

Page Street Bikeway Improvements - August 2019 Open House Comment Summary

| No. | Individual Comment (in-person & electronically) | General Comments on Proposal | | | | | | | | | | | | | | | | | | |
|-----|--|------------------------------|--------------------------|-----------------|-----------------|---------|-----------------|-------------------|--------------------|---------------------|-------------------|-----------------|----------------|-------------|------------|------------------|--------|------------------|--|--|
| | | Pedestrian Focused | Bicycle Focused/Scooters | Transit Focused | Traffic Focused | Parking | Page St Focused | Haight St Focused | Webster St Focused | Buchanan St Focused | Laguna St Focused | Octavia Focused | Design Details | Enforcement | Evaluation | Planning/Process | Safety | Cough St Focused | | |
| 1 | Happy that Page Street will be safer for bikes and pedestrians - good work! | x | x | x | | | x | | | | | | | | | | x | | | |
| 2 | Please Fix Haight St bus delays; implement right turn/bus lane 24/7 | | | x | | | | x | | | | | x | | | | | | | |
| 3 | Page St uphill bike lane is needed alternative to market/Wiggle and serves e-bikes well | x | | x | | | | x | | | | | | | | | | | | |
| 4 | Page downhill bike lane is no scary/dangerous; upgrade to right side is great | x | | x | | | | x | | | | | | | | | | x | | |
| 5 | Enforcement for turn restrictions will be needed early, and then ticket for violations | x | | | | | | | | | | | | x | | | | | | |
| 6 | I love the suggested improvements! I'd ask that you consider several more things - 1.) Better protection for student pedestrians at Page/Buchanan. 2.) park the cars away from the curb and protect bikes better. 3.) traffic circles should be considered as alternative to signals. Cars race to beat signals | x | x | x | | x | | x | | | x | | x | x | | | | | | |
| 7 | I agree with the Page St Plan. Attached are some posters I've made that emphasize some issues that concern me. (I'm the guy who made the no honking signs). Thanks for your hard work to make SF a better place! | x | | | | | | x | | | | | | | | | | | | |
| 8 | I was hit head-on, while riding bike up Page (9PM -I had lights), between Laguna & Buchanan a year ago. Smashed thru windshield, broken neck, lacerated vetebral artery. Part of the reason I'm alive is B/C the driver (crossed over double-yellow stripe) was only going 25. Your Page St plan would probably save lives of any similar hit, by reducing downhill speeds. I am 58 years old, live in the Sunset District. | x | x | x | | | | x | | | x | x | | | | | | x | | |
| 9 | I love everything I've heard! Can we have more diverters on Page Please? | x | | | | | | x | | | | | | | | | | | | |
| 10 | In the weeks leading up to any changes to traffic patterns, I would suggest adding temporary signage saying "Traffic Pattern Change Effective (date)". Visit sfmta.org to learn more! Should alleviate some of the inevitable cluster of traffic once it's executed. | x | | | | x | | x | | | | | | | | x | | | | |
| 11 | Terrific effort! Really like the EB Page no U-Turn onto Octavia!! Yeah!!! | x | | | | x | | x | | | | x | x | | | | | | | |
| 12 | This is exciting! Anything that moves SF more toward biking is a quality of life improvement. Biking in the City is incredibly dangerous today and this plan is an excellent step forward while still handling safety concerns. | x | x | x | | | | | | | | x | | | | x | x | | | |
| 13 | Protected bike lane on Page will drastically improve bicyclist safety. The current lane is terrifying and the chances of being forced into oncoming traffic are high as the bike lane is currently blocked by cars, jaywalkers, and debris frequently. Page is a major bicycle artery and this is a strong proposal to reduce collisions and bring us closer to Vision Zero. | x | x | x | | x | | x | | | | | | | | x | x | | | |
| 14 | Great ideas, especially on Page St between Octavia & Laguna. | x | | | | | | x | | | x | | | | | x | | | | |
| 15 | Thank you for doing this pilot. I feel extremely unsafe biking and walking down Page Street. We need this pilot to improve biking and walking conditions on Page. Please make permanent and hold improvements on Page Street, i.e., make Page Street one-way. Please continue to make Page Street safe for cyclist and peds. | x | x | x | | x | | x | | | | | x | | | x | x | | | |
| 16 | Please take pedestrian and cyclist safety into account when collecting data to assess the pilot project. In general, I don't think parkin convenience should have equal or even serious weight when designing Vision Zero projects. Thanks for all your work! | x | x | x | | | | | | | | | x | | x | x | x | | | |
| 17 | I live at Page & Octavia and think change is necessary! My concern is enforcing the new traffic patterns. It hasn't seemed to work so well on Market. Drivers are stubborn. Making highway access from Page should help with the congestion and make cyclists and pedestrians feel safer. Reduce noise and air pollution. Don't listen to the whining drivers who are complaining about losing parking? It's 2019, cars are cancelled. | x | x | x | | x | x | x | | | | x | | x | | x | x | | | |
| 18 | Please put this plan into action ASAP!!! We need to extend the Hayes Valley pedestrian paradise? south a couple blocks. Cars are coffins. | x | x | | | | | x | | | | x | | | | x | x | | | |
| 19 | This is a great plan. Couple of comments: 1) inventory how many garages are not used to store cars along Haight, Page, Laguna and Buchanan. You will find many people 'parking' on sidewalk in front of their garage. It is unfair. 2) Protect Haight bus by converting Haight one-way westbound between Octavia and Laguna. Do not allow Haight to carry freeway load. Keep ALL freeway cars on Oak. | x | | | | x | x | x | x | | x | x | | x | | | x | | | |
| 20 | There are currently too many cars and too much street parking. Cars are damaging to public health. SF recognizes this and need to adjust policy and street design accordingly. We need so much more modern infrastructure for pedestrians and people on bikes. I strongly support the proposed Page Street Pilot Project. Please do not put parking above public health and safety. | x | x | x | | | x | x | | | | | x | | | x | x | | | |
| 21 | I am a cyclist who bikes down Page daily, a resident at 300 Buchanan, and someone who has to park on the street because there is not a parking option within my building. I would be impacted by this both positively and negatively, and after hearing about the proposal, I don't have a lot of confidence that this is ? thought out. Is the primary concern bike traffic along Page? Or about traffic congestion in getting to the freeway? The plan seems to try to do both, and will fall short on all counts. Similarly, more doesn't seem to have been much consultation with residents or considerations about where parking congestion will occur. | x | | x | | x | x | x | | | | | x | | | x | | | | |
| 22 | This plan looks like an excellent trial. One of my friends was badly injured on this street trying to navigate around a double parked vehicle on his bicycle. We cannot continue to prioritize storage of private property over safety and expect that people won't get injured. Thank you for all your hard work. | x | x | x | | x | x | x | | | | | | | | x | x | | | |

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| 23 | Big fan of how this project looks. No big comments other than thanks for continuing to improve bike ways throughout SF! | | | | | | | | | | | | | | | | | | | |
| 24 | I am so excited for this project. Every day I bike with my kid to school, and the traffic on Page & Haight is terrible – crosswalks blocked, Page (THE BIKE ROUTE) unusable for vulnerable riders. My kid will also be starting kindergarten at John Muir next year, & I'm so concerned about the effects of emissions on his & his classmates' health & learning ability. Thank you especially for blocking westbound traffic to Octavia. I think this will really improve conditions. | x | x | x | | x | | x | x | | | | | | | | x | | | |
