



## South Van Ness Avenue Quick-Build Project – Virtual Engineering Public Hearing

Comments and Questions Received and SFMTA Staff Responses

Date Updated: October 22, 2021 11:59 PM

Response ID	Date Submitted	Comments or Questions:	SFMTA Staff Response
54	Oct 15, 2021 4:28:32 pm	While this is a great first step, it's disappointing to see no plans for bike infrastructure, or for expanding the narrow sidewalks. It would also be nice to see protected bulb-outs to decrease the crossing distance for pedestrians.	Sidewalk expansions and bulbouts are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. South Van Ness Avenue is not currently part of San Francisco's Bike Network ( <a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a> ), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Additionally, the SFMTA is no longer installing class II (unprotected) bike lanes on city streets. Signal separation at intersections is needed to install a fully protected bike lane, which is a major capital improvement that would take years to fund, design and construct. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe.
56	Oct 15, 2021 6:35:44 pm	Please have time crossings of 30 seconds for pedestrians, with the time showing. I also support the removal of a traffic lane in each direction. As the street is so wide, kindly create painted safety zones to narrow the crossing distance at all intersections. Lastly, please narrow the travel lanes, primarily at the intersections where most crashes happen. Do what you can to reduce speeds.	Part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross. The project proposal includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Early walk for pedestrians (when they are given a walk signal before the vehicle light turns green) has already been installed at a majority of crossings across South Van Ness Avenue, but we are proposing to include them for every crossing as a part of this project. There are a number of existing painted safety zones along South Van Ness Avenue at select intersections where higher turn volumes occur, which will be maintained. Right turning collisions (which painted safety zones are intended to address, and they do not effectively reduce pedestrian crossing distances) are not currently an issue per the crash patterns observed along South Van Ness Avenue, but we will continue to monitor turns during the evaluation period and consider additional painted safety zones or other measures as needed. Lastly, road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated.
57	Oct 15, 2021 7:16:37 pm	I think additional left turn only signals at intersections would be beneficial	Installing additional signalization for protected left turns is a major capital improvement and thus not feasible within this project given its budget. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe, but protected turns could be considered later as a separate major capital improvement project if there is a demonstrated need. Furthermore, the lane reduction would remove a turning conflict for left turning drivers since they would only need to cross one lane of traffic instead of two.

58	Oct 16, 2021 9:18:36 am	The lane reduction, commonly referred to as a "road diet", will maintain capacity for today's traffic volumes, and allow for some traffic growth. How so?	Due to double parking in the right lane and left turn maneuvers in the left lane, South Van Ness Avenue today often functions like a roadway with one lane in each direction, causing thru drivers to suddenly change lanes to avoid delays. The center two-way left turn lane would separate out left-turning traffic midblock and at intersections, and wider through-lanes will accommodate maneuvering around double-parked vehicles. From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes.
59	Oct 16, 2021 9:55:56 am	I live in Bernal Heights and regularly use South Van Ness to head north. Many streets have already implemented lane changes, reduction of lanes, this will contribute to more congestion and danger for pedestrians.	From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.
60	Oct 16, 2021 10:09:11 am	Traffic has increased along Cesar Chavez, due to restrictions on Valencia & Mission streets. Reducing the travel lanes on South Van Ness will lead to greater congestion and safety risks to pedestrians. There is no reasonable North/South Route from the Mission to downtown or Golden Gate Bridge	From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.
64	Oct 16, 2021 4:56:21 pm	My son attends preschool at SF Tikes on 23rd and Van Ness. I bike from South Bernal. Van Ness is by far the most dangerous street along my route. Worse than Cesar Chavez. Worse than Mission. Cars drive fast and aggressively, making quick lane changes to get around double-parked and left-turning cars. We have a lot of families who walk and bike to school, and I'm so excited to see the proposed changes. Thank you! One request: please consider accommodating bikes as much as possible in this project. If there's any possibility of including a bike lane like on Valencia, I will be the first to use it.	South Van Ness Avenue is not currently part of San Francisco's Bike Network ( <a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a> ), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Cyclists should also see safety improvements with the proposed road diet
65	Oct 16, 2021 5:12:56 pm	How many people need to die for San Francisco government to fix South Van Ness? Drivers treat the street like a freeway. Another car PLOWING through Benders' parklet onto the sidewalk yesterday in broad daylight - thank god there wasn't a poor child walking down the sidewalk? What about the children and families that live on this street? Do their lives not matter? Fix this disaster of a street. Please, please prioritize changes to the timing of the traffic lights. Traffic light timing changes will have the biggest impact to improve safety. Today, cars furiously RACE down the street with green lights between blocks enabling drivers to build and maintain dangerous speeds (50+ MPH is a common sight – and sound – all hours of the day). It's a shame it has taken this long to address the dangerous speeding on this mostly residential street.	Part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross. The project proposal includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Early walk for pedestrians (when they are given a walk signal before the vehicle light turns green) has already been installed at a majority of crossings across South Van Ness Avenue, but we are proposing to include them for every crossing as a part of this project. Lastly, signals are being timed to a progression speed of 22MPH to deter driver speeding.
