

Record	Date Received	Survey (GG/LW)	Comments	SFMTA Response
1	15-Dec	GG	Yes, cyclist and pedestrians need more protection from vehicles that often speed and fail to stop at red lights or yield to pedestrians.	Comment noted.
2	15-Dec	GG	What about the area on Jones Street -between Golden Gate and Mc Allister?	There is a separate, ongoing project happening on Jones Street between Golden Gate and McAllister Street.
3	15-Dec	GG	Good progress toward providing space for restaurants and cyclists	Comment noted.
4	15-Dec	GG	Would like to see a paratransit drop off location on the south side of the 300 block of GG, and a mid-block crosswalk added so seniors and people who are differently abled can more safely exit paratransit and enter Madonna Residence. Nervous paratransit will continue to have people exiting into the street.	Thank you for this comment. The project team has been working with the SFMTA Accessibility group that oversees the Paratransit Program. We will be working with the operators to ensure safe pick ups and drop offs.
5	15-Dec	LW	Improvement over current conditions, but only option B offers any benefit to the neighborhood	Comment noted.
6	15-Dec	LW	Provides benefits for people living and walking on the blocks	Comment noted.
7	16-Dec	GG	it is a needed improvement	Comment noted.
8	16-Dec	GG	Golden Gate Ave needs car traffic calming and improved conditions for residents, pedestrians, and bicyclists.	Comment noted.
9	16-Dec	GG	I avoid the the businesses in the Tenderloin and on Golden Gate because I don't feel safe from cars when I bike there. I'd love to go there to meet with friends for meals once bike lanes are installed.	Comment noted.
10	16-Dec	GG	The improvement of bike lane safety is very important and badly needed. Reduction of parking will improve access to the space, the safety of the space, and discourage driving which is environmentally catastrophic in so many ways.	Comment noted.
11	16-Dec	GG	Love creating more safe spaces for folk who bike and walk.	Comment noted.
12	16-Dec	GG	Because the street needs to be changed and safer for the people	Comment noted.
13	16-Dec	GG	I love the dedication to Vision Zero and making our streets safer for everyone and not just those who own cars.	Comment noted.
14	16-Dec	GG	well thought out and impressive	Comment noted.
15	16-Dec	GG	1. The mixing zones of bike lanes with right-turning vehicle lanes are not 8-80 design. I understand Quick Builds don't have the budget to do phased traffic signals to separate this traffic, but I encourage you to be more creative and come up with ways to keep bicyclists physically protected from turning drivers who will try to bust through and make right turn on red. 2. The 400 block with the bus stop mixing with the bike lane is a bit problematic. I foresee drivers parking in that area (because there are no hit posts) and blocking the bike lane. 3. Where there are cafe tables on the street, I would like them to have some kind of physical separation between the right side bike lane. Otherwise the active street space of the cafe tables will spill over into the bike lane, which would generate hazards between bicyclists and peds.	Thank you for this comment. There are a number of no-right turns on reds currently on Golden Gate Avenue. The project team looked into alternatives to address intersection safety/improvements, however, there are a number of constraints on the corridor which resulted in what the design is like for Golden Gate Avenue.
16	16-Dec	GG	I love the new bike lane. I am disappointed to see designs for new "suicide" right turn lanes crossing a dedicated car turn lane over the bike lane. Please consider protected intersections with bollards/hit posts here instead of the dedicated car turn lane, similar to what was proposed on Leavenworth for crosswalks and the implementations at Lake Merritt intersections in Oakland. Also please reconsider the bus-bike conflict zone designed for Golden Gate and Polk. A floating boarding island as implemented beautifully on Folsom would be safer and speed buses, even if the bike lane has to narrow for the span of the island.	Comment noted.
17	16-Dec	GG	I would prefer to see safer layouts at the intersections (e.g., Hyde) with right-turn lanes. Mixing cyclists and cars in these zones is so dangerous and feels very discouraging as a cycling road user.	Comment noted.
18	16-Dec	GG	Please remove the right-turn mixing zone in the 100s and 300s blocks and instead install a right-turn-only signal and keep the bike lane separated.	Comment noted.
19	16-Dec	GG	N/A	N/A
20	16-Dec	GG	Can we please have the bike lanes extend all the way to the intersections? In the currently proposed state you have the bike lanes mixing with a right turn lane and that is a recipe for disaster.	Comment noted.
21	16-Dec	GG	glad it has been completed	Comment noted.
22	16-Dec	GG	Very glad to see the implementation / installation of permanent shared space on the margins of the street--these improve the safety and pleasantness of the streetscape even beyond the bounds of the covid emergency, and hopefully we'll see much more of this in the Tenderloin and around the city.	Comment noted.
23	16-Dec	GG	N/A	N/A
24	16-Dec	GG	Love to see this and more projects like it!	Comment noted.
25	16-Dec	LW	Will save lives on Leavenworth. Driver speeds are too high and behavior is reckless.	Comment noted.
26	16-Dec	LW	The Tenderloin is a densely populated neighborhood and it is vital to reclaim space from cars for the residents of the neighborhood.	Comment noted.
27	16-Dec	LW	It is, as you demonstrate, critically important to reduce driver speeds and intersection conflicts, as well as expand the space for walkers, rollers, etc. These much-needed improvements will clearly reduce the hazards of this street, and can hopefully be applied elsewhere in the neighborhood as well!	Comment noted.