| 25 | Protect Haight! Close Haight to freeway traffic! (Along with Page). Thank you. Great Plan overall. | | | | | x | | x | x | | | | | | | | x | x | | |
| 26 | Please reduce the traffic Westbound on Page from Gough to Octavia. | | | | | x | | x | | | | | | | | | x | | | |
| 27 | Westbound Page from Octavia to Webster is so hazardous and unpleasant to ride, I avoid riding to the Sunset/Golden Gate Park just because of those 3 blocks. I hope the diverter at Octavia will help - but please also give us a protected bike lane there. Even with low volumes of drivers, they double park erratically, speed, and pass too close. This is a bikeway and safe biking for all ages & abilities should come first, not parking. Please make the WB Octavia-Webster lane protected. | x | x | x | | x | x | x | | x | | | | | | | x | x | | |
| 28 | Yes. Excellent work. Give it a try! But in the long run, the solution is to tear down THE REST OF THE CENTRAL FREEWAY. | | | | | x | | | | | | | | | | | x | | | |
| 29 | I have been a resident of D5 for 11 years. I have never owned a car, and actively tell people who visit me to not bring a car because parking is difficult. I ride a bike (both personal & bike share) and take MUNI everyday. I have noticed an uptick in traffic in the past 5 years and I feel much less safe riding my bike. I don't think that removing parking spaces should matter more than pedestrian and cyclist lives. This has been the deadliest year for both cyclists & pedestrians in a long time. That is an emergency as far as I am concerned. We need to make streets safer for everyone. Please go ahead & make the improvements to Page Street, it makes the area safer for more than 27 people in cars. Thank you. | x | x | x | x | x | x | x | | | | | | | | | x | x | | |
| 30 | Please create and build the safest streets you can. Bulb outs, diverters, protected bike lanes, use every tool in your engineering kit. | | | | | | | x | x | x | x | x | | | | | x | x | | |
| 31 | I am looking forward to seeing the change on Page. Right now as a cyclist, I do not feel very safe riding my bike everyday on the way to Page. Thank you so much. | | | | | x | | x | | | | | | | | | x | x | | |
| 32 | Instead of a bus lane on Haight (btw Webster & Buchanan) to eliminate eastbound car - queueing, only MUNI IS PERMITTED TO PROCEED STRAIGHT EAST ACROSS BUCHANAN ON HAIGHT. (ALL OTHER TRAFFIC MUST TURN RIGHT). No parking eliminated, calmer traffic, safer neighborhood! | x | x | | x | x | | | | x | | | | | | | x | x | | |
| 33 | I live in the Lower Haight and commute on Page (bike) & Haight (transit). I am in strong favor of this entire project. The transit and safety improvements 50 outweigh all the "losses". If the pavement where 20 cars can be stored can be repurposed to save human lives, speed up transit, improve neighborhood safety, improve liveability - we would be unethical to not convert that space. Human life & safety is a human right; car storage is not. Furthermore, this is a pilot project. Let's be a transit first city and not waterdown this plan. Let's collect the data, see how it works, and adjust accordingly. We can not afford to water down projects any more; people are dying on our streets. Thank you for all of your hard work on this project for so many years! | x | x | x | x | | | x | x | x | | | | | | | x | x | | |
| 34 | 1) Should narrow Page between Laguna and Octavia travel lane - 13' is too wide! Low volumes plus wide lanes = high speeds, which is especially dangerous for the adjacent door-zone bike lane. 2) Remove proposed U-turn on Page just east of Webster - don't allow U-trn here! | | | | | | | x | | | | | | | | | x | x | | |
| 35 | As a resident living right in the midst of this project (Page & Laguna) I am 100% supportive of the plan. Page Street is a transit corridor for pedestrians, bicyclists, and school children. The anger they face from impatient motorists who have tried to skip the Oak St corridor for "quicker" access to the highway on a daily basis is unacceptable. I moved to SF to live a life more free of cars, so I encourage city initiatives that put pedestrians & bicyclists before cars! | x | x | x | | x | | x | | | | | | | | | x | x | | |
| 36 | This project looks fantastic! Would love to see better interactions with intersecting bikeways – a not-to-westbound turnbox on Octavia & Page, green dotted bike lane through Webster at Market & Page, etc. In the mean time these interim/temporary improvements should make commute way less stressful. (Particularly like the no-left-on-Octavia & the one-way btwn Laguna & Octavia. | | | | | | | | | | | | | | | | x | x | | |
| 37 | I am a resident at Page and Laguna and I 100% support this pilot project. I walk to work everyday and am faced with blocked crosswalks, aggressive drivers, and general safety concerns from congestion. Page St is clearly not designed for freeway traffic, or any traffic (there are no traffic lights). And it should stay this way. So I completely support this pilot and believe it's an important first step towards making our streets safer for pedestrians, school children, bikers, and the environment. | x | x | x | | x | x | | | | | | | | | | x | x | | |
| 38 | Reduction of vehicle direction on Page will be great for bike and pedestrian safety. Loss of parking space will impact community, glad that it is being kept to a minimum while still increasing bike safety. U-turn at Page & Webster is confusing. | | | | | | | x | x | | | | | | | | x | x | | |
| 39 | Have biked on Page before and increase traffic congestion near Octavia is treacherous. I support any changes that improve bike & pedestrian safety on this important corridor - there are alternate car routes but few comfortable bike routes. | x | x | x | | | | | | | | | | | | | x | x | | |
| 40 | I like the layered network approach! Please make sure that transit improvements on Haight (especially right-turn only except MUNI lane) before Page St pilot. Thanks SFMTA. | | | | | | | | | | | | | | | | x | | | |
| 41 | The most dangerous block for me is eastbound on Page Street between Webster and Buchanan (as a bicyclist in the morning). The backup of cars heading east forces bicyclists to a choice: 1) wait in the line of cars, 2) squeeze between the idling cars and parked cars, 3) ride to the left of the idling cars and pull over to the right as much as possible when a car is coming uphill (westbound). I feel like most bicyclists choose Option 3. The proposed solution would make this stretch safer, for certain! | | | | | | | | | | | | | | | | | | | |
| 42 | Laguna & Octavia on Page protected bike lane up hill. Go For It! Thanks. | | | | | | | | | | | | | | | | | | | |

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| 43 | It's worth testing. Please be sure to geofence Google Maps or encourage them to have the software direct traffic to other departure points for the freeway. I bike and I drive. Havig a family makes singlar transport options difficult. | x | x | x | | | | | | | | | | | | x | | | |
| 44 | I strongly favor the bike/ped improvements. | x | x | x | | | | | | | | | | | | | x | | |
| 45 | Appreciate the work & thought behind this, a careful balance between improving bike safety while minimizing parking removal. Please carefully analyze any potential ripple effects of pushing all the car traffic onto Oak & Haight, or more westward. I believe smoothing the flow of cars onto the freeway by rerouting? bottlenecks such as Octavia/Market & Haight/Market cross traffic will improve congestion & therefore decrease mixing of cars & cyclists. | x | x | x | | x | | | x | | | | x | x | | | x | x | |
| 46 | I take Page on my bike from Stanyan to Market every day. Anything that makes it safer I am all for! | x | | x | | | | x | | | | | | | | x | x | | |
| 47 | Page St is a major East-West bike corridor and needs the changes being proposed. San Francisco must havt a connected network of protected bike lanes. I'm excited by the changes being proposed today and I hope the BOS & MTA Board supports this pilot. | x | | x | | x | | x | | | | | | | | x | x | | |
