slow Lake. Specifically, we want to see diagonal diverters or block-end closures, as these are the most effective tools for eliminating cut-through traffic. At the least, the current traffic barriers must be replaced with permanent barriers in the driving lane to restrict and prohibit cut-through traffic. Why are there only partial traffic diverters in the proposal, and what needs to be done to make those full diverters? Why is there only traffic diversion at four intersections, and where can additional diagonal diverters or block-end closures be added on Slow Lake Street to eliminate cut-through traffic? Separately, the design excludes the sections of Lake Street between Arguello Street and 2nd Avenue and 28th and 30th Avenues, which leaves people going further on Lake Street vulnerable, including kids and families going to Presidio Middle School and people of all ages connecting to Slow Clay Street or using Arguello Street to travel to other parts of our city. Why doesn't the design include the sections between Arguello Street and 2nd Avenue and 28th and 30th Avenues, and what needs to happen to have those added to the design? We've also heard our neighbors express concern about accessing California Street at intersections with no traffic control, and therefore suggest traffic diversion at 4th, 6th, 8th, 10th, 17th, 19th, 22nd, and 27th at a minimum to allow them safer access to California Street from Lake Street. Thanks again for your work on this project, and please take care.</p>
284	1	<p>Dear Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I support Slow Lake Street and want there to be permanent traffic diversion along the whole network of temporary slow streets across the city. We need to be encouraging ALL and as many alternative modes of transportation as possible. Cars are the number one source of greenhouse gases, and we need to be encouraging people to get out of cars, and onto modes of transport that are carbon free and SAFE. I'm a 53 year old woman, and have been biking in the city since my 20's. The number one thing I hear from friends and colleagues-- and this has been true for 30 years-- is that people don't feel SAFE riding a bike in the city. We need SAFE bike corridors from commercial areas to residential areas so people use this not only for recreation, but for running errands and getting around at night. Speaking of night time biking, this is personal for me. I have two teens who regularly use ebikes to get around town in the evening. We need to encourage more biking, not less, and it is important that there are car-free corridors that are SAFE-- that have adequate signage, and diverters or other traffic calming measures. The current slow lake design is mostly good, but lacks these two critical features that make the difference between driver confusion and safety for slow street users. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue Slow Lake and keep it as a part of this network. Slow Lake is only one piece to the puzzle. We need to make Slow Cabrillo, 23rd avenue and the rest of the temporary slow streets PERMANENTLY SLOW. We are looking to you for your leadership. Thank you for Stepping up and Standing up for communities and the climate.</p>
285	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing.</p>

286	1	<p>Dear Mayor Breed, Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city's transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>
287	1	<p>OPEN LAKE STREET!!!!</p>
288	1	<p>Here is a song I wrote about the slow streets&lt;<a href="https://johnelliott.bandcamp.com/track/slow-streets">https://johnelliott.bandcamp.com/track/slow-streets</a>&gt;, which I love and so do many of my neighbors. What sort of backroom dealing with grumpy westside motorist donors resulted in dismantling a slow street that was designated to be permanent over a year ago? Please please please: We need a genuine and permanent slow street network with concrete diverters throughout. We need more car-light and car-free streets, especially in light of the recent failed Prop A for more transit funding. People need options to safely mode shift away from car dependency. There are a million reasons why. Also, it is city policy (transit first, vision zero, 80% mode shift by 2030). Come on! Please do the right thing. The 20th century is over. Let's get creative and dream big and make bold progressive changes! We can and should be global leaders here! Love</p>
289	1	<p>Hi, I appreciate that SFMTA wants to reduce traffic on Lake Street, and I support making the proposed changes. However, the proposed design doesn't go far enough. During the lockdown and the early days of the Pandemic, the slow streets provided a safe way to get outside and make the best of a bad situation. Keeping them continues to provide nice outdoor spaces that we can all use. I would really like to see the SFMTA listen to people and not lobbyists for cars and big tech and instead put people first. Lake Street should be safe enough for kids and families to walk and bike to school. In August 2021, the SFMTA Board voted to keep Lake Street a permanent Slow Street. We think the design for Lake Street should truly stop dangerous cut-through traffic from speeding through our neighborhoods. I would like SFMTA to strengthen the design with additional cement diverters in both directions at major intersections (25th, Park Presidio, Arguello, etc) to eliminate cut-through traffic entirely and make the street safe for kids to walk and bike to school. Cars should not be able to speed down 10 blocks of our slow street without interruption. I also ask SFMTA to commit to monitoring average daily vehicle volumes and speeds on Slow Lake after the new traffic diverters are installed, and to increase traffic diversion as needed to prevent cut-through traffic and make the street safer, while also allowing residents to still reach their homes in cars. Every kid in San Francisco should feel safe walking and biking to school. We need Slow Lake to be part of a street network that's truly safe for families with kids, people with disabilities, and seniors. Please move forward with the proposed Slow Lake design as a baseline, and commit to strengthening it in the future!</p>