66	Oct 16, 2021 10:55:38 pm	I live on South Van Ness, and the traffic speed is pretty unsafe. This project has a lot of easy changes that will make us safer. My only concern is buses. Will the single lane in each direction be harmful to buses?	Muni buses run only on the southernmost two blocks of the project corridor. No major impact to Muni service is anticipated as a result of the lane reduction.
67	Oct 17, 2021 1:39:26 am	As a resident of this area I believe this is critical to making this a safe place for people who live and work here. We have to decide whether this roadway is a freeway for cars or a street for people. And I believe these changes are a step in the right direction of making this a true city street for the people who live and work here, rather than just another highway for the privilege of cars driving through the area.	N/A

68	Oct 17, 2021 10:12:17 am	This plan is too focused on allowing cars to drive fast. Please think of our families' lives.	Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding and severity of crashes. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated.
70	Oct 17, 2021 10:34:23 am	Please do this project! South Van Ness is incredibly dangerous, with speeding cars day and night. Thousands of people live, work or travel on the street every day, and they deserve better. Road diets have been incredibly successful on other streets in the Mission, like Valencia, Folsom, and Bryant. South Van Ness should get the same treatment.	N/A
71	Oct 17, 2021 11:20:56 am	Before the pandemic South Van Ness was a street where I rode a bike pretty frequently, especially when I was a bike delivery person. There was literally nowhere for me to ride, with bumpy uneven pavement, no bike lane to speak of, cars all around me. The sidewalks were often closed for repair so that was a problem too. It was risky to ride there, but usually I had no choice as my clients were on that street. I also cross South Van Ness on Mission Street often when traveling from SoMa to Upper Market. The intersection is HUGE and for slower street users, it takes too long to cross. It's confusing and needs work. Maybe a roundabout there?	Construction is nearly complete on the Van Ness Bus Rapid Transit Project, which begins at the intersection of Mission and South Van Ness Avenue. The intersection has been redesigned with rapid transit in mind and a roundabout would be a costly modification to a nearly completed project which would include moving overhead contact system lines among other expensive changes. South Van Ness at Mission Street furthermore does not appear on the top list of high-injury intersections within the city.
72	Oct 17, 2021 11:42:29 am	SVN must remain 2 lanes in each direction for its entire length. This is an offensive idea.	From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.
73	Oct 17, 2021 1:51:48 pm	I think this is great. I hope you'll also consider adding some trees to the middle lane as an extra traffic-calmer. It's such a wide road, it would help to scale down the width.	Adding trees to the middle of the road would not be within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. Furthermore, emergency vehicle access needs to be maintained, making it difficult to place vertical elements in the middle of the roadway.
74	Oct 17, 2021 3:11:19 pm	I lived on South Van Ness at 22nd St. for six years, and now I live one stoplight away on Folsom and 24th. Walking along South Van Ness as a pedestrian is rather scary, and it's not much better in a car. Yesterday, I was with a friend in a car at Grocery Outlet, and I advised her to turn right coming out of the parking lot and go around the block, because cars drive too fast to safely make a left turn from Grocery Outlet towards 24th St. The fact that so many crashes happen on the street, and the realization that I change my movements both on foot and in a car in order to avoid the possibility of being hit or killed by a driver means that I was absolutely delighted to find out that this project was in the works. These traffic calming measures cannot happen soon enough. I suggest special attention be paid to the intersection at 17th and South Van Ness near the gas station, because Southbound drivers make left turns onto 17th St at extremely high speeds to try to beat oncoming traffic. I have almost been hit by a left-turning car several times crossing 17th St. there.	Left turn calming is being considered at select intersections along South Van Ness Avenue. 17th Street can be considered as well, pending intersection geometry.
75	Oct 17, 2021 6:07:22 pm	I live on S. Van Ness near the intersection of S. Van Ness and 17th. During periods of heavy traffic, the line of automobiles waiting at the intersection blocks my driveway so that it is difficult to find an opportunity to back out of my driveway before the line starts forming again. With only one lane, the line of cars may get so long that backing out of my driveway becomes impossible. Have you done traffic studies to ensure this won't happen?	The wider through lanes in the proposed design will allow for more space for vehicles to back out of driveways before encountering through traffic.