28	16-Dec	LW	Leavenworth, like many TL streets, is dangerous and neglected. Changes like these help rectify that.	Comment noted.
29	16-Dec	LW	It's frustrating to see design options that do not include any measures for bicyclists. People who bike from SoMa/Mission Bay via 7th Street have no comfortable way to access the Tenderloin/Tendernob to this day, especially with bike facilities removed from the Taylor Street project. Grades and hills are no longer an excuse to exclude bicycle facilities since more and more people are using e-assist devices.	Comment noted.
30	16-Dec	LW	I support any project that will make our streets safer for folks outside of a car.	Comment noted.
31	16-Dec	LW	Increasing the amount of space for pedestrians is really important in this part of the city.	Comment noted.
32	16-Dec	LW	Option B is much preferable to A or C because the space freed up from lane elimination is placed against the sidewalk for pedestrian use, and the cars and soft hit posts are directly alongside the traffic lane, discouraging speeding.	Comment noted.
33	16-Dec	LW	The primary effect of Option A appears to be confining and thus making slower and more careful, the use of road space by cars. Option B leaves open too much space for swerving and merging... could it be improved by adding a buffer zone between drive and parking lanes on the right side as well? Then it would have the best features of both A and B. Option C simply gives away what would otherwise be useful street space--that wide buffer zone would indeed be useful adjacent to the sidewalk.	Comment noted.
34	16-Dec	LW	I see a lot of illegal and unenforced parking on Jones, and therefore am skeptical of Option B. Option A has safety benefits and takes space back from cars. Option C helps with loading problems I know exist on that street.	Comment noted.
35	16-Dec	LW	Option C could be easily redesigned to include a bike lane instead of a buffer (on the right side preferably). As proposed, the buffer will be used by bicyclists and scooter riders, but on the side of the street that might not be expected by motorists.	Thank you for this comment. The 27 Bryant will return in mid-January 2021 with a new route alignment, running on Leavenworth and Jones streets.
36	16-Dec	LW	I think we should return more street space to people on their feet and not in a car.	Comment noted.
37	16-Dec	LW	It's fantastic to see this dangerous street space be more safely and appropriately reapportioned. Adding space for people outside of cars is good, but most important among the benefits of the proposed ideas appears to be the calming of traffic and reduction of lane changing, turning, merging, etc.	Comment noted.
38	16-Dec	LW	Were other options considered? Like what? What kind of limiting factors exist on this street?	Thank you for this comment. The three Leavenworth design options were determined after vetting internally and with city partners. These designs were also heavily influenced by our outreach process.
39	16-Dec	LW	Please please please include space for bicyclists. It is much needed and sorely lacking for Tenderloin and Tendernob residents like myself.	Comment noted.
40	17-Dec	GG	Hello! We operate a business at the corner of Golden Gate and Hyde. When we originally spoke with SFMTA we were hoping to keep our red curb on both sides and later build a parklet when outdoor dining is once again allowed. Our ideal is red, but the first space or two, like on the other side of the easement, we may want a yellow zone. If you do put metered parking spaces in front on GG, we will want to make the curb a white zone for delivery drivers, etc.	Thank you for this comment. The red zones on Golden Gate Ave and Hyde Street will be maintained at both corners.
41	17-Dec	GG	Golden Gate Avenue has been a freeway for years and needs safety improvements that better serve Seniors, Families and people with disabilities who mainly walk in the community. Also, Golden Gate is a major connector for bicycles but it is also very dangerous. We welcome this Quick Build!!!!	Comment noted.
42	17-Dec	GG	These are dangerous streets for non-motor vehicle users. Having both driven and cycled along this route many times in the past 5 years, I have always been conscious of my elevated probability for being involved in a collision while on it. I strongly believe that the changes proposed by this project will improve the safety of this route.	Comment noted.
43	17-Dec	GG	safer for peds and cyclists	Comment noted.
44	17-Dec	GG	We also have been speaking with SFMTA about including a bike corral and walking zone on Golden Gate, none of which I see here.	Thank you for this comment. We have reached out directly to resolve the issue. Please contact TLStreets@sfmta.com if you need further assistance.
45	17-Dec	GG	SFMTA's team has been incredible! Very responsive and very committed to supporting the community. In an ideal world this Quick Build will lead to safer streets and one day, streets that are closed to cars and traffic so that people can safely move around the most dense neighborhood in San Francisco without fear of death and or serious injury.	Comment noted.
46	17-Dec	GG	Thrilled!!!!	Comment noted.
47	17-Dec	LW	The streets of the Tenderloin are packed. Most people are not wearing masks — the vast majority of people you see. We need physical distancing space desperately so those of us who do wear masks and want to stay 6 feet away from others have a chance to do so.	Comment noted.
48	17-Dec	LW	We need more space to walk.	Comment noted.
49	17-Dec	LW	If you do expand the sidewalks please ensure the extra space is not taken up by tents and encampments or drug dealing operations. The Tenderloin has been a complete disaster this year.	Comment noted.

50	18-Dec	LW	the traffic and risk are both horrible. As a pedestrian who lives in the neighborhood, and as someone who cares about a peaceful environment, and as someone who wants everyone to be safe—something's gotta be done and soon.	Comment noted.