290		<p>Limited Street closure and Full Closure only divert traffic to drive even further to get to their destination. This will obviously impact Muni riders since the diverted traffic will make it reroute further in specific cases and slow down bus minutes in some cases. The impacts of Lake Street showed that. (Circle traffic) The west side as spoken through the votes of Prop A. You are not listening to the working people and the people played taxes for the streets. The community of westside urge SFMTA to open great highway back 24/7 but change the Great Highway closure to Great Highway ension by closing it early to restore safety to nearby street and clearance for Muni (18, 23 (Great Highway) , 48 (which goes to Great Highway) The community of westside, move to direction to open back JFK Drive. Instead of closing the street. We ask SFMTA to educate cyclists to use their eyes and STOP at STOP signs to avoid getting accidents into the n streets.</p>
291		<p>I read _____'s comments in Heather Knight's Chronicle column about the loss of Slow Lake Street, and I am honestly stunned that bowing to pressure from unhappy motorists can be described as taking "a range of community perspectives" into account. If the aim is to keep Lake Street "safe, workable, and enjoyable," then this final proposal is a failure. I have lived on Lake for 10 years, and the only time it has been safe and enjoyable is during its past 2 years as a Slow Street. Prior to that it was remely hazardous, with drivers regularly speeding and running stop signs. I can't count the number of times I was almost hit by inattentive drivers failing to stop at the four-way stop at 6th Ave. and Lake. Allowing decisions regarding cycling and pedestrian safety improvements to be vetoed by angry motorists seems like a bad policy. This design will please nobody, but will likely result in more people being injured. I hope this proposal is reconsidered.</p>
292		<p>Dear Mayor Breed, As a resident of the Inner Richmond on California Street, I have greatly enjoyed Slow Lake Street over the past year. I am able to comfortably walk my dog without fear of speeding cars, my wife and I are able to unwind after the work day with a comfortable walk, and when my family visited for Thanksgiving this past year I was able to show them the neighborhood through a long walk before we had our feast. I am deeply concerned about the proposed changes to Lake Street and would like to see it remain an area that prioritizes families, children, and pedestrians over cars. Furthermore, as a car owner in the neighborhood, I have never been inconvenienced by Slow Lake Street and find the complaints from those who claim to be to be very exaggerated. Lastly, as we continue to feel the effects of climate change, it would be a step backwards to once again prioritize the needs of car drivers over those who seek to utilize fossil-free means of transportation. Slow Lake is a beloved resource for families, commuters, and neighbors across San Francisco and supports the city?s transportation, safety, and climate goals. It is home to multiple SF Bike Buses to schools throughout the Richmond, a community gathering place that has formed countless new connections and neighborhood efforts, and a safe place for kids and people of all ages and abilities to commute, improve their health, and visit local businesses using sustainable transportation. As our city's leader, you are uniquely positioned to improve the proposed design for Lake Street. We are asking you to support the following improvements to make Slow Lake even more successful: 1) Replace temporary barricades with official Slow Streets posts and signs at every intersection 2) Upgrade partial traffic diverters to full diverters 3) end Slow Lake to Arguello and 30th The design of Slow Lake is an amazing opportunity for you to lead for the future of our city, and help us towards our Vision Zero, Transit-First, and sustainability goals. Supporting the above improvements will make you a hero with the vast majority of our city who supports Slow Streets and your signature legislation for JFK Promenade. If you get SFMTA to make the above improvements, we'll be eternally grateful, celebrate you, and support your continued efforts across our city. Thanks, and please take care.</p>
293		<p>Dear Mayor Breed, I currently live and have lived all around the Richmond district most of my life, and I absolutely love the Slow Lake Street! I have taken up running and I run on Lake street multiple times a week, and it's wonderful, running on the sidewalk is not the same. Sidewalks are full of people and strollers and it's not safe to run at a fast pace on a sidewalk. Besides that, it's so peaceful to have a street to escape the heavy traffic. The current proposal isn't enough to keep Lake Street safe for running and bicycling. Even now, when there are traffic diverters almost on every block, many drivers ignore them and drive on Lake sometimes at high speeds. With the proposed loosened restrictions, even more drivers will ignore its slow street status and will make it more dangerous for pedestrians to share the road. Please put complete diverters along Lake St at every block from Arguello to 28th Ave. Please help save this neighborhood gem! Thank you</p>