76	Oct 17, 2021 6:08:59 pm	This would vastly improve the safety of pedestrians on South Van Ness Ave. I fully support this project.	N/A

79	Oct 17, 2021 9:18:18 pm	I travel on south van ness daily to drop my kid off at preschool. It's scary to be on the street with the current speeds vehicles travel at. South Van Ness needs to be slowed down before more people are injured and die. Thank you for your work.	N/A
80	Oct 17, 2021 10:49:20 pm	The most important thing this project can do is reduce pedestrian crossing distance. We need hard barriers of some kind creating a pedestrian refuge in the median, and painted safety zones on the sides. I cross S Van Ness on foot every day. It's not safe and as long as you're making me cross 58'6" of continuous asphalt, it won't be safe. The distance needs to be dramatically reduced. Second, the project should add center line hardening to slow left turns. <a href="https://www.greencarcongress.com/2020/04/20200410-iihs.html">https://www.greencarcongress.com/2020/04/20200410-iihs.html</a> Third, fourteen foot lanes are too wide. At least use paint in a crosshatch pattern to narrow them, like the Safer Taylor Quick Build. Fourth, the "center turn lane" is not a good design because it will turn into free parking in practice. Construction projects will use this de facto free parking instead of paying SFMTA for permits, hurting SFMTA revenue.	Raised elements or medians are not currently being considered along the corridor as emergency vehicle access needs to be maintained, and implementing a median with just paint provides little protection for pedestrians. However, there is the potential for future improvements if supported by data collected from the evaluation period following implementation and if supported by the San Francisco Fire Department. There are a number of existing painted safety zones along South Van Ness Avenue at select intersections where higher turn volumes occur, which will be maintained. However, the main effect of painted safety zones are to slow right-turning vehicles, and do not effectively reduce the width pedestrians must cross. Right turning collisions are not currently an issue per the crash patterns observed along South Van Ness Avenue, but we will continue to monitor turns during the evaluation period and consider additional painted safety zones or other measures as needed. Left turn calming is being considered at intersections with high turn volumes and high pedestrian traffic, such as at 24th Street and South Van Ness Avenue, pending its ability to accommodate bus and emergency vehicle turns. Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated. Lastly, the center left-turn lane is not intended to be a loading or parking area. The SFMTA is working with the San Francisco Fire Department to identify a solution that deters drivers from using the center-left turn lane to park/load, so emergency vehicles are able to access the lane at all times.
81	Oct 17, 2021 11:37:01 pm		Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. Additionally, signal separation is needed for fully protected bike lanes at intersections, which is a major capital improvement that would take years to fund, design and construct. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. Implementing bulbouts to reduce pedestrian crossing distance are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. However, part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross. The project proposal includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Further modifications could be considered if there is a need determined during the project's evaluation period.
82	Oct 17, 2021 11:20:43 pm	Please add bike lanes. Please do not have Muni bus routes run through South Van Ness.	South Van Ness Avenue is not currently part of San Francisco's Bike Network ( <a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a> ), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Existing Muni routes run only on the southernmost three blocks of South Van Ness Ave from Cesar Chavez to 24th Street. There are no plans to add or modify bus routes along South Van Ness Avenue.

83	Oct 18, 2021 3:08:39 am	South Van Ness should be a bike route for fast bikes, with Valencia and Folsom turned into slow streets for slow bicycles and pedestrians.	South Van Ness Avenue is not currently part of San Francisco's Bike Network ( <a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a> ), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups.
85	Oct 18, 2021 10:11:55 am	I'm a pedestrian, cyclist, public transit rider and driver and I fully support this project to make the corridor safer and less HECTIC/ terrifying for people no matter how they transit.	N/A
86	Oct 18, 2021 11:20:53 am	as a resident on South Van Ness, the proposed left turn lane will be very helpful for us in getting into our driveway without causing backups! Our car has also been hit by someone trying to get around a double-parked car so we have a personal stake in advocating reducing the number of lanes on SVN. Thank you! I hope this project can start immediately. We have an 11 year old daughter and I worry about her safety crossing SVN as well.	N/A
88	Oct 18, 2021 12:53:25 pm	I have seen too many accidents on South Van Ness. We live on near the 16th st intersection and have seen so many near misses as cars run red lights and speed to get to the 101 on ramp. If you could please add speed bumps and intersection bumps and other traffic calming measures to also stop incessant sideshows that are dangerous that repeatedly occur on South Van Ness.	South Van Ness Avenue does not qualify for speed humps according to SFMTA guidelines as it is above the threshold average daily traffic maximum of 7,500 vehicles per day and is not classified as a "Local" street as defined by California Caltrans Roadway System guidelines. However, left turn calming measures are being considered at select intersections with high turn volumes and high pedestrian volumes, which could help deter sideshows.