| 48 | I'm very excited about the safety and bikeway changes coming to Page St. I ride along Page everyday. The center-running bike lane is a game changer, and I'd love to see it extended. Diverting traffic and improving safety along Page should be a top priority. Far too many drivers speed to each stop sign, endangering pedestrians, school children, and cyclists. | x | x | x | | x | | x | | | | | x | | | x | x | | |
| 49 | 2nd Comment Card: When I was hit by car, I'm certain that having protected bike lanes. Like on JFK in Golden Gate Pake, would resolve a lot of danger, while ensuring parking. This is especially true where cyclists like me are going uphill, spending a lot of time. Thank you! | x | | x | | | | x | | | | | | | | | x | | |
| 50 | The proposal looks great! I bike this route everyday. I'd love a cement barrier for the bike lane rather than bollards. | x | | x | | | | x | | | | | x | | | | x | | |
| 51 | The Page Street project will be a great improvement to moving all modes of transportation around this area. I have been riding my bike to downtown from the Sunset since 2007 and when I started would use Page Street starting @ Stanyan and ride the full lenght. It used to be calmer to ride my bike then other streets in the area. When the middle bikelane was put in to help make legal what cyclist felt was the safest way to descend Page Street. This project in its entirety prioritizes walking, biking and transit in a way to give the community another way to get around SF. I support all aspects of this project and hope it is implemented in its entirety. Do not water this project. Great work SFMTA. | x | x | x | | x | | x | | | | | x | | | x | x | | |
| 52 | I support this project and support moving all car lane from Page St. I cycle to work all the time, and need to be more safer for myself and other cyclists. "People" feel they need more parking! I say 'NO WAY!' SAFETY 1st! No more cars on Page St! | x | x | x | | | | x | x | | | | | | | x | x | | |
| 53 | I'm writing to support the proposed bike lane on Page Street. I live in the Upper Haight and bike down Page Street often to get downtown. I feel very nervous and have a few close encounters biking down Page. Protcted bike lanes would improve safety. I do not see how alleviating the curb to parking spaces, in the public right of way, to private car storage is conducive to our values as a transit first city. | x | x | x | | | | x | x | | | | | | | x | x | | |
| 54 | SUPPORT. This is a really well thought our proposal!! Suggest that the pedestrian walk time starting on corner of Page going across Octavia be looked at and extended. Also, there needs to be better wayfinding signage that makes drivers aware of the option to get on 101 via Gough. Not every car/driver needs to squeeze onto Octavia to access 101/80. | x | x | | | x | | x | | | | | x | x | | x | x | | |
| 55 | I definitely support the project. Especially on Page and Gough. I'm always ride going up on Page since there is not enough space for bikes and I always end up by riding on the sidewalk which is also dangerous. So thank you so much for the change. | x | | x | | | | x | | | | | | | | | x | | |
| 56 | Westbound from Market to Octavi (specifically between Gough and Octavia is awful. It's probably the most dangerous section of my commute . It's good to see cars will be Forced to turn right, which should help, but actual bike lanes would be better. | x | | x | | | | | | | | | x | x | | | x | | |
| 57 | Biking down Page St in the current interaction feels very dangerous everyday. Cars turning on and off Page force bikes in to the center of the road or into cars. Biking up Page from Octavia is too dangerous to even consider - either protect the lane or remove it entirely. | x | | x | | x | | x | | | | | x | x | | | x | | |
| 58 | I am very excited to see the results of this piolot. Page is incredibly congested, regardless of whether it is a workday or weekend. As a resident on Page Street, there have been numerous instances where I have almost been hit traveling down the center bike lane between Buchanan and Laguna because of impatient drivers. You have my support for this project! Make Page St safer for cyclists and pedestrians. | x | x | x | | | | x | | | | | | | | x | x | | |
| 59 | This is a hugh improvement. Thank you! Very excited about the turn restrictions, we need this in more places. Alternative idead: why not just block streets like Page to vehicle through-traffic with barricades. E.g. make them cul-de-sacs/dead-ends, Residents can still pat, but there would be even less car traffic. No need for bikes lanes then even. Much simplier and less engineering needed. Sad you are still prioritizing FREE street parking over the safety of people on bicycles. | x | x | x | | | | x | x | | | | x | | | x | x | | |
| 60 | Thank you! Love the proposal. John Muir school kids & Community Grows Garden students need a SAFE STREET - NOT AN ON RAMP. David & Oscar. | x | x | | | x | | x | | | | | | | | x | x | | |
| 61 | I like this area often. I think improvements are so needed. Right now the roads are packed w/cars all using Page St instead of the arterials. So many people use that street who bike & it is really imp. To prioritized their safety before car convenience!!!! Once the traffic is reduced, peds will be safer too. I fully support this plan! It looks awesome. *peoples lives>parking. *Alternatively, you could pluf the street & create a Spanish style "supper block" along that stretch. Where residence could still park, but other traffic would be completely banned/?. | x | x | x | | x | | x | | | | | x | | | | x | | |
| 62 | I'm support of ? Element of the proposal. | x | | | | | | | | | | | | | | | | | |
| 63 | Page Street should be a quiet neighborhood street safe for peds, children, cyclists, etc. Motorists should be discouraged from using Page unless they actually live in the neighborhood. The current propasl seems primarily and I fully support this pilot project to discover what can be done to improve conditions for those who live or travel on Page. | x | x | x | | x | | x | | | | | x | | | x | x | | |

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| 64 | The proposed pilot project looks to me to be well thought out and worth a try at least. If it doesn't help, then SFMTA can try something else or return to the way it is now. It may be impossible to know of this will help until it is tried. Thank you. (P.S. I would favor banning Uber & Lyft from our streets - they don't help global warming crisis... I'm off topic here.) | x | x | | | x | x | | | | | | | | | x | x | | | |
| 65 | Thank you for advancing this project to improve bike safety and further San Francisco's climate & air-quality ambitions by piloting protected bike infrastructure on Page Street. I wholeheartedly support this project and can't wait to see improved access for bikes and scooters in this currently - dangerous section of Page Street. This can be a model for other needed improvements across San Francisco | x | | x | | | x | | | | | | | | | x | x | | | |
| 66 | Overall, needed updates to address congestion. Good! Not sure bike lanes is needed westbound Page btw Octavia and Laguna. Shared lane w/cars uphill might be fine since proposal is also for one way west bound. | x | | x | | x | x | | | | x | x | x | | | | x | | | |
| 67 | In addition to the infrastructure changes in this pilot. I encourage the MTA to consider increasing service on the 6 and/or 7 bus lines on Haight St. It is often challenging to board buses in the morning because they are full. | x | x | | x | | | x | | | | | | | | x | | | | |
| 68 | The white zone/no parking proposal for Page, Octavia should be white zone all the way up the block to Laguna; on Sundays allow parking. If push back an parking removed consider, removing ??/daylighting 'Bike' label for project take away from overall view traffic-congestion goals. Great work overall! | x | x | | | | x | x | | | | | | | | | | | | |