51	18-Dec	LW	Option B most greatly limits the car volume that passes through, this will also slow traffic—both are helpful. Thinking about how the traffic flows and how difficult it can be to cross Leavenworth safely, Option B is the only one that makes me feel more confident about my safety as a pedestrian. Also, the option of increasing parking doesn't sound to me like a good idea. Yes, the city needs more parking, but many parked cars placed together in this neighborhood just creates an environment for detrimental debauchery and less safety for pedestrians, especially women.	Thank you for this comment. None of the Leavenworth options shared will increase parking.
52	18-Dec	LW	Hey! Kudos, this is a great out-of-the-box project. I hope that this will be received well by the community who live here (I think it will be!) and I suspect people who are constantly driving around the city might complain. I think it's okay if they complain, as long as folks are more safe. I also hope that this kind of project and re-visioning will be expanded throughout the Tenderloin in ways that can help promote safety and decrease the intensity of drug sales/purchases/use in the open. I know it's complex, but this is a promising way to move.	Comment noted.
53	22-Dec	LW	Traffic goes way too fast on Leavenworth mostly because the traffic light changes have greatly interrupted the flow of traffic on this street. I prefer to see these buffers turned in to bicycle scooter lanes on purpose and not just a place to stick no four wheeled modes of transportation.	Comment noted.
54	22-Dec	LW	It is more of why do I hate what you did to Jones St. The concrete barriers are ugly period. They don't accomplish the social distancing objective because the curb makes too much of a discontinuity between the street and the sidewalk. This discontinuity tends to keep everyone on the sidewalk. But mostly the jersey barriers belong on a highway not in a neighborhood. Can you imagine putting these up in Pacific Heights or Russian Hill neighborhood? If not why put them in the TL?	Thank you for this comment. The concrete barriers on Jones Street provide a more stable alternative compared to plastic, flex posts. The "k-rail" provides more of a barrier between moving vehicles and pedestrians using this space.
55	24-Dec	GG	I am all for supporting residency projects.	Comment noted.
56	24-Dec	GG	I wouldn't like if they can add-on balcony.	Comment noted.
57	24-Dec	GG	I am a senior and looking for an affordable residential property in this area. I have gotten no car, so I need to take a bus.	Comment noted.
58	30-Dec	GG	The current road conditions are far too dangerous to ignore. A quick build to improve safety, helping support the residents and businesses along Golden Gate Ave is crucial at this time.	Comment noted.
59	30-Dec	GG	The area in front of the Golden Gate Theater is dangerous with too many cars going too fast.	Comment noted.
60	30-Dec	GG	It is better than the existing conditions.	Comment noted.
61	30-Dec	GG	I do not like the mixing zones. Mixing with Muni buses is dangerous, will cause conflict, and forces bicyclists to merge into a lane of traffic next to a bus that could move at any moment. The turning lane mixing zones are also really dangerous and do not adhere to the 8-80 active transport goal. I love the idea of adding tables and other seating along the bike lane. That is something I've not seen in San Francisco before and would love to see more of.	Comment noted.
62	30-Dec	GG	The bus stop should have a floating island. SFMTA bus drivers are not properly trained in yielding to people using bike lanes and making them criss cross is dangerous. The right turn lane mixing zones are dangerous. The car lanes should shift to the right to add a turn lane (chicanes will also slow traffic) and the turn lane should have a separated signal from the bike lane.	Thank you for your comment. Due to the constraints of Golden Gate Avenue, there is not enough roadway width to accommodate a standard transit boarding island. In addition, in the event of an emergency, the concrete island would impede emergency access into the higher up areas of tall buildings.
63	30-Dec	GG	Golden Gate Ave is a street with so much potential. I'd like to see all of the Tenderloin's streets receive similar safety improvements. Especially with crosswalks, reducing speeds, and providing a comprehensive bike network within the neighborhood.	Comment noted.
64	30-Dec	LW	Safety, reducing neighborhood car noise, quick projects now mean future projects can get political will to play with more space -- and I want greenery	Comment noted.
65	30-Dec	LW	None of these take enough space back from high-speed vehicles.	Comment noted.
66	30-Dec	LW	I am so, so disappointed by the proposed designs. They resemble ideas tested on Taylor Street that have been a failure. People have died since the "improvements" on Taylor and that will happen on Leavenworth too unless SFMTA confronts the danger in this street design. Painted bulbouts do absolutely nothing. Painted buffer makes it easier to double park. This design does nothing to address speed. I support making Leavenworth safe with a quick-build but these designs are a disaster.	Comment noted.
67	30-Dec	LW	This is a waste of money. Drivers ignore paint. Only Idea B would be remotely worth it.	Comment noted.
68	30-Dec	LW	Most space for people! the others only remove space for cars between intersections. Intersections are priority but I still want better midblocks.	Comment noted.
69	30-Dec	LW	Narrows traffic area the most	Comment noted.
70	30-Dec	LW	Option B is the only one that is somewhat acceptable. It'd almost be better to do nothing than Option C or Option A.	Comment noted.
71	30-Dec	LW	Drivers ignore paint. Physical barriers are the only way to slow people down.	Comment noted.

72	30-Dec	LW	I can't believe that these are the options being presented. Other than Polk there is not 1 safe route to bike across the Tenderloin. More people will use that tiny sidewalk in a day than will drive through on the two lanes of car traffic. The whole space needs to be slowed and redesigned for the needs of residents of the Tenderloin, not other neighborhood's drivers that want to use it as a shortcut from the freeway in their car.	Comment noted.