92	Oct 18, 2021 2:36:02 pm	This project will save lives and make all of us South Van Ness Residents safer.	N/A
93	Oct 18, 2021 2:56:20 pm	For Christ's sake! Here we go again. SVN is one of the few 4-lane north-south corridors left in the Mission where you don't have to navigate barricades, bike lanes & unpredictable bikers, parking away from the curb, parklets, etc. It's functional as is. SPEND TAXPAYER MONEY ON SOMETHING MORE WORTHWHILE & URGENT!	No vertical barriers, bike lanes, parking changes, or additional parklets are being proposed as part of this project. This project is intended to address the urgent need for safety improvements for both pedestrians and drivers along South Van Ness Avenue. From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.

94	Oct 18, 2021 3:29:50 pm	<p>As a pedestrian and occasional motorcyclist, I have first-hand experience of the danger that South Van Ness poses. Vehicles constantly double-parked, leading to traffic abruptly merging in an unsafe manner. As a driver, you feel the pressure of cars queueing behind you as you wait for a chance to make a left turn. As a motorcyclist, you can only pray that you don't get rear-ended by an inattentive driver as you wait to make a left turn, stopped in the left lane. You need to start your left turn and stop before the last lane if there's a vehicle facing across from you, also waiting to make a left turn in their left lane. I've been nearly t-boned before by a ride share driver who tried to make a u-turn on S Van Ness from the rightmost lane going southbound to the rightmost lane going northbound. Crossing South Van Ness or the numbered streets along South Van Ness as a pedestrian is a full-body experience: head on a swivel, stare down drivers wanting to turn right or left from three directions to make my intention to cross understood, watching out for red light runners and potential accidents causing loss of vehicle control. At least I have my long time experience as a pedestrian, cyclist and motorcyclist in this city; I worry about less experienced, less assertive, less careful, less physically and/or mentally capable pedestrians than I. I also worry about the occupants of any parklets on South Van Ness; the Benders one was hit by a driver who ran a red light and crashed into another car just recently. A road like South Van Ness has no business existing in a vibrant pedestrian destination like the Mission. A road diet is long overdue. Additionally I would like to suggest a policy of using concrete Jersey barriers (or the plastic version filled with enough sand to deflect a vehicle) to guard the vulnerable edges of parklets on high-risk roads such as South Van Ness. It is madness to have cars speeding as fast as 50mph mere inches away from seated persons without any protective barrier. It is only a matter of time before we see a horrific, predictable, and preventable tragedy (in addition to all the existing tragedies that we take for granted in our city's crosswalks). Concrete barriers are cheap, quick and easy to deploy, and take up minimal space. These properties make it feasible to add this feature to this existing quick-build project. Thank you - Daniel Rozycki</p>	<p>The Shared Spaces Program oversees and regulates the many businesses operating Shared Spaces around the city. The South Van Ness Avenue Quick-Build project team has forwarded this comment to the Shared Spaces Program. The goal of the proposed lane reduction is to reduce speeding, which should also make parklet use safer.</p>
95	Oct 18, 2021 7:50:55 pm	<p>This proposal is an improvement on the status quo but could be made much better. The proposed lanes are wider than the existing ones, which still encourages speeding. We should also take this opportunity to put in bike infrastructure. Additionally, we need to reduce the pedestrian crossing distances with bulb-outs at intersections. Crossing at 16th and South Van Ness as a pedestrian is such a harrowing experience as-is, and the new buildings around that intersection will mean more pedestrians needing to use this.</p>	<p>The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated. South Van Ness Avenue is not currently part of San Francisco's Bike Network (<a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a>), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Lastly, implementing bulbouts to reduce pedestrian crossing distance are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. However, part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross. The project proposal includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Further modifications could be considered if there is a need determined during the project's evaluation period.</p>

96	Oct 18, 2021 9:36:54 pm	<p>I love this project! It's very much needed. I did not feel safe letting my kid cross the street on South Van Ness until he was 12! I let him ride muni alone before I let him cross the street alone near our house. In the Sunset it's so much safer, he could cross at 8. Drivers are so aggressive on South Van Ness where we live. We see the accidents and we know about the fatalities. It's scary. I would like to see more loading options added for residents. There is nowhere legal to park on South Van Ness when we need it for unloading groceries. It's made worse because South Van Ness is one of very few streets in our area with no residential permit. So competition is especially high for these spots, plus it means that we don't qualify to purchase a residential sticker. So our options are very limited. It's very unfair. I think that needs to be considered before tight enforcement of double parking. We have no garage. We generally need to park several blocks away and I have kids to manage. There are also really serious noise problems on South Van Ness with speeding traffic and especially loud speeding motorcycles that set off all the car alarms. I would love to see traffic average at 25 mph. I'd like to see enforcement of noise levels in vehicles, especially motorcycles. I prefer to drive on Folsom street. It's so beautiful and peaceful. If our street could be like that, that would be so amazing. Thank you.