| 69 | I am in favor of expanding accommodation of bikes, buses, and pedestrians in the neighborhood. Slow the cars. Eliminate parking. Page and Haight should be car free from Market to Golden Gate Park. We need more bikes. Elderly people need electric bikes. | x | x | x | | | x | x | x | | | | | | | x | x | | | |
| 70 | I bike on Page to go to my church in the Haight. The vehicle queues for Octavia often back up beyond the existing bikeway causing a safety hazard for cyclists, particularly given the steep grade. I fully support the pilot and look forward to improved safety. I do request that you consider extending the center-running bus lane on Haight. This would require a boarding island to minimize vehicle/bus conflicts through the intersection. | x | x | x | | x | x | x | | | | | | | | x | x | | | |
| 71 | The Pilot Project Timeline with final recommendations coming in 'Winter 2021'...(over 2 years from now!) doesn't show any urgency in fixing this issue. I drive, I ride my bike, I walk, I scooter...Page Street and the surround area NEEDS to be a priority. The car congestion should be pushed to Oak/Fell streets, which are more equipped to deal w/cars. Cars fly through stop signs & don't care if there are pedestrians in the crosswalks. This is a city-wide issue, and a major issue w/Uber/Lyft drivers. | x | x | x | | x | x | | | | | | x | | | x | x | | | |
| 72 | Yes! I'm really excited about the MTA's proposal changes + pilot. The current system clearly isn't working so it's time to try something new. Based on recent street design changes I've witnessed in SOMA, I feel I can trust the staff's proposal. I am concerned about impact on Haight Street buses and I support prioritizing busses. | x | x | | x | x | x | x | | | | | | | | x | x | | | |
| 73 | As a commuter from the east side of SF to downtown I am happy to see that this pilot will attempt to reduce the morning back-up on east bound Page at Octavia, and on west bound Page from Gough through Laguna. These are currently unsafe areas for cyclists. I am also glad to see that the project aims to avoid pushing traffic into the transit lanes of Haight Street. I hope that these two aspects, reducing back-ups on Page and preventing spillover traffic on Haight will become permanent improvements to improve bike and transit access from western SF to downtown. | x | x | | x | x | x | x | | | | | | | | x | x | | | |
| 74 | The Page Street Improvement Proposals are a good start! Perhaps preventing through-traffic cars on all of Page during commuting hours would be a good improvement as well. Parking spaces should not be prioritized over bike lanes because that real estate would only be used by one person for many hours instead of lots of people from the community sharing it. | x | | | | x | x | | | | | | x | | | x | | | | |
| 75 | Thank you for studying this section seriously! As a cyclist, I can't wait for improved safety. I am concerned about Webster-Buchanan. I know it's a tricky place because of school drop-offs, but I wonder if the u-turn creates more safety risks for eastbound cyclists. What are the protections in place? Very excited for the results of the pilot! Thank you again for your work! | x | | x | | x | x | | x | x | | | | | | | x | | | |
| 76 | I commute by bicycle from the Inner Sunset to downtown every day on Page Street. I am very much in favor of the proposal Page St Bikeway Improvements. Too many cars use Page St in the morning to avoid Oak St, making it more dangerous for cyclists so anything that will divert auto traffic from Page St back to Oak would help cyclists. | x | | x | | x | x | | | | | | | | | x | x | | | |
| 77 | We need new bike infrastructure ASAP! Parking should not be more important than saving lives & limbs. Please go forward with these plans. Page Street is dangerous from Webster to Market. Page Street should not allow access to Octavia - it cuts off those that come down Oak in cars & causes grid lock on Laguna. | x | x | x | | x | x | | | | x | x | | | | x | x | | | |
| 78 | I am a daily bike commuter who takes Page St and I support the proposed pilot project. Best, | x | | x | | | x | | | | | | | | | | | | | |
| 79 | I support this project, and I support removing the parking. I take bikes & scooters, so parking does not benefit me - SF is supposed to be 'transit-first' city, and I've almost been run over by a car in my own neighborhood. Public money should support people besides car drivers, and we need protected bike lanes everywhere. I see lots of bikes on Page St outside my front door, everyday. I would ride a bike or scott more if I had a protected bike lane everywhere I want to go. | x | | x | | | | x | | | | | | | | x | x | | | |
| 80 | As someone who bikes every day, I welcome the new Page Street Design & Proposal; I happen to bike on Page Street everyday. I, however, am a bit worried about the diverted traffic on Oak St. Since I currently live on Oak. I think the SFMTA needs to make sure the increase traffic is manageable & well thought out. | x | | x | | x | x | | | | | | | | | x | x | | | |
| 81 | Overall, I support making Page St 1-way west. I am concerned about vehicle traffic in the mornings trying to get on to Octavia. Perhaps changing the light timings will allow more cars to get through at Haight and Oak Sts. | x | | | | x | x | x | | | | | | | | | x | | | |
| 82 | I love that there is movement towards making Page St a bike friendly street. I live on the corner of Page/Webster and feel concerned that people will drive down Page and turn North onto Webster to access the freeway and create an incredible traffic situation along Webster. I'm not sure if there is anything that could be done to prevent this. In all though, I support biking. | x | | x | | x | x | | x | | | | x | | | x | x | | | |

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| 83 | I strongly support all of the elements of this proposal. I say tht as one who has lived nearby for over 12 years (an volunteer in John ?). I bike to work and often and Page b/c of congestion. I also walk my son to school in the mornings. We cross Page and take Lily even though we like Page b/c of the traffic. The intersections can be scary b/c of drivers competing for spots in the line to get onto Octavia - and also the large number of cyclists (not all of whom observe all the rules). In sum, as a longtime resident, parent, pedestrian and cyclist (asn as a driver) I support this proposal and appreciate the effort put into developing it w/so much stakeholder input. | x | x | x | x | | x | | | | | | | | | | x | x | | | |
| 84 | Hello - I am the minister of Unity SF at 240 Page Street. We are currently renovating the building and restoring the space to historical standards. I am concerned that the elmination of 20 parking spots on that one block of Page Street will be a great detriment to our community especially the elderly & mobility challenged. Currently, there are no handicapped spaces on Page Street. | x | x | | | | x | x | | | | | | | | | x | | | | |
| 85 | I support in priority order: 0. Streets designed for people - 1. sheltered, easy access to public transit; 2. pedestrian paths that have zero minimal car conflicts; 3. bicycle paths that have zero or minimal car conflicts; 4. equitable programs for parking that put heavy strain on the parking supply for rich people. I hope a reasonable solution can be reached that is equitable for low income long-time residents while puts pressure on median to high income car owners to pay their fare share if they keep their cars. | x | x | x | x | | x | | | | | | | | | | x | x | | | |
| 86 | Residents of Page between Octavia & Laguna, who are coming off the freeway, will have to take Oak and go around the block to Octavia southbound -to my knowledge there is no u-turn at the end of Octavia. Should there be, under this trial project? | x | | | | | x | x | | | x | x | | | | | | | | | |
| 87 | Franklin-Page intersection is dangerous. _cars block the crosswalk everyday _tons of pedestrians. As a Page St biker, I see this every morning and cringe. | x | | x | | | x | x | | | | | | | | | | | | | |