73	31-Dec	GG	THIS project is so much better than the Leavenworth proposal (or Taylor street) because it protected cyclists and creates additional *PROTECTED* space for residents to enjoy, whether they are using a mobility device or eating at a restaurant. I also appreciate the prioritization of loading zones for the elderly/disabled/transit users, as that's who my neighbors are - people in Uber/lyfts and parking private vehicles should not be prioritized in the TL.	Comment noted.
74	31-Dec	GG	In no reality or multiverse does paint "protect" a bike lane. Be it Paris or Cupertino, everywhere else in the world has figured out how to install actual protected bike infrastructure, yet the SFMTA still just quite seem to determine how it's done. Decades of putting cars over people is more than enough. You can bold-text inform that someone walking or riding a bike is hit by a car in the TL every 9 days on the same site where you say you'll protect bike lanes with paint. It's time to actually try something new since the deference to cars policy has had the same predictable results for years. Now, let's get serious about reducing car traffic and ownership in this tiny 7x7 city where there are few legitimate reasons for anyone to drive a car every single day and plenty of options to get around without a car. It's time to force the lazy and entitled out of their cars or out of the city. It will reduce car traffic making it better for those of us who rarely drive yet still have need for a car on occasion AND it will better ensure that those who actually need a car to get around can do so more efficiently and safely. So I support the idea of behind the project, but I do not support the half-ass measures being suggested --as usual-- to accomplish the goals.	Comment noted.
75	31-Dec	GG	We're almost a quarter of the way through the 21st century. Our climate has been destroyed. Our streets are spaces of motor vehicle violence. Yet you're still designing with cars as your top priority. This is insanity.	Comment noted.
76	31-Dec	GG	Protected bike lane is an absolute must. It's ok if a car takes 15 extra seconds in transit if it means a cyclist doesn't have to fear for their lives.	Comment noted.
77	31-Dec	GG	Please ensure that the intersections with right turning traffic have a NO TURN ON RED sign, because people speed across the bike lanes/crosswalks all the time without yielding. Ideally the entire neighborhood (and city) would ban turns on red.	Thank you for this comment. No Turn on Red signs will be installed as part of this project. There is also an ongoing neighborhood-wide effort to install and legislate this signage in the Tenderloin.
78	31-Dec	LW	This project does the bare minimum and will not make the street significantly slower or safer for folks like me who walk and bike for most trips.	Comment noted.
79	31-Dec	LW	I walk and take transit so any kind of improvement that promotes cars is a good project in my view.	Comment noted.
80	31-Dec	LW	2 out of the 3 options still offer way too much street space for drivers to speed. The trade offs being made via the painted buffers only benefit drivers, and provide very little benefit to actual TL residents and other vulnerable street users.	Comment noted.
81	31-Dec	LW	We're almost a quarter of the way through the 21st century. Our climate has been destroyed. Our streets are spaces of motor vehicle violence. Yet you're still designing with cars as your top priority. This is insanity.	Comment noted.
82	31-Dec	LW	Because it actually adds to the sidewalk space in some areas (which can possibly be used for people on bikes/scooters/wheelchairs). It's absurd to spend such a lengthy amount of time on a project like this and do so little—why is there not a single option with a protected bike/scooter/wheelchair lane?? People in the tenderloin and neighboring soma often do not have cars and use personal mobility devices. Buffers for drivers to use next to parking spots, which is mostly for non-residents, does not make us safer! I am glad you are removing a lane of traffic, but stop giving that space to private cars and give it to the people on bike and foot who actually need it. thank you.	Comment noted.
83	31-Dec	LW	It provides more spaces or pedestrians and people with disabilities.	Comment noted.
84	31-Dec	LW	As bike lanes are absurdly not even an option, allocating a smidgen of street space for pedestrians is the next least worst option out of the 3. Ideally, the pedestrian realm/space should be provided on both sides of the street and the street narrowed via parking being moved closer to the traffic lanes. The parked cars should act as an additional buffer to the jersey barriers.	Comment noted.
85	31-Dec	LW	I hate them all. You're putting cars first and (literally) marginalizing everyone outside of cars. (By the way, forcing people to rank horrible choices guarantees bad survey results. You all should know better than that.)	Comment noted.
86	31-Dec	LW	There is not a single safe North-South bicycle street in the entire Tenderloin and I am so sick of the SFMTA acting like it doesn't matter that the network doesn't connect or provide safe options for people without cars. Polk street is a half assed project that has taxis/cars parked in the bikelane every day and isn't helpful for those of us who live and socialize in the TL. We need safe streets for biking/scooters/wheelchair users now!	Comment noted.
87	31-Dec	LW	The fact that a bike lane is not included in the scope of the Leavenworth project is ridiculous. It was a missed opportunity with Taylor and MTA is about to do it again with Leavenworth. If a goal is to calm traffic in the hopes of potentially reducing pedestrian deaths, then the option of turning more TL streets into two-way should be on the table as well.	Comment noted.

88	1-Jan	LW	It does not solve the problem! It will create a NEW problem and it is disrespectful to the lawful citizens of this Community - it appears as if they are being made to be displaced for people who care NOTHING about the Tenderloin!	Comment noted.