</p>	<p>The goal of the proposed lane reduction (road diet) is to reduce speeding, which will also reduce noise from speeding vehicles. Requests for extending residential permit parking areas can be made via the following link: <a href="https://www.sfmta.com/services/permits/request-new-or-expanded-permit-area">https://www.sfmta.com/services/permits/request-new-or-expanded-permit-area</a>. We are currently evaluating options with the SFMTA Color Curb Program and Curb Management team about loading on some of the more residential blocks of South Van Ness Avenue.</p>
97	Oct 18, 2021 10:32:18 pm	<p>Has there been analysis on potential increased traffic flow on parallel streets? I am reading that existing traffic volumes with room for growth are included in the plan, but I wonder if this may lead to a traffic increase on Capp. Shotwell already has a "slow street" designation, but Capp is wider and many drivers use it as an alternative to Mission. I'm concerned that reducing lanes on Mission may lead to increased traffic on my street and that without traffic calming (e.g.) speed bumps, Capp could be more dangerous.</p>	<p>Based on volume counts already collected along South Van Ness Avenue and subsequent traffic modeling, travel time along South Van Ness is not anticipated to significantly increase as a result of the proposed changes, and thus significant spillover is not anticipated. However, volume counts will be collected on parallel streets to South Van Ness including Capp Street both before and after project implementation to determine if there is any spillover as a result of the project, and further modifications will be considered if there is a need. Speed humps have been installed along many blocks of Capp Street.</p>
101	Oct 19, 2021 11:36:53 am	<p>been here 20 yrs Still concerned about speeding. Raising children on this street is very scary. All traffic from Mission is now here. Hostile drivers all day. Will it be more difficult to back out of driveway etc? Also can a center divide with trees ever be a possibility?</p>	<p>The wider through lanes in the proposed design will allow for more space for vehicles to back out of driveways before encountering through traffic. Adding trees to the middle of the road would not be within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. Furthermore, emergency vehicle access needs to be maintained, making it difficult to place vertical elements in the middle of the roadway.</p>
102	Oct 19, 2021 2:03:59 pm	<p>The reduction to three lanes is great. The proposed lanes widths are way to wide. These wide lanes will encourage more speeding with the remaining lanes. The center turn lanes (15') plus a 12.5' driving lane is equivalent the three 9' lanes and will encourage erratic driving and passing. Better would be do reduce the width of the lanes by adding buffer stripes. 7' parking lanes with 4' buffer stripes. reduce driving lanes to 10' and reduce center turn lanes. painted and bollard bulbouts at the intersection parking areas to reduce the cross walk distance by as much as 14'.</p>	<p>Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated.</p>
103	Oct 19, 2021 7:49:57 pm	<p>This area is not only a residential area it is a heavily trafficked commercial area as well, less lanes will create congestion and will be the cause for more unsafe driving in the neighborhood</p>	<p>From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered. Spillover onto parallel neighborhood streets is not anticipated, but volume counts will be collected on parallel streets to South Van Ness including Capp and Shotwell both before and after project implementation to determine if there is any spillover as a result of the project, and further modifications will be considered if there is a need.</p>

104	Oct 19, 2021 7:56:23 pm	<p>I live at 566 SVN and am a pedestrian that often crosses SVN at 17th Street. Cars do not yield to pedestrians in the cross walk. Cars will highly accelerate from the Gas and Shop to make sharp left turns going south on SVN and have witnessed multiple red light run violations. I also was almost struck on my bike riding on SVN home. The double lanes are often used for ubers to double park, causing crazy passing situations with accelerated annoyed drivers that do not watch for pedestrians or bicyclists. Emergency vehicles use SVN heavily and also cause noise pollution on top of motorcyclists who highly accelerate in an attempt to run lights that are not timed to slow them down causing car alarms to trigger.</p>	<p>Part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross and discourage driver speeding. Early walk for pedestrians (when they are given a walk signal before the vehicle light turns green) has already been installed at a majority of crossings across South Van Ness Avenue, but we are proposing to include them for every crossing as a part of this project. Signals are being timed to a progression speed of 22MPH. We are working with businesses to discuss their loading needs and some additional loading spaces could be installed along South Van Ness to reduce double parking in a second phase of legislation for the project. The lane widths proposed also allow vehicles to more easily maneuver around double parked vehicles. Emergency vehicles will be able to use the center turn lane to more easily bypass thru traffic and reduce emergency response times.</p>