| 88 | More time for pedestrians/disabled/children to cross (with the light) Octavia Blvd when walking up or down Page St. pedestrians take their life in their hands when trying to cross the 2 Octavia side streets & 2 Octavia Blvd roadways. Geary St give a "Walk" sign about 32 red blinking cross sections whereas to cross Octavia at the Page Street intersection the pedestrian is given a very short white "Walk" sign and an "8" second red blinking walk sign. Geary Blvd & Octavia St are almost equal distant across. Total pedestrian cross time Geary = 40 seconds. Solution:lengthen Octavia walk sign to 24-30 seconds. | x | x | | | | | | x | | | | x | x | | | | | | x | |
| 89 | When crossing Octavia Blvd at Page St there is a confusion for the car drivers coming up & down Octvia side streets as to whether or not to "STOP" at the "STOP" sign or just drive through if the STOP "LIGHT" is green". Very dangerous for any pedestrian crossing Octavia Street and/or Blvd in trying to ascertain if the cars on Octavia side street intends to sop at the "STOP" sign or drive through the green stop "Light". | x | x | | | | x | x | | | | | | | | | | | | x | |
| 90 | To slow cars and enhance ped safety on Laguna Street. We need 4-way STOP SIGNS and CROSSWALKS at small streets at Linden, Hickory, Lily, Rose, etc. Thanks. | x | x | | | | x | | | | | | | | | | | | | x | |
| 91 | This is a very one-sided project meant to improve traffic conditions for Bikers. All other commuting traffic will be negatively impacted by this! This area is only utilized by bike traffic in the morning btwn 7:30AM - 10AM, such a drastic change to the neighborhood is not needed to serve a small segment of the population. More x-ing guards & traffic enforcement needed. Bicyclists will run even more stop signs going downhill then they already do now and cause safety hazards for the school children. School traffic congestion from will increase as well as Haight/Oak. The Haight Street stop w/out is a bad idea. W/a stop sign, everyone is forced to take a turn & stop w/out brings added unsafety from drivers running yellow/red lights. Extremely unsafe at crowded intersection w/bus stop. Downhill grade & Haight is also more dangerous w/out because driver may not see traffic stopped just ahead of hillcrest and have an accident from running through the light. Extremely windy intersection cause people to wait forever. However for young & elderly. | x | | | | | x | x | | x | | | | | | | x | | | | |
| 92 | There are many options that can be considered that will not box-in residents. Concession are necessary to give some spaces that have already been lost due to previous changes (elminate the bike sales rack and red painted curbs at Page & Buchanan.) If space allows, perhap a protected bike lane along th curve way parked cars as a barrier. Having a traffic monitor (officer or affected ? @ the ? of this initiative. | x | | | | | | | x | x | | | | | | | | | | | |
| 93 | Addition of traffic lights on Haight St at Webster, Buchanan & Laguna (not shown) should come before this proposed changed; otherwise pedestrian safety is being put behind that of byclists. Haight Street has gotten noticeably worse for cars and by extension, pedestrians; frustrated drivers are dangerous, and making these changes w/out supporting signals will (I strongly believe) result in pedestrians getting hurt. Counts of pedestrians should be included in the project - many tourists choose to "walk The Haight", and there are many commuters - walkers making their way to Van Ness & Market workdays. | x | x | | | | x | x | x | x | | | | | | | x | x | | | |
| 94 | I live in the neighborhood and there are long periods, essentially outside of regular commuter hours, wher there are not many if any at all, bicyclists. Accordingly, it is important that Saturdays & Sundays be captured in counting efforts. As cars use Page for getting onto Octavia & the 101, their demand varies, but is 24/7. Additional traffic on Haight St will being worse air quality there while probably not the domain of SFMTA, it should be acknowledged. Similarly, horns, being an expression of driver discontent and potential rage, should also be measured. | x | | | | | x | x | x | x | | | | | | | | | | x | |
| 95 | This is CRAZY!!! Construction will be starting inJune 2020. Moving trucks, people trying to turn into their driveways. Crazy !!! Hayes Valley residents north & south will be relocating starting 6-2020. The traffic is already back up on Page, Buchanan & Haight St. Mad House!!! Solution, make Page, Laguna like division street, like lanes by the sidewalk. | x | x | | | | x | x | x | x | | | | | | | | | | | |
| 96 | This project pushes Page St traffic to the surrounding neighborhood. This will be an undo borden to an already congested and gridlocked area. The issues at Haight St and Octavia need to be resolved first. | x | x | | | | x | x | x | | | | | | | | | | | x | |

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| 97 | Alternative parking options should be considered for the neighborhood if removal of street parking goes into effect. It is not that I am opposed to creating a bike lane, however, I am a homeowner who has to drive to work every day as there are <u>NO</u> public transportation options that work for my commute. New housing projects plus the removal of these spaces will create a terrible parkin situation and make traffic on Oak much worse that it already is. | x | | | | x | x | x | | | | | | | | | x | | | |
| 98 | This whole project does not truly care about the people who live on the streets affected. Only those who are passing through. An easy commute is not a birthright. | x | x | | | x | | | | | | | | | | | x | | | |
| 99 | I am opposed to the closing of Page St to eastbound traffic at Laguna. I live in the neighborhood and I already heard from presenters here there is not plan for the extra traffic heading down Laguna & turning onto Haight. This is outrageous and must not happen! | x | x | | | x | | x | | | x | | | | | | x | | | |
| 100 | This is great for bike safety. Turning left onto Octavia should be stopeed to benefit bike safety. HOWEVER, this proposal is to big. Page already has a bike lane & feels safe. Traffic cannot move? To Herman or Oak. The streets cannot handle it and our intersection @ Page & Webster will be less safe with more cars, angry drivers, & lower property value. Focus on Bike Safety & don't change Page for traffic. | x | | x | | x | | x | | x | | | | x | | | | x | | |
| 101 | Hi MTA - 14 year resident of 210 Page St here. I have no opposition to making the street one-way and improving bike lanes. I do, however, strongly oppose elminating parking. It is hard enough living in this city, reducing parking for those of us that are car dependent is crippling. Parking is already so impacted, this would make near impossible. | x | | x | | x | x | x | | | | | | x | | | | | | |
| 102 | There's already a hugh struggle finding parking in the Hayes Valley neighborhood plus more & more people moved into this city everyday. I don't think cyclist need a whole side of the road. I'd rather make Page St a one-way, saving parking on both sides or creating some small divider to section off the bike lane. Just don't take parking away! | x | | | | x | x | x | | | | | | x | | | | | | |
| 103 | We already lost many neighborhood parking spots to commercial bicycle rental stands, which are installed on the street when they could have been put on the sidewalks with plenty of room for pedestrians. They could still be moved, to alleviate some of the added parking pressure this proposal inflicts on the neighborhood. | x | x | x | | | | x | x | | | | | x | | | x | | | |
| 104 | What consideration is being made for permit parking? Right now zone Q is essentially only NW of Page & Webster, with S wrapping around it. The 27 removal spots will put pressure on the T-block overlap of O & S. | x | | | | x | x | x | | x | | | | x | | | | | | |
| 105 | I am worried about the limited parking. Turning into one-way makes sense, but a small bike lane doesn't make biking safer but loses parking spaces. | x | | x | | x | x | | | | | | | | | | x | | | |