89	1-Jan	LW	Read my comment!	Comment noted.
90	2-Jan	GG	It will improve traffic safety	Comment noted.
91	2-Jan	GG	Protecting the bike lane on this east-west coordinator is very important to me - it will be the only protected east west connection north of Howard/Folsom!	Comment noted.
92	2-Jan	GG	Concerned about losing parking spaces.	Comment noted.
93	2-Jan	GG	no	Comment noted.
94	2-Jan	GG	We need speed bumps and better traffic enforcement.	Comment noted.
95	2-Jan	GG	I fully support the project and hope you implement it ASAP.	Comment noted.
96	2-Jan	GG	None.	Comment noted.
97	2-Jan	LW	It will reduce speed of traffic and protect people who use the sidewalks.	Comment noted.
98	2-Jan	LW	Will help control traffic and reduce accidents.	Comment noted.
99	2-Jan	LW	Less traffic, more sidewalk	Comment noted.
100	2-Jan	LW	It is more flexible. Allows parking and space for emergencies.	Comment noted.
101	3-Jan	GG	Golden Gate is unsafe for pedestrians.	Comment noted.
102	4-Jan	GG	As I have come to an age where the frailties of living longer and financially challenged by the rents, I have no choice but to rent in the Golden Gate area. Hopefully, this project will bring me some less stressful times as I go about living my life. Proof is in the pudding.	Comment noted.
103	4-Jan	GG	The goals of the project align to improve what I see happening regularly on these streets as a non-vehicle resident in the tenderloin	Comment noted.
104	4-Jan	GG	The Tenderloin is in fact a residential neighborhood with a large population of residents. Likely most residents are not regular car drivers, and many either use Golden Gate ave to cycle, or walk along or across it to access public transit on Market St., so any improvements to cycling and pedestrian infrastructure (especially pedestrian safety!) are welcome!	Comment noted.
105	4-Jan	GG	I support this project because i would like to see improvement on traffic safety and good use of our sidewalk and streets in the Tenderloin. I want slower cars and more safer walking spaces for pedestrians in TL.	Comment noted.
106	4-Jan	GG	Something needs to be done for the sidewalks, rough surface and crowding. I use a walker and it is dangerous for me due to possibility of falling down.	Comment noted.
107	4-Jan	GG	At the west end of the 400 block proposal, I'm concerned about conflict between the bus stop and the bike lane--seems like i would be both safer and more efficient for the bus to stop in the traffic lane and pick up passengers from a designated bulb-out type stop rather than having bikes	Due to the constraints of Golden Gate Avenue, there is not enough roadway width to accommodate a standard transit boarding island without impeding into a travel lane. In the event of an emergency, the concrete island would impede emergency access to the windows of the (very tall) surrounding buildings.
108	4-Jan	GG	I hope it will also prevent people who are not living in TL to hangout and/or sell drugs..	Comment noted.
109	4-Jan	GG	Buffering the cafe seating from car traffic with a protected bike lane will make for a more comfortable outdoor dining experience. I want to see more of this near the new parklets that have popped up! Please do more quick builds to improve ped & cyclist safety!	Comment noted.
110	4-Jan	GG	What is the project timeline?	For the Golden Gate Quick-Build, the project team is currently anticipating to bring the project to a final public hearing in February 2021. If approved, construction can begin soon thereafter.
111	4-Jan	LW	Leavenworth is a fast moving traffic street coming off Mcallister right turn vehicles. When I had a car, I incurred an accident, hit from rear by a driver that was going over the speed limit and rear-ended me. I had neck injury and financial cost to my vehicle. I no longer have a car, but I use the street for walking to places, but some beautification in the planting of annuals or perennials would be pleasant for the neighborhood. Hopefully, better cooperation from the unfortunate people that have to live on the street for survival. I often give them baked goods I make, until CoVid-19 happen.If you do a twice a month planting event for the neighbors and street people, it might give the hood a sense of ownership and involvement. I'm a horticulturalist. Love African violets, roses, vines, variety of shades of green, gray foliage plants is a nice visual.	The project team is looking into alternatives to concrete elements aside from k-rail. Planters are challenging in that they require a need and commitment for ongoing maintenance. This project will be interactive and additional changes and/or enhancements can be made after implementation.
112	4-Jan	LW	Safety	Comment noted.
113	4-Jan	LW	The area has very little space for residents to spent time outside of their home, and the wide car lane encourages reckless driving, with blind spots for pedestrians crossing the street	Comment noted.
114	4-Jan	LW	The amount of fatalities is simply unacceptable. It is not only a question of safety but equity.	Comment noted.

115	4-Jan	LW	The Tenderloin is a residential neighborhood yet its streets are designed for car traffic that is only traveling _through_ the neighborhood, and not for the people living there. Anything to improve pedestrian safety and safety for drivers who are actually visiting the area (ie anyone who is parking in the neighborhood) is welcome.	Comment noted.
116	4-Jan	LW	For the safety and better use of our streets..	Comment noted.
117	4-Jan	LW	too much traffic, cars are too fast	Comment noted.
118	4-Jan	LW	It supports the reality of the needs of people needing a designated space for loading and unloading, being picked up or just hanging out on a nice weather day or getting out the bad weather time.	Comment noted.
119	4-Jan	LW	Option A is my preferred option because it should reduce the amount of street traffic by the largest amount.	Comment noted.