105	Oct 19, 2021 9:39:23 pm	<p>I have lived on South Van Ness since 1993, and I'm happy to see that it will be cut down to two lanes. I do think that if some measures are not taken to get cars off of South Van Ness, it could be chaotic. I foresee honking, revving of engines and angry drivers. My suggestions are to get people to drive on Folsom, Harrison, Bryant, Potrero and even Mission Street. Here are my ideas; Take out some of the traffic lights on South Van Ness and put in 4-way stops; take out the left turn arrow on Caesar Chavez turning onto South Van Ness; and last but not least, allow cars to go straight who are driving northbound on Mission at Caesar Chavez. Ever since traffic has been limited on Mission Street, South Van Ness has become like a freeway or 19th Ave. or Fell or Oak. I support the proposed changes and look forward to seeing how it works out.</p>	<p>It is unlikely that signals would be removed from South Van Ness Avenue. Traffic volumes along South Van Ness Avenue are high enough to warrant signalization, and all-way stops would significantly increase delay along the corridor. The objective of this Quick-Build project is not to cause significant delay or congestion that drivers opt to utilize other roads, as this could cause safety issues on parallel streets. The intent is to reduce driver speeding in order to improve safety for pedestrians and other road users.</p>
106	Oct 20, 2021 11:07:55 am	<p>Sounds like a great idea! Double parking on South Van Ness happens frequently and is very dangerous trying to go around the double parked car. Turning left is also very difficult when a car is turning left from the opposite direction, essentially blocking the visibility of oncoming traffic. This situation also causes cars stuck behind the left turning car to swerve into the right lane causing more potential for collisions.</p>	<p>We are working with businesses to discuss their loading needs and some additional loading spaces could be installed along South Van Ness to reduce double parking in a second phase of legislation for the project. The lane widths proposed also allow vehicles to more easily maneuver around double parked vehicles. Furthermore, the lane reduction would remove a turning conflict for left turning drivers since they would only need to cross one lane of traffic instead of two.</p>
107	Oct 20, 2021 12:42:19 pm	<p>Overwhelming demand and requests from residents asking for bike infrastructure. Why is a major street project in SAN FRANCISCO IN 2021/2022 not considering bike infrastructure? The reasons provided for not considering bike infrastructure sound like excuses. "South Van Ness Avenue is not currently part of San Francisco's Bike Network (<a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a>)" What is the Bike Network and who cares? Residents want to bike down South Van Ness. What needs to happen to get this street on the Bike Network, assuming that is a prerequisite for a safe, bikeable modern city road? "but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure." You can say that about almost any street in SF. South Van Ness is a major thoroughfare that would benefit for a bike lane. Why is this not being considered despite overwhelming requests/support from the community? "Cyclists will also see safety improvements with the proposed designs when driver speeding is reduced." This is very strange. So cyclists biking down South Van Ness without a bike lane should be happy with the safety improvements now that driver speeding is now reduced?</p>	<p>Implementing sufficient bike infrastructure along South Van Ness Avenue would take a years-long planning process and thus is not feasible to include as part of a Quick-Build project that aims to implement improvements in an accelerated timeframe using low-cost materials. The SFMTA is no longer implementing Class II (unprotected) bike lanes. In order to install a protected bike lane, not only would this require removing a significant amount of parking needed by residents and businesses, but this would also require implementing signal phase separation along the corridor which would cost millions. The effort required to find a revenue source to fund the infrastructure changes needed for bike lanes, as well as the time and effort needed to conduct sufficient outreach with the community to accept the changes, would require years. South Van Ness Avenue has an urgent need for safety improvements as soon as possible to address the high collision rates, and the proposed lane reduction requires much less time and funding to implement.</p>
108	Oct 20, 2021 1:28:51 pm		<p>Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated. South Van Ness Avenue is not currently part of San Francisco's Bike Network (<a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a>), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups.</p>



109	Oct 20, 2021 1:35:09 pm	This is a good start! Really what South Van Ness needs is light rail/streetcar service, though!	There are no plans as part of this project to introduce light rail or streetcar service to South Van Ness Avenue. This would be a major capital improvement that would take years of planning, design and construction.