| 106 | My main concern is losing parking. I've been a resident for 40 yrs - living on Lily St tge traffic is a MESS!! - less bikes and more access for cars. Hire a design team. Contest for top Designers in CA to tackle the problem. Combining architecture and design + ART!! - think High live in NYC!! - It could be fabulous - Tech has money - hit them up!! | x | | | | x | x | | | | | | | x | | | x | | | |
| 107 | 1) Removing more parking space will ingnite opposition by local residents (Note: I have a garage, not my problem) 2) Not addressing the currently dangerous and awful situation with the Laguna/Haight intersection and the two to three blocks on Haight uphill of Octavia will only be made worse by the plan to alleviate Page - one soltion at the expense of other residents - flow of traffic from Haight onto Octavia should be discouraged at all times, not just M-F 7-7. | x | | | | x | x | x | x | | | x | x | | | | x | | | |
| 108 | The neighborhood cannot suffer fewer parking places. Losing 20 spaces on Page St would severely negatively impact the entire area. Some people don't want to drive at all in the city - fine. I am a retired person (age 73 y.o.) and cannot have any quality of life without a car. being able to find a parking space is obviously essential to a car ownership. Depending on Lyft, Uber, etc is too expensive for a person living on social security. Too many spaces have been taken away already. This decision would be a severe hardship on car-owning retired people in lower Haight. Have mercy PLEASE! | x | x | | | | | x | x | x | | | | | | | x | | | |
| 109 | Having two-way traffic on Page Street cannot be safe. The bikers come down the hill too fast and its impossible to back up with blocking the bike lane. A biker is going to die if the two-way traffic remains. I support one-way west! Only traffic! | x | | | | x | | | x | | | | | x | | | | x | | |
| 110 | 1) Generally concerned about the lack of detail around maintaining accessibility to those that are not able-bodied in the proposal changes. While I am generally happy with the changes as an able-bodied cyclist, I want to know we will not be discriminating others' needs. 2) Please extend the time of the crosswalks for intersections along Octavia. I'm often getting stuck in the middle f the street using today's setup. 3) Protected or not, please make the new bike lanes green. 4) Please don't allow u-turns on any section of Page. I've had too many close calls with drivers making u-turns in the middle of a block up and down Valencia St and using the bike lane as turning area. | x | | x | | | | | | | | | | | | | | x | | |
| 111 | Don't remove parking spots! 1) There is no reason to eliminate parking on Page. If you're making it one-way, you're already getting rid of a full lane, which could convert to 2 bike lanes. On the westbound side, parking could be diagram to add more spaes. The neighborhood is already losing parking garages due to residential conversions* (we've also lost tons of parking to the Ford bike installations). while more demand is coming as new housing is built. Eliminating parking spaces is ridiculous - and if anything, will increase traffic as we circle the blocks to find what's left. It seems the elimination of parking is just a way of trying to solve one problem (bike safety) by creating another. 2) a much easier incremental solution would be to eliminate left hand turns westbound on Page at Octavia. As that would make it safer for bikers (a laudable goal). 3) It is bizarre that the traffic impact hasn't been modeled, as you're eliminating 2 routes to the central freeway (Page, lefts on Haight) that are already super backed up. 4) The pilot period (18 months) is WAY TOO LONG, especially if parking is reduced. | x | | x | | x | x | x | | | | | | x | | | | x | | |
| 112 | KEEP PARKING! DON'T WASTE SF'S MONEY!!! TOO MUCH TRAFFIC! If you do your plant. Also, WHY GET RID OF PARKING ON PAGE? There isn't enough parking now. Don't remove parking or the left turn from Buchanan to Haight. Isn't this "problem" fine as it is?! | x | | | | | | x | x | x | | | | | | | | | | |
| 113 | It seems that this whole proposal is geared to benefit the people driving through our neighborhood not the families that live here. | x | | | | | | | | x | | | | | | | | | | |

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| 114 | No left turns on Page & Haight westbound at Octavia No Rigt turns on Page & Haight east bound at Octavia Blvd. This would reduce the bottlenecks of Page & Ictavia that wastes 1/3 to 1/2 of light to clear intersections. Please keep Vision Zero in mind. What you are doing is diverting not reducing the amount of traffic through our neighborhood. Its great Page will be calmer but you are causing greater mayhem of other streets. Haight is a TEP project and you are jeopardizing its efficiency as a transit corridor. Nothing in the plan reduces auto traffic it only accommodates it to spill over into other streets. | x | | | x | | x | x | | | | | | | | | | | | | |
| 115 | Please, Please don't go through with this proposal. I live on Page btwn Webster & Buchanan. I see many inherent faults in this project. Redirecting traffic off Page will create a disaster zone for cyclists & vehicles especially at Buchanan. Confusing turns and backing up trffic on Oak & Haight will be dangerous as it will distress drivers along with creating more opportunities for collisions. 1 block away we can't park with an S permit. If we lose spots it will create a disruptance for residents,, the entire plan just seems unnecessary. | x | | | x | x | x | x | | x | | | | | | | x | | | | |
| 116 | Thank you for safety & efficiency improvements for walking, cycling (scooter, etc), and transit! Page St is vital. Regarding the upset over 20 parking spaces lost, upon which low-income housing residents rely: can each resident be provided with a MUNI pass for the 18-month pilot period? Transit will be improved by these measures, so perhaps that could be the bridge to conduct them into transit from car ownership, or at least make attempts without the added financial burden. And/or can a hyper-local neighborhood sticker be created just for them? Regarding Sunday double-parking: concessions must be made to ensure that church communities continue to thrive. They already are strained by life-long parishioners having had to move from SF to areas of the Bay that have inadequate public transit. Consider nearby lots (John Muir) or shuttles. | x | x | | x | x | x | x | | | | | | | | | | | | | |
| 117 | The main question/comment that I have that has gone unanswered is, how is ANY of this planned proposal going to benefit the neighborhood for the residents? The traffic as you are well aware is unbearable. And it seems to me that its all being done to benefit the people that are passing through our neighborhood at the residents expense. And its just unfair. Is this what "priviledge" looks like? | x | | | x | | x | | | | | | | | | | x | | | | |
| 118 | The turn restrictions will make it very hard for locals to find parking. Currently, you can go east on Page then right onto the locat part of Octavia to turn right onto Haight and park on the north side of Haight. The new restrictions will force locals to loop around to Oak just to try to find parking on the north side of Haight. This problm could be fixed by keeping Page open to local traffic but making turning onto the freeway access part of Octavia illegal. Adding more traffic due to people needing to find parking will not positively impact the neighborhood. | x | | | x | x | x | | | | | | | | | | | | | | |
| 119 | My partner and I bike a lot. We live at Page & Steiner (going on 18 years). We also have a car (and garage) and drive. Not overly concerned about losing a few parking spaces, but very concerned about eliminating all access to the freeway except Oak St. Seems like a real nightmare. I think it would be better to <u>reverse</u> the proposal for Page St bet. Laguna & Octavia eastbound only, not westbound. Parking on the south side, not north. 2-way bike lane on north side of street separated by a physical barrier. Current proposal has westbound car & bike lanes ? there is <u>very little</u> westbound traffic. | x | x | | x | x | x | | | | | | | | | | | | | | |