294	1	<p>Dear Mayor Breed, Supervisor Chan, and SFMTA Board, I am a 5th grade teacher at Presidio Hill School. I commute everyday by bike from my California and 30th Street home. Since Lake Street has become a Slow Street, I have seen so many more children either ride their own bike or ride on their parents' bike. As a teacher I know first hand that too many students do not get enough exercise. They fidget at school and can't focus. On the other hand, research has shown, and I see this daily in the classroom, that students who regularly exercise do better academically. More important maybe, riding to school themselves, gives them a sense of pride and accomplishments. When Anna, one of my students rode her bike for the first time from her house on Lake and 6th, she beamed with pride, and this positive sense of self radiated throughout her school day. I am originally from Germany where I grew up and attended school. In Germany, it is very common that students as young as third grade ride their bikes to school themselves. Neighborhoods in Germany, including large cities like my hometown of Hamburg, have proper bike lanes. In fact, one of my colleagues, who is from Switzerland even shared with me that in Switzerland, parents are fined if they drive their children to school by car! There, walking or biking to school is the norm from an early age on. Everytime I turn left on Arguello from Lake, I am stopped by the long line of cars, parents dropping their children off at Claire Lilienthal school. This upsets me, not only because they are blocking my bike lane but because as a teacher I know there are so many better ways to spend the 15 minutes before school than sitting in a car. And as someone who deeply cares about our environment and preserving our planet for my students and future generations of students, I am so frustrated when comparing the carbon footprint of all these cars with that of parents and students biking to school. But for change to happen, we need a safe way of commuting by bike. The happy children who I see on my way to work, pedding to school, are a testament that we have gotten so close to a greener and healthier society. Yet, if the current design becomes reality, Lake Street will no longer be safe for students to ride to school. San Francisco is known to be a progressive city; however, if cars again have priority over bikers and pedestrians, it does not mean anything with respect to our children and the environment. To preserve Lake Street as truly a slow street would be progressive! Kind regards</p>
295	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I am a handicapped resident of Lake Street (1135). My wife and I love the street. So do our daughter, her husband, and their two little children who live in the apartment above us. It is a delight to all of us to be able to go to the playground with other families without having to cross a very busy street. The slow street is a marvel but we can do better I have seen cars zoom into lake street from Park Presidio and Funston. The slower the street can be the better. Our end of Lake near the Park and the Nature preserve benefits particularly from the slow street. This is great but we can do better to further slow the traffic and keep commuters from using the street as a quick shortcut. Thanks for your efforts. You have my support.</p>
296	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I am a Richmond district resident. During my maternity leave I would walk with my baby up to lake street from Balboa. GGP was closer for me, but there is something about lake street that makes it inviting, and it's really peaceful. I suffered from postpartum depression and sometimes a half hour walk was all I could manage. I liked lake street because the residents and other pedestrians were very friendly, and it helped me feel a sense of community during a lonely time in my life. One year on, I still walk lake street with my family on evenings and weekends. We're big fans. Thank you,</p>
297	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I live on 7th, no problem driving leave lake slow. Keep it from becoming an on/off ramp for Marin commuters thx</p>
298	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Living in the Outer Richmond, Slow Lake has been an oasis of calm in the city and a safe place for my 3 year old to explore and safely practice riding his scooter and bike. It has been hours of entertainment for us during quarantine. We take walks there weekly. Please continue to protect Slow Lake Street by providing traffic barriers. Thank you</p>
299	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Over the pandemic and still today, I meet neighbors I had not previously known. I see people gathering. Elderly and disabled people walking and using the space to rehab. I see children running, walking and riding without fear. Slow Lake is like a lung feeding the northside of the city, we are lighting the way for others and showing people how slow streets can nurture communities. It fostered so much positive community and brough diverse groups together. People have meet up rides, teengaers walk or ride vs. going an dgetgting into trouble. Graduation parties happen on the sidewalk. It's a true equalizer. Thank you for honoring the original vote and implementing traffic measures to ensure it remains safe. Thank you for all you do.</p>
300	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Since Lake Street has become a slow street the Lake Street community has gotten to know each other. I have met so many nice people that live in the area that the city seems more like a neighborhood and less like a cold place to live. I feel much safer now with the the street so active as well. Please find a way to keep Lake Street a slow Street. Thank you</p>