110	Oct 20, 2021 1:38:32 pm	I also want this project to go much further at reducing traffic and speeding. I'd love to see any of the following: - Bike lanes - Protected bike lanes - Speed bumps - Expanded sidewalks I would love to see South Van Ness as a booming business street like Mission or Valencia.	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. South Van Ness Avenue is not currently part of San Francisco's Bike Network ( <a href="https://www.sfmta.com/maps/san-francisco-bike-network-map">https://www.sfmta.com/maps/san-francisco-bike-network-map</a> ), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Additionally, signal separation is needed for fully protected bike lanes at intersections, which is a major capital improvement that would take years to fund, design and construct. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. South Van Ness Avenue does not qualify for speed humps according to SFMTA guidelines as it is above the threshold average daily traffic maximum of 7,500 vehicles per day and is not classified as a "Local" street as defined by California Caltrans Roadway System guidelines. Expanded sidewalks are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe.
111	Oct 20, 2021 1:40:46 pm	Van Ness Avenue is a federal and state highway. Your phony data fails to show or substantiate who was at fault in alleged collisions, when and time of day those collisions occurred. Removing two traffic lanes will increase congestion and air pollution and increase the travel time for residents, visitors, and commuters to and from the major cultural amenities and job hubs in the Civic Center. And lose the tiresome Bicycle Coalition "road diet" propaganda. Van Ness is a major traffic arterial, US Highway 101 through the center of San Francisco- It is not appropriate as Bicycle Coalition/Vision Zero "Quick-Build" Project. This Project requires full CEQA and NEPA review in a full environmental impact report/statement.	Although Van Ness Avenue north of Mission Street is part of US Highway 101, South Van Ness Avenue from 14th Street to Cesar Chavez is not a federal or state highway. From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered. South Van Ness Avenue is part of San Francisco's High-Injury Network and has one of the highest rates of severe injuries & fatalities among all city streets, demonstrating the urgent need for safety improvements along the corridor. High vehicle speeds have been observed along South Van Ness from speed surveys and tube counts on multiple different occasions, and these high vehicle speeds contribute to higher severity of injury in the event of a collision regardless of who was at fault. The project is currently undergoing CEQA review.
112	Oct 20, 2021 1:58:51 pm	Can we add protected bike lanes? What if you got rid of parking on one (or both sides) of SVN and replaced them with protected bike lanes?	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. Removing parking on one or both sides of the roadway would likely contribute to a higher rate of double parking for access to both residences and businesses. South Van Ness Avenue is both a residential and commercial corridor, and maintaining a reasonable level of parking is necessary. Additionally, signal separation is needed for fully protected bike lanes at intersections, which is a major capital improvement that would take years to fund, design and construct. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe.
114	Oct 20, 2021 4:09:22 pm	Yes thank you! There's a lot of noise and speeding on this street already which I feel like is bad for the residents on this street.	N/A
115	Oct 20, 2021 5:25:10 pm	If "multiple vehicle lanes give the appearance of a wide roadway," then an actual wide roadway will certainly fail to address the stated problem, 12.5' travel lanes are excessive, and a 14.5' travel lane is beyond excessive. For years, we've pointed to Valencia St as the "after" to So Van Ness' "before", now that we're taking up the "before" street for a road diet, why aren't we proposing a more complete road diet? There's a bit of Muni at the south end of things, the 67 line runs NB on the block between 25th & 24th, and the 27 line runs NB between Cesar Chavez and 24th, but 14.5' is more than Muni needs (indeed, the 27 line runs SB on those same three blocks of Valencia these days, so hmm). SVN isn't a designated major/other truck route on this stretch either, as far as I know, and again those 14.5' lanes would be luxurious even for freight.	Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated.

116	Oct 21, 2021 9:19:49 am	It's not safe to be a pedestrian or bike rider on this street. This is a minimal start—please add protected bike lanes!	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. Additionally, signal separation is needed for fully protected bike lanes at intersections, which is a major capital improvement that would take years to fund, design and construct. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe.
117	Oct 21, 2021 3:21:11 pm	Thank you! This will provide a great improvement to our safety while we walk and drive down south van ness each day.	N/A
118	Oct 21, 2021 5:45:14 pm	There is nothing in this proposal that is likely to actually prevent double-parking. There is definitely nothing that will prevent double-parking in the short-term, because that is listed as "introduced at a later date" and "coordinated individually with businesses" in the proposal. 1. Merchants are not going to be willing to give up parking for customers in order to allow trucks to park. 3. Even if they were, the amount of curb-space needed to support the trucks that do deliveries would never work. 4. Look at the amount of double-parking that happens on Valencia, which already has no-parking zones. 5. Much double-parking is by ad-hoc deliveries (such as appliances). 6. More double-parking is caused by people picking things up or dropping things off at residences, or dropping people off. This risks people parking in the center lane and crossing traffic to do deliveries or to drop things off. That is a frequent occurrence on Valencia St. It is likely to cause even more accidents as people cross unexpectedly from the middle of the road. Anyone who has driven frequently on South Van Ness would know that the plans provided to prevent double-parking are not going to work.	Improved curb management for businesses could mean additional loading space both for delivery trucks, as well as addition of green or white curb for customers' use. In the event that vehicles do double park, the lane widths proposed also allow vehicles to more easily maneuver around double parked vehicles. The center left-turn lane is not intended to be a loading or parking area. The SFMTA is working with the San Francisco Fire Department to identify a solution that deters drivers from using the center-left turn lane to park/load, so emergency vehicles are able to access the lane at all times.