| 120 | Hi - I'm Betsy - I live on Page between Laguna and Octavia. I am happy to make things safer and work better, but losing 20+7 parking spots in the neighborhood on my block, is very problematic. If you get rid of the Eastbound car traffic on (that park on) Page, than you have, I think, made plenty of space for bikers, and the space can be re-appositioned without elimating all of those spaces! Especeially if there are not more left turns from westbound traffic onto Octavia (coming from th directio of Gough), then things are already much safer for bikes, as, generally, bikes go straight through the intersection of Page & Octavia. Also, I don't think the 7 spots on Haight need a 12 hour buffer - traffic isn't like that in our nieghborhood! 7:30-9:30 am (it's already pretty clear by 9, actually, and doesn't start uphill 7:30) Also, I am concerned as a resident right on that street, I am concerned with empowering bikers to just let it loose and come flying down Page! The truth is that there usually isn't much traffic - neither bikes nor cars, coming westbound on Page...I think that if you get rid of the eastbound car traffic, there will be plenty of space for parking and bikes. | x | | | x | x | x | | | | | | | | | | | | | | |
| 121 | I'm not sure the statement "1.5x more people on bikes thn in cars headed downtown in the morning commute" is an accurate statement. It leads the pilot project proposal. I Lyft downtown everyday for work and have for 2.5 straight years. If I could bike, I would, but my work requires more formal attire & punctuality. I do try to take the bust (at Haight St or Hayes Playground) but quite often, multiple buses pass by the stops because they are too full. Bikes often create nuisances for drivers, and the drive becomes unsafe for both drivers and pedestrians. I would suggest you not remove parking to bend to the bike bud. | x | x | | x | x | x | | | | | | | | | | | | | | x |
| 122 | Against any parking loss. | x | | | | x | | | | | | | | | | | | | | | |
| 123 | Think about commuters too! In my class in school, most people get driven there than anything else. Also, I know people who take Octavia down to 101 and it is already congested with traffic. Even going down to Octavia is congested. Oak is usually rely bad, Page is usually just pretty bad and Haight helps even it out. If you remove the left turn from Buchana to Haightm, it would gt more congested and this making it more dangerous for bikers. | x | x | | x | x | x | x | | x | | | | | | | | | | | |
| 124 | Don't eliminate 20 parking spaces on Page Street. Put protected bikeway at curb (southern) and have parking spaces outside the bikeway - and don't make an uphill bike lane. Not a lot of uphill traffic. SFMTA is taking away too much parking at the expense of longtime residents who don't have the priviledge of riding bikes. | x | x | | | | x | x | | | | | | | | | | | | | x |
| 125 | Please eliminate the plan to put a rain garden on Page Street at Gough Street. This will remove three parking spaces. With all the parking being removed, this plan prioritizes something other than residents who need a car to work. There is no reason for a rain garden. You're not gonna solve climate change with this "garden". | x | | | | | x | x | | | | | | | | | | | | | x |

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| 126 | 1) The pilot period seems unnecessarily long at 18 months. Results at specific milestones or checkpoints should be ? Into the pilot so we can see the results earlier than 18 mths. 2) Pilot success metrics should include 1) impact on traffic congestion; 2) impact on parking; 3) impact on pedestrians & pedestrian safety; 4) impact on bikers; 5) impact on residents; 6) impact on commuters; 7) impact on destination seekers for Hayes Valley entertainment; 8) impact on air quality; 9) impact on drive route efficiency. | x | x | | | x | | | | | | | | x | | | | x | | |
| 127 | As the livable goal of making Page St safer and bike friendly, Haight St has become substantially more dangerous and unliveable as the line of frustrated drivers backs up to Fillmore, causing many near accidents, loud traffic noises of angry drivers. Haight is far more dangerous and unliveable. Before more changes are made, Haight needs to be fixed. | x | x | | | x | | | x | | | | | | | | | x | | |
| 128 | From personal experiences, during my walk along the targeted Page St block, I see five bikers at most. Also, if you're going to make it safer for bikers, why'd you put a bike lane between 2 car lanes. It'd be super unsafe for bikers because they could be hit by cars going into or coming out of parking spots. | x | x | x | | | | | | x | | | | x | | | | x | | |
| | Are signals really the answer? Some were out on the way to this meeting! What about other forms of traffic calming like narrow lanes and traffic circles? | x | | | | x | | | x | x | x | | | x | | | | | | |
| | Why no red lane on this block? | x | | | x | | | | x | x | x | | | | | | | | | |
| | I agree with the traffic signals, but it seem unfair to take the few parking spaces that we are almost fighting for daily to plant bushes on a block that has a tree every 5 feet! | x | | | | x | x | | x | x | x | | | | | | x | | | |
| | Please do not take our spaces! | x | | | | | | | x | x | x | | | | | | | | | |
| | Drivers will not respect new "turning vehicles only" signage which appears. Need to enforce. | x | | | | x | | | x | x | x | | | x | | | | | | |
| | This won't solve the problem on Haight downhill: some of the worst back ups happen on weekends well into the night. | x | | | | x | | | x | x | x | | | | | | x | | | |
| | Consider extending center running bus lane & boarding island to simplify flow through intersection +1. | x | | | x | x | | | x | x | x | | | | x | | | | | |
| | This red lane needs to be enforced! | | | | x | | | | x | x | x | | | x | | | | | | |
| | Has air quality been measured here? CO2 & PPM have measureable impact on kids' grades & learning ability. Publicizing this may say parents worried about more difficult car drop-offs. | x | x | | | x | | | x | x | x | | | x | | | | x | | |
| | I hope the back up on Page between Fillmore & Webster deminishes. Worried it will still be backed up. | x | | | | x | | | x | | | | | | | | x | | | |
| | U-turn is confusing for cyclists traveling eastbound - any protections? | x | | x | | | | | x | x | x | | | | | | x | | | |
| | I second this. U-turn even legal without median? No drive ways south on Page +1. | x | | x | | | | | x | x | x | | | | | | x | x | | |
| | Better than before but with narrow lanes left to parked cars & driving cars constantly passing, this is still bike-unfriendly. | x | | x | | | | | x | x | x | | | | | | | x | | |
| | This u-turn is pointless and dangerous. Please remove! | x | | | | x | | | x | x | x | | | | x | | | | | |
| | I support ped/bike improvements! | x | x | x | | | | | x | x | x | | | | | | | | | |
| | How will this affect teachers and parents dropping off their school kids? | x | x | | | | | | x | x | x | | | | | | | | | |
| | No driveways eastbound on this block (Webster-Buchanan) Perfect for parking -protected bike lane! | x | | x | | | | | x | x | x | | | | | | | | | |
| | Rather than a u-turn, can you make it 'local' only so cars can drop off or park? Otherwise, you effectively block off more parking spaces. | x | x | | | | | | x | x | x | | | x | | | | | | |
| | I was told there spots being removed are not counted in the 20 we are reportedly told about. How many spots in total are being removed? | x | | | | | | | x | x | x | | | | | | | | | |
| | Kids go from Muir Elementary School to Garden across this intersection. A slightly raised ped crosswalk is not aggressive enough of a traffic calming measure here. Please consider more, such as a concrete raised walkway. | x | x | | | | | | x | x | x | | | x | | | x | x | | |