120	4-Jan	LW	More space for non-vehicle residents	Comment noted.
121	4-Jan	LW	This increases pedestrian space where possible and the changing conditions block to block could nudge drivers to pay more attention.	Comment noted.
122	4-Jan	LW	Option B	Comment noted.
123	4-Jan	LW	A	Comment noted.
124	4-Jan	LW	It's not clear why there is a preference to keep the buffer on the West side of the street. Why not move it back and forth to create a stalem to calm vehicular traffic?	Depending on how that buffered space is used, adding a large buffer on the east side of the street may add more conflicts with the 27 Bryant bus.
125	5-Jan	GG	A protected bike lane on Golden Gate is direly needed. I also like the proposal for moving restaurant tables onto the street between the curb and the bike lane. This is a great way to repurpose space that is currently used for cars, and it keeps the sidewalks passable.	Comment noted.
126	5-Jan	GG	I live in the tenderloin and there is a lack of outdoor spaces for residents to be outside safely. There are a lot of families and children in the neighborhood who deserve to be able to move safely through the neighborhood. I believe these efforts will have a positive impact on all of us.	Comment noted.
127	5-Jan	GG	Traffic still needs to be able to proceed	Comment noted.
128	5-Jan	GG	A high-density neighborhood needs all the parking it can get and all the traffic lanes it currently has. Removing parking or traffic lanes does not help the Tenderloin's future.	Comment noted.
129	5-Jan	GG	I don't like the parts where bikes have to ride with right-turning cars. They're not quite as scary as mixing zones where cars cut across the bike lane, but it would be better to have a real bike lane there. I would love to see separate traffic lights or protected intersections here, but I realize that may require work that's beyond the scope of a quick-build, like cutting through sidewalk bulb-outs.	Thanks for your comment. You are correct, because this is a quick-build effort, there is limited capacity for extensive traffic signal work, such as a designated bike signal or signal separation. However, depending on the condition of the traffic signals there could be possibilities in the future for a signal upgrade.
130	5-Jan	GG	Engineers are paid, employees. Citizen planners are not.	Comment noted.
131	5-Jan	GG	I love that the virtual open house included a detailed block-by-block before and after	Comment noted.
132	5-Jan	GG	More designated disabled parking is needed throughout the Tenderloin. And better/more MUNI service. Repaint the crosswalks.	Comment noted.
133	5-Jan	LW	I support reducing the number of car lanes from 3 to 2. I do not support adding buffer lanes for double-parking. The open house says that road diets can create more space for pedestrians and bicyclists, but two of the three options don't do this at all. Give the saved space to pedestrians and bicyclists, not to cars.	Comment noted.
134	5-Jan	LW	traffic is too fast through the neighborhood. The north-south streets almost become like freeways. Anything that can be done to deprioritize cars and give back space to neighbors is so important for safety and community.	Comment noted.
135	5-Jan	LW	nos quedaremos sin estacionamientos y se debera pagar renta para manter el carro en garage,gente de homeless permanentemente viaja en el zutobus con todas sus cosas y no hay higuiene con lo del covid-19 se debe tomar medidas necesarias y adaptar el proyecto a estos momentos ahora es mas seguro viajar en tu propio carro para evitar aglomeracion social	Gracias por su comentario.
136	5-Jan	LW	It's the only one that adds any space at all for pedestrians	Comment noted.
137	5-Jan	LW	I like having the space for physical distancing. There are not enough spaces in the tenderloin for folks, especially adults, to be outside and kick it.	Comment noted.
138	5-Jan	LW	I'm very disappointed that so little pedestrian space is proposed, and that no space for bicycling is proposed at all, despite the lack of any north-south bike facilities whatsoever north of Market between Polk Street and the Embarcadero. I'm also shocked that one of the proposals would add a double parking lane in addition to the existing two parking lanes. If space is needed for deliveries, it should come out of parking space at the curb. Most people in the Tenderloin don't own cars, and how our street space is allocated should reflect that.	Comment noted.

139	6-Jan	GG	I am fully supportive of bicycle infrastructure improvements, but I also have concerns about impacts on residents who have/need cars. I realize car ownership is low in the area, but I am also aware of many families who rely on a car for grocery shopping and other necessities. SFMTA needs 1) to prioritize resident parking in the neighborhood, through the implementation of a (low cost) parking permit program; and 2) create replacement parking for spaces that are lost (e.g.: back-in angle parking on Taylor and Leavenworth)	Comment noted.
140	6-Jan	GG	We want our streets to be safer!	Comment noted.
141	6-Jan	GG	Cycling facilities along Golden Gate are often blocked	Comment noted.
142	6-Jan	GG	Looks like it will greatly improve the experience and safety of biking through this area. Putting the little barrier sticks between car traffic and the bike lane is great as well as blocking cars from double parking in the bike lane and crossing over the bike lane while parking at a meter.	Comment noted.
143	6-Jan	GG	We need safe active transportation lanes for families and for commuters, eventually a car free downtown ped and bike zone.	Comment noted.
144	6-Jan	GG	I believe it is equitable to reinvest in pedestrian and bicyclist safety above the needs of car owners for parking. This project ensures that we work towards building a city that prioritizes the lives and safety of most in our community that cannot afford the luxury of a vehicle. Furthermore, I believe the project promotes the city's goals of a Vision Zero when it comes to pedestrian fatalities as well as the general goal of promoting modes of travel that do less damage to the our environment.	Comment noted.