119	Oct 21, 2021 5:47:44 pm	Does your estimation of expected traffic volume come from before Van Ness (north of Market) was stuffed up for years by the rapid bus project? I would expect traffic volume to increase once/if the Van Ness rapid bus project is finished.	Volumes used for modeling of traffic along South Van Ness Avenue span from 2015-2020, both before and during construction of the Van Ness BRT Project. During evaluation of the project, additional volume counts will be collected along South Van Ness Avenue which should occur after the completion of the Van Ness BRT project. If significant delay is observed during evaluation, then additional changes will be considered.
120	Oct 21, 2021 5:50:38 pm	This will leave no useful roads for people in Mission / Noe / Bernal to get to the northern part of the city. Guerrero – parking allowed in the middle of the road on Sundays. Turns north from eastbound Cesar Chavez prohibited. Valencia – bike route, heavy pedestrian use. Mission – forced turnoffs. South Van Ness – now impassable. Folsom – bike route.	From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.
121	Oct 21, 2021 6:03:39 pm	The orange poles used as traffic blockers are useless.	No vertical elements are proposed as part of this project so emergency vehicle access can be maintained.
122	Oct 21, 2021 7:41:13 pm	I walk along this corridor regularly and applaud the efforts to make it safer for pedestrians.	N/A
123	Oct 22, 2021 8:38:10 am	The people behind this project clearly don't live or drive in this Avenue, we foresee a lot of traffic and unsafe driving conditions as this street serves as a sort of a Highway in this area of the city because all other streets have also been modified to hold less traffic. This is still a city no matter how much gentrifiers want to make it a cozy suburb. PLEASE DO NOT MAKE THIS STREET ANOTHER SLOW AND INCONVENIENT ROUTE FOR US ALL, this area is always busy and heavily trafficked as a resident of the Avenue we fear for more traffic and unsafe conditions	From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered. The intent of the project is not to alter the nature of the roadway, but to introduce safety improvements as South Van Ness Avenue has one of the highest injury rates out of all city streets.

124	Oct 22, 2021 9:52:53 am	I am very excited about this project in general, including the road diet, daylighting & other improvements. However, I agree with Walk SF that there should be a center median safety zone, with left turn and through lanes shifting to the right around them, which would both shorten crossing distances and tighten the currently 25 foot-wide rightmost lane (...which could also maybe be tightened further with safe-hit posts?). My father has limited mobility with a walker—there's no way he could safety cross these intersections as currently designed.	Raised elements or medians are not currently being considered along the corridor as emergency vehicle access needs to be maintained, and implementing a median with just paint provides little protection for pedestrians. However, there is the potential for future improvements if supported by data collected from the evaluation period following implementation and if supported by the San Francisco Fire Department. There are a number of existing painted safety zones along South Van Ness Avenue at select intersections where higher turn volumes occur, which will be maintained. However, the main effect of painted safety zones are to slow right-turning vehicles, and do not effectively reduce the width pedestrians must cross. Right turning collisions are not currently an issue per the crash patterns observed along South Van Ness Avenue, but we will continue to monitor turns during the evaluation period and consider additional painted safety zones or other measures as needed. The project proposal also includes modifying signal timing along South Van Ness Avenue to give pedestrians more time to cross. This includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Further modifications could be considered if there is a need determined during the project's evaluation period.
125	Oct 22, 2021 10:54:01 am	I fully support changing S Van Ness from 4 lanes to 2 lanes. People constantly speed and drive dangerously on the road. No more highway going through a residential neighborhood!	N/A
126	Oct 22, 2021 4:06:36 pm	This is going to screw up this street for everyone. Constant Uber and personal double-parking will be happen regardless of this plan, but one lane of traffic will mean snarled traffic. When busses are re-routed, their stopping will snarl traffic. This is a BAD move. NO THANK YOU!	We are working with businesses to discuss their loading needs and some additional loading spaces could be installed along South Van Ness to reduce double parking in a second phase of legislation for the project. The lane widths proposed also allow vehicles to more easily maneuver around double parked vehicles. From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered. Muni buses only run on the three southernmost blocks of the project corridor, and there are no plans to reroute more buses onto South Van Ness Avenue.