301	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. We have a family of 5, our 3 kids are 20 months, 9 years old, and 17 years old. Slow Lake Street has been crucial to our family's mental health and well being during the pandemic -- we have no access to a backyard at our rental flat. With the parks back open, we are able to get wiggles out. However, having a safe space for our kids to bike, for us to walk with our youngest, has made all the difference for us--especially once the parks close in the evening. We live on California, which obviously has an uptick in traffic due to Lake Street, but it makes Lake all that more vital to us. Cars speeding on our surface streets have increased all over the city, but especially on California, Clement, Geary, and all of the numbered streets without humps. Please keep Slow Lake Street safe and closed to street traffic. Thank you for your time</p>
302	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, Id like to share with you why I find Slow Lake Street wonderful-- *I use my bike for many-an errand run &amp; Lake (as well as Cabrillo &amp; 23rd) helps me bike safely to my destinations in Laurel Heights &amp; the Inner Richmond. As a resident of SW D4, it would be prohibitively challenging to make my appts/errand-running in a timely fashion with public transport &amp; I am loathe to drive my car most days when I'm not needing it for work. *Slow Lake is beautiful; I very much enjoy looking at all the greenery &amp; stunning architecture (--not really found in my 'Grey Garden' neighborhood, sadly). *Seeing walkers, joggers, kids on wee bikes, elderly in wheelchairs, etc. all use this *already approved* Slow Street is also a treat. Call me crazy, but seeing others experience joy in/along a community minded space makes me feel joyful. More of that, please! An additional note: *New materials would make Slow Lake safer for all non-motorists as one regularly sees car drivers 'slaloming' with ease down that road. The path of least resistance is one we all often opt for, so if more permanent structures were put in place, then it would make for a less desirable cut-thru for many. ending Slow Lake from 30th to Arguello would be optimum. Thank you for your time &amp; consideration</p>
303	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board, My 4 year old son wanted to share with you why he loves Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. Please take a look at the attached 10s video!</p>
304	1	<p>Hi Mayor Breed, Supervisor Chan, and SFMTA Board,ess to me I wanted to share with you why I love Slow Lake and want there to be more permanent traffic diversion along Lake Street in order to allow this positive community space to continue growing. I use this street to commute to work every day on my bicycle and the added security that the "slow" designation provides is priceless for me. I also see young kids learning to bike or scooter, families, and people gathered on my commute which is a wonderful contrast to being surrounded by aggressive traffic. I hope you consider the benefit that these protected spaces provide to alternative carbon free transportation. Thanks so much! Onwards</p>
305	1	<p>Thank you for your work in the current draft of the Slow Lake Street design. The design's four concrete diverters at certain entry points to Slow Lake are critical to continue protecting the safety of pedestrians, people with disabilities and limited mobility, and people using bikes. SFMTA should approve and install those four diverters immediately. I ask for the following improvements: 1) More diverters. I am deeply concerned about the complete removal of the 22 Slow Street barriers currently on Slow Lake and the complete lack of diverters for two 10+ block stretches in the current draft design. 10 blocks is too long of a stretch without barriers to eliminate dangerous and speeding cut-through traffic, as drivers will cut north to speed down Lake Street to get to the bridge, making the street unsafe for kids, seniors, people with disabilities, and people using sustainable transportation. SFMTA should either add additional concrete diverters or the standard slow street diverters (white posts and purple signs in the driving lane) to replace each temporary barricade and add those diverters at every other intersection on Slow Lake. Diverters should also be added at the critical entry points on 25th and Arguello. The temporary barricades should remain in place to ensure safety until the permanent diverters can be installed to replace each and every temporary barricade. 2) Clear Signs in Driving Lanes. The lack of signs and stenciling on the street?in the driving lanes?is very concerning. It?s confusing for drivers and dangerous for vulnerable people outside cars on Slow Lake. If we are?in fact?welcoming use of these streets by pedestrians, kids, people with disabilities, and people on bikes, we need to be ra clear in the design and infrastructure to avoid serious injuries and fatalities. Please add clear Slow Street signage and infrastructure in the driving lanes at every entry point to Slow Lake. To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it?s critical that we continue Slow Lake and keep it as a part of this network. We are looking to you for your leadership. Slow Lake has profoundly improved the Richmond District and the City. Thousands of adults and children from all neighborhoods?on bikes, scooters, foot, motorized wheelchairs, and more?use it daily to commute, shop, exercise, or get to school. An ensive March 2022 survey showed resounding Richmond District support for Slow Lake. Please support our improvements to help Slow Lake continue as a successful street that invites all residents to use Lake safely and sustainably. Thank you for your continued support</p>