145	6-Jan	GG	I support any project that will make San Francisco a more bike friendly city. I also live in the Tenderloin and bikes are my main form of transportation.	Comment noted.
146	6-Jan	GG	Important to keep people safe in a high-injury and low-income area of SF	Comment noted.
147	6-Jan	GG	I am a bike commuter on Golden Gate Ave. I continually feel unsafe. I have seen incidents happen where people have been hurt. De Marillac Academy, St. Anthony's Foundation, and countless other organizations that our senior citizens and pedestrian families use are located along Golden Gate Ave. This would also make the sidewalks safer for them.	Comment noted.
148	6-Jan	GG	Great ideas to keep pedestrians and cyclists separated from cars - bonus, no need to remove traffic lanes or necessary car infrastructure.	Comment noted.
149	6-Jan	GG	I support the effort to return city streets to pedestrians and cyclists, as well as to people who travel the many other modes of transportation that exist in San Francisco. However while I do support this quick build, I do believe there is still room for improvement. Safe hit posts could potentially make the area look confusing when they are bunched up, they work better as barriers for longer stretches of protected bike lane. However, the example used looked busy and hard to interpret for users. Surrounding the Bus stop with the bike lane sounds potentially dangerous, especially for vulnerable groups. What happens when the bus doesn't see the biker coming as they turn to get back into lane? 200 block could utilize the street parking as café or public walking space instead, or more could be allocated to walking space. Bike lane goes only one way.	Comment noted. Please see comment 107 regarding the positioning of the bus zone.
150	6-Jan	GG	Thank you for your efforts in reducing road width for ped and bike safety. Let's do more roads downtown!	Comment noted.
151	6-Jan	GG	No.	Comment noted.
152	6-Jan	GG	Let's do it.	Comment noted.
153	6-Jan	GG	The suggested plans make it less possible for SFPD and construction vehicles to obscure the bike lane... but it is still a concern. How will these parking violations be enforced?	We have been hearing that parking violations are a huge issue in the Tenderloin neighborhood. We are working with the SFMTA parking enforcement group to enforce bike lane blockages. The evaluation metrics of this quick-build implementation include parking behavior and we will update the design, as needed.
154	6-Jan	GG	It's very important, arguably more important to design these quick builds through the eyes of the people that will live with these redesigns. The focus on Designing from a birds eye view could limit the scope of the project. I appreciate the renderings that were provided but they left me wanting more. I feel that we should have a more comprehensive look into what this quick build would look for those walking through it.	Comment noted.
155	6-Jan	GG	Thank you for your work for kids and for families, citizens.	Comment noted.
156	6-Jan	GG	I noticed on the project website that there was going to be synthesized comments posted up for the public to see, although I do not see that available anywhere. If there could be some more transparency around that claim on the webpage, it would be greatly appreciated.	Comment noted.
157	6-Jan	LW	We want our streets to be safer!	Comment noted.
158	6-Jan	LW	Still too much space on the street designated for private motor vehicles when the City is a "transit first" city.	Comment noted.

159	6-Jan	LW	I support this project because it's an important step towards achieving Vision Zero and will promote modes of transportation other than cars. Furthermore, I think option B with that provides additional space for pedestrians to socially distance in what is an increasingly dire public health emergency is absolutely crucial to the health of our community at large.	Comment noted.
160	6-Jan	LW	Any work to reduce car speed and improve pedestrian safety is needed in the city	Comment noted.
161	6-Jan	LW	I support an option that discourages double-parking, which is really dangerous. Also, the sidewalks are crowded, and we need more room for physical distancing. Basically, I'd vote for the most pedestrian/bicycle-friendly, least-catering-to-cars option. I live on Sutter at Hyde, and I haven't been walking or bicycling down Leavenworth at all because it is so crowded and dangerous. I hope that the city can change this.	Comment noted.
162	6-Jan	LW	Most space for humans	Comment noted.
163	6-Jan	LW	It is my preferred option primarily because it would provide increased social distancing space for pedestrians, which is the main method of transportation on this public shared space. It is also I believe the primordial factor to consider in regards to equity in the midst of a global health pandemic that has particularly impacted certain communities.	Comment noted.
164	6-Jan	LW	best safety improvements for pedestrians on dangerous street with high speeds	Comment noted.
165	6-Jan	LW	Largest reduction in space given to cars and prioritizes safety for pedestrians	Comment noted.
166	6-Jan	LW	I am glad that the city is finally prioritizing pedestrian and bicycle safety in the Tenderloin! It has been a really dangerous place to navigate for those of us who live in or near the neighborhood and don't have cars.	Comment noted.
167	6-Jan	LW	Still too much road space designated for motor vehicles, still does not fulfill City charter of a "transit first" city	Comment noted.
168	7-Jan	LW	How could I know? I expected to see an explanation at 11AM: presentation and discussion like the meeting on California cable car project. I will not be searching all over a web site trying to figure out your plan.	Comment noted.
169	7-Jan	LW	I can't make sense of the illustrations without explanation (a meeting)	Comment noted.
170	7-Jan	LW	I support the project because I strongly believe the streets need to be designed in away that improves pedestrian, bicycle, and vehicle safety.	Comment noted.