| | Is there actually room for a car to safely do a u-turn here? +1 | x | | | | x | | | x | x | x | | | | x | | | | | |
| | Confused by car traffic flows, and worried about getting "doored" westbound as a cyclist. Any room to take the lane? | x | | x | | | | | x | x | x | | | | | x | x | | | |
| | Have witnessed 3-4 accidents at this intersection w/existing How... | x | | | | x | | | x | x | | | | | | | x | | | |

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|-----|---|------------------------------|---------------------------|-----------------|-----------------|---------|-----------------|-------------------|--------------------|---------------------|-------------------|-----------------|----------------|-------------|------------|-----------------|--------|------------------|--|--|--|
| | | Pedestrian Focused | Bicycle Focused/ Scooters | Transit Focused | Traffic Focused | Parking | Page St Focused | Haight St Focused | Webster St Focused | Buchanan St Focused | Laguna St Focused | Octavia Focused | Design Details | Enforcement | Evaluation | Plannig/Process | Safety | Gough St Focused | | | |
| | I ride down Page in the morning and feel it is safe her in the morning. We just bike past the cars in the Green lane. I think the Buchanan and Laguna intersections are the dangerous part of this route (turning cars, bicyclists riding through without stopping). | x | x | x | | | | | | | | | | | | | | | | | |
| | Put a no left turn here at Page & Buchanan so cars can't turn onto Page. | x | | | | | x | | | | | | | | | | | | | | |
| | Laguna between Page and Haight: we already experience back ups during several hours of the day. By allowing flow from Buchanan and Page the situation will be made worse. | x | | | | | x | | | | | | | | | | | | | | |
| | Extremely dangerous when blocked bike lane forces riders to hard stop or swerve into opposite lane. | x | | | | | | | | | | | | | | | | | | | |
| | Uphill WB lane needs protection! Plenty of room. 13'-10' WB vehicle lane; 4' - 3' buffer. | x | | | | | | | | | | | | | | | | | | | |
| | Consider TDM plan for Sunday church -goers. Shuttle folks over from a school/underutilized Sunday parking 1st. | x | | | | | | | | | | | | | | | | | | | |
| | 13' traffic lane too wide - encourages speeding. At least use some painted buffers to visually narrow. Won't affect SFPD. | x | | | | | | | | | | | | | | | | | | | |
| | Please put up "No Honking" signs on Octavia, Oak, Fell and Haight & Gough too. | x | | | | | | | | | | | | | | | | | | | |
| | Need metal bollards, not soft hit-posts. Drivers destroy thos posts, wasting taxpayers \$. | x | | | | | | | | | | | | | | | | | | | |
| | Not just soft-hit posts, but large bollards, like Oakland DOT uses! K71 bollards. | x | | | | | | | | | | | | | | | | | | | |
| | Left turn box! | x | | | | | | | | | | | | | | | | | | | |
| | Central freeway had two lanes to entry of freeway....This proposal will increase capacity. | x | | | | | | | | | | | | | | | | | | | |
| | Thank you for the one-way traffic here! +1 | x | | | | | | | | | | | | | | | | | | | |
| | Laguna & Octavia should be a parking protected bike lane so cars do not have to cross it while parking. +1 | x | | | | | | | | | | | | | | | | | | | |
| | Unity SF unitysf.com | | | | | | | | | | | | | | | | | | | | |
| | Narrow travel lane on Page between Laguna and Octavia 13 feet is too wide! With low traffic volumes, wie lanes = dangerou s, fast speeds! | x | | | | | | | | | | | | | | | | | | | |
| | A 13 ft wude travel lane encourages driver speeding. We can't design speeding into streets anymore - it's 2019! | x | | | | | | | | | | | | | | | | | | | |
| | Better! | x | | | | | | | | | | | | | | | | | | | |
| | I am constantly in fear of head-on collisions here as I descend by bike. +1 | x | | | | | | | | | | | | | | | | | | | |
| | Do not install uphill bike lane. Have parking outside downhill protected bikeway. Everyone wins! | x | | | | | | | | | | | | | | | | | | | |
| | No parking space is more important than safety. Exactly. +1,+1, +1. | x | | | | | | | | | | | | | | | | | | | |
| | I reguarly ride down Page and appreciae the green lane. Considering the slope + speed, it feels relatively safe. I never ride up Page. I question the need to support that flow at the expense of traffic direction. Onto Haight, which has already been narrowed, and at the expense of street parking + driver and neighborhood backlash. | x | | | | | | | | | | | | | | | | | | | |
| | More protected lanes. +1 | x | | | | | | | | | | | | | | | | | | | |
| | Would increase the number of peopl who would feel comfortable riding their bike down Page St. | x | | | | | | | | | | | | | | | | | | | |
| | Please put safety above parking spaces. This bike lane is dangerous as it is. | x | | | | | | | | | | | | | | | | | | | |
| | Removing more parking will only generate more opposition by the local residents. | x | | | | | | | | | | | | | | | | | | | |
| | Removing parking will generate support from some bicycling residents! | x | | | | | | | | | | | | | | | | | | | |
| | Could there be an accommodation made for Sunday parking for Unity Church @ 240 Page? | x | | | | | | | | | | | | | | | | | | | |
| | Ensure that small churches' congregations are accommodated on Sundays for services & gatherings. Nearby lot? Shuttle service? We need safe streets! But we mustn't sacrifice communities. It's bad enough that life-long parishioners had to move out of SF, + no Bay transit. | x | | | | | | | | | | | | | | | | | | | |
| | Remove all of them (parking) citywide. | x | | | | | | | | | | | | | | | | | | | |
| | Would make a hugh difference for safety | x | | | | | | | | | | | | | | | | | | | |
| | Life and safety, is a human right. Car storage is not. Please prioritize the safety improvements which will come from ?? This lower utilized street space. | x | | | | | | | | | | | | | | | | | | | |
| | CAR FREE PAGE & HAIGHT STS FROM MARKET ST TO GOLDEN GATE PARK. | x | | | | | | | | | | | | | | | | | | | |
| | ???? Of the forced right turn @ Page & Octavia. | x | | | | | | | | | | | | | | | | | | | |
| | Bike lane here would be nice. Can't get around backed up WB rush in evening. | x | | | | | | | | | | | | | | | | | | | |
| | Cars will definitely drive over these soft posts. Please consider installing a more sturdier, concrete barrier. +1 | x | | | | | | | | | | | | | | | | | | | |
| | REMOVE THE REST OF THE GOD DAMN FREEWAY. Done. FIXED! | | | | | | | | | | | | | | | | | | | | |
| | This Block is currently awful -will preventing lefts/straights at Octavia and Page be enough to make it safe (going westbound). | x | | | | | | | | | | | | | | | | | | | |
| | Rain garden is unnecessary. Elminate 3 parking spaces for not reason other than vanity, and syringe storage. And toilet. | x | | | | | | | | | | | | | | | | | | | |
| | Love the rain gardens! Excellent approach to daylighting. | x | | | | | | | | | | | | | | | | | | | |
| | Whatever changes on Page are tested, please also include Haight St. Engage google maps to showcase these pilot changes. | x | | | | | | | | | | | | | | | | | | | |

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|-----|---|------------------------------|--------------------|---------------------------|-----------------|-----------------|---------|-----------------|-------------------|--------------------|---------------------|-------------------|-----------------|----------------|-------------|------------|-----------------|--------|------------------|--|--|--|
| | Haight? Why not put transit & bikes on same street & ban cars for that street? | x | | | | | | x | | | | | x | x | | | | | x | | | |
| | Improve flow of cars onto the freeway, prioritize Octavia over Market St traffic crossing Octavia, remove the main bottleneck! | x | | | x | | | x | | | | | x | x | | | | | x | | | |
| | Pedestrians signals for all 4 crosswalks. | | | | | | | x | | | | | x | | | | | x | x | | | |
| | Cut through northbound & south bound traffic on Octavia parking lanes – drivers at intersection would make this detour more comfortable?? | x | | | x | | | x | | | | | x | | | | | | x | | | |