171	7-Jan	LW	Porque aun no se toma en cuenta las necesidades de los habitantes del tenderloin. Necesitamos calles limpias, libres para caminar y que sean seguras. Y zonas donde los inquilinos pueda. Estacionarse de forma segura	Gracias por su comentario.
172	7-Jan	LW	Pedestrian need more space, now more than ever.	Comment noted.
173	7-Jan	LW	Because it provides a buffer on both sides of the street. Also, the buffer is thinner than Option C and that may reduce the chances of people double parking for long periods and/or illegally parking in the buffer zone.	Comment noted.
174	7-Jan	LW	Most safe spaces for pedestrians.	Comment noted.
175	7-Jan	LW	I do like the block-off idea on the westside and to narrow the road for expanded sidewalk space for social interaction. That gives much more space tho walk & sit. I can easily change sides to enjoy the wider space on one side.	Comment noted.
176	7-Jan	LW	California Alliance of Retired Americans has informed BOS that the last census showed 138.000 San Francisco households had no computer. That is a problem for your communication. (I have one on loan-- after months of being cut off from USF library, not to mention public library where the public you intend to reach would go for access)	Comment noted.
177	7-Jan	LW	good to make changes. useless to ask for evaluation with no way to get clarification of the unintelligible drawings.	Comment noted.
178	7-Jan	GG	I have biked it many times and it is very dangerous!! Glad to see this project	Comment noted.
179	7-Jan	GG	Because it's so dangerous riding my bike on the road now. Terrifying, actually.	Comment noted.
180	7-Jan	GG	Provides increased safety for bikes and pedestrians. It is not enough but it is a step in the right direction.	Comment noted.
181	7-Jan	GG	There are plenty of residents who live in the neighborhood and have to drive to work, parking is a premium and parking garages are limited. The issues with TL streets is not the cars, traffic, it primarily every corner is used for various illegal activities. Why don't we resolve the main issue and before making life in TL even more difficult .It already is a challenge living but you are making it more difficult to live here.	Comment noted.
182	7-Jan	GG	There is a lot of planning for bike passage that does not make sense to myself or anyone else that i have spoken to in the neighborhood. There is already a problem with traffic lanes being cut down that affects the intersections on Golden Gate at Leavenworth, Jones, and Market. We just have not seen enough bike traffic over the last year to support this plan which will exacerbate the current traffic issues	Comment noted.
183	7-Jan	GG	More home for people to walk	Comment noted.
184	7-Jan	GG	San Francisco has so much potential wasted on cars and parking. This type of project should be replicated everywhere possible, in all neighborhoods of the city. Thrilled to see improvements for pedestrian safety for Tenderloin residents.	Comment noted.
185	7-Jan	GG	I live in Emeryville, but often ride through TL when in the City, and am aware what it's like to live in an area purposed primarily for moving the cars of people passing through. I know drivers make aggressive maneuvers and show stunningly little regard for those outside their vehicles. My experiences biking on Golden Gate have generally been harrowing/nerve-racking and protected bike lanes are proven to reduce traffic violence among all road users.	Comment noted.

186	7-Jan	GG	More and faster.	Comment noted.
187	7-Jan	GG	At intersections such as GG and Hyde it would be safer to have a protected intersection. There is enough space for a setback. The turn lane for cars should be eliminated thus eliminating the mixing zone and instead create a dutch style protected intersection. This is true at a number of the intersections. The mixing zones are dangerous and must be eliminated. That is where the danger occurs. It is also essential that this new route be fully connected to other protected bike lanes at both ends and via protected intersections at those connections.	Thank you for your comment. The quick-build improvements consist of paint, signs, and posts in order to be able to quickly install tweakable and reversible treatments. There is already a bulb-out installed at the southwest corner of Golden Gate and Hyde. Installing dutch intersections requires major construction that may involve excavation. Nonetheless, the project team is not opposed to such an improvement and will later revisit this when considering more permanent solutions.
188	7-Jan	GG	It's not the traffics that at issue. It's the illegal activity on every corner. Why not solve this issue before making life difficult for people who live and have to drive to work. It is extremely challenging to find parking garages for residents in the neighborhood. Once this is eliminated it will be very challenging and the illegal activity will thrive . Let's fix the root cause of the issue in the TL.	Comment noted.
189	7-Jan	GG	Please rethink the bike lane passage and please do not affect parking in the neighborhood more than it has been already. Many of us working in the area drive now to keep ourselves, the people we work with, and our families safe.	Comment noted.
190	7-Jan	GG	Would like to see the areas of the protected bike lanes around intersections "hardened" - at least some concrete/steel that makes the lane too narrow to park in. This is a consistent issue with nearly every protected bike lane in the city - they are too wide at the mouth and have no filter/hardening to prevent the average entitled driver from using it for parking/loading.	Comment noted.
191	7-Jan	GG	More. Faster.	Comment noted.
192	7-Jan	GG	Let's start by stopping illegal activities on the streets and every corner in the TL. I have lived here 30 years and seen it go from nice to a hell hole ever since illegal activities are allowed .	Comment noted.
193	7-Jan	GG	This is good idea, Thank you	Comment noted.
194	7-Jan	GG	In the long run, Golden Gate and other streets in SF need to be converted back to two way streets. As long as they are one-way, they will be neighborhood-freeways through people's front doors. This style of street needs to be eliminated from cities.	Comment noted.