

Record	Date Received	Comment (response to Q4)	SFMTA Response
1	8-Sep	PLEASE implement the concrete rails. The soft hit barriers to not create the image of a safer road when drivers are speeding and doing donuts in the middle of the road.	Comment noted.
2	8-Sep	I'd love to see the distance between the soft hit poles reduced to make a more intense visual barrier and prevent people from squeezing their car between them	Comment noted.
3	8-Sep	Thank you for doing this!! I can't wait to be able to drove safely and maybe even walk around in my neighborhood.	Comment noted.
4	8-Sep	Can we have local artists paint the concrete barriers?	Yes - we hope to work with local artists to beautify and personalize the appearance of the concrete barriers if that is the chosen alternative.
5	8-Sep	We cannot just add new paint to this section; one night's worth of donuts will ruin any new paint added. We need to erect concrete barriers to increase public safety on these roads. Please!	Comment noted.
6	8-Sep	Thank you for the help, it's sincerely appreciated	Comment noted.
7	8-Sep	This is greatly appreciated and will help increase safety in the neighborhood!	Comment noted.
8	8-Sep	Thank you for doing this. I bike along here and would love to feel safer on a bike. Plus I would love attention and infrastructure improvements paid to this part of the city.	Comment noted.
9	8-Sep	DO IT QUICKLY PLEASE	Comment noted.
10	8-Sep	Add a flashing lights crosswalk for the bus people and community that BBQs around the bend.	As the design progresses, we will ensure we are installing the safest high visibility options that are implementable in this area.
11	8-Sep	(1) Even among above options, there appears to be space remaining at some intersections where "donuts" could happen. To discourage this behavior, would it be possible to install steel or concrete "raised bumps" at crosswalks and intersections? Something low profile that will not have much impact to cars driving through normally, but would inhibit cars from sliding sideways in the area. (2) For the long term street plan, can SFMTA confirm whether a raised concrete center median will be installed along Innes Ave?	We will examine the feasibility of raised crosswalks and a raised concrete center median.
12	8-Sep	Please do not take the least expensive method by simply putting paint on the ground. The people who are racing and or doing the side shows that have been ruining the neighborhood will pay zero attention to paint and will just remove any plastic/sheet-metal bollard that is put in place... the only effective way to stop the racing is to put concrete dividers that cannot just be run over or removed. Anything besides this is a waste of taxpayer money.	Comment noted.
13	8-Sep	This project can't happen soon enough. The so-called sideshows are getting deadly (one person killed when hit by an out-of-control sideshow car last year, and a sideshow last weekend ended in a shooting death).	Comment noted.
14	8-Sep	Very appreciative for the folks pushing this project forward - it is much needed. Thank you!	Comment noted.
15	8-Sep	I would like for the team to consider option 1 and have the barrier to be lower to the ground if possible, similar to how it is done over by Cargo Way a nearby street. That bike lane uses concrete and street bollards and I feel like provides a lot of safety alongside not being too visually obstrusive	Comment noted.
16	8-Sep	Thank you for making improvements in Hunters Point. I'm have to say that concerned that while this spot is being improved, there are still substantial gaps in the bike, pedestrian, and transit network throughout the entire neighborhood of Bayview/Hunters Point. What good is a protected bike lane that suddenly ends? It would be nice to take a larger approach rather than block by block, especially for something that is temporary and reversible like a quickbuild project.	The proposed bike lane would connect to the rest of the San Francisco bike network. Evans has a bike lane and Innes is a bike route - these improvements are intended to connect the area to the existing bicycle network on 3rd Street and Cesar Chavez.
17	8-Sep	- The perimeter of the proposed Painted Safety Zone in Option 3 @ Hunters Point Blvd and Hawes St should be made of concrete curb (or similar) to prevent frequent side shows at this intersection and still allow pedestrians. - For Option 3, safe-hits (or concrete curb with safe-hits) should be installed between car lane and bike lane on Eastbound road transitioning from Evans to Hunters Point to prevent cars from encroaching into the bike lane while turning. Reduced speed signs will be useful at this Evans to Hunters Point transitioning turn as well. - The safe-hits for Option 3 in the median should have concrete curb (or similar) to prevent side show - None of the options will address the frequent double parking issues along Hunter Point Blvd and Innes Ave, will adjacent park open up more parking spaces, even painting the grass area with parking lines? - Innes Ave option is missing bike lanes	Comments noted. Along Innes, there are no bike lanes proposed - bicycles would have to share the travel lane.
18	8-Sep	High time we some improvements in this area. Thank you!	Comment noted.
19	8-Sep	we need this to happen immediately	Comment noted.
20	8-Sep	We need similar similar protection or design like Option 1 for Donahue st. and Innes Ave intersection where the same sideshow is happening. We also need speed bumps on Innes Ave between Donahue st. and Coleman st. because drivers are racing with the dangerous speed in this section.	Comment noted.

21	8-Sep	Galvez Ave and Donahue St intersection can also benefit from this project. All too often, people use this area to perform donuts.	While we are focused on the Evans/Hunters Point/Innes corridor for this project, if successful, we hope to bring these improvements to other
22	8-Sep	Bumps are needed at the fork and at the crossroad of Innes and Donahue to slow down driving.	We will examine the feasibility of additional improvements.
23	8-Sep	My family and I are very thankful that you are doing this project to keep us safe. I'd say that more is needed as the double park on the corner of Innes and Hunters Point Blvd is another big issue and blind spot for accidents.	Comment noted.
24	8-Sep	Trail is a dangerous alternative for drivers even though it may provide a sense of safety for pedestrians and cyclists.	Comment noted.
25	9-Sep	I'm really glad to see this project. Anything would help!	Comment noted.
26	9-Sep	Please consider also using speed bump discs to help slow the drivers on those turns. Also should have a specific turn lane for those trying to go straight on Innes towards Middle Point Rd.	We will examine the feasibility of additional improvements.
27	9-Sep	Thank you! This virtual open house is awesome. This format will absolutely make it easier to get public input, compared to the in-person open houses.	Comment noted.
28	9-Sep	Thanks for working on this!	Comment noted.
29	9-Sep	I'm glad these streets are being narrowed, they're way too wide. It makes no sense to have stop signs and expect people to drive slowly when the street is a four-lane highway. At Innes & Griffith, why not add the missing two crosswalks (on the NW and NE sides)? There are bus stops for the 19 on that corner (they're not in the before/after diagram on the website, but they're there), bus riders should be able to access those safely.	We will examine the feasibility of adding additional crosswalks at this intersection.
30	9-Sep	The protected bike lane needs to connect to Cargo way and provide a protected route all the way to the shipyard. The project area is too small.	There is a bike network connection to Cargo Way via 3rd Street. Comment re protected bike lane noted.
31	9-Sep	Thank you for finally addressing the safety in this part of the city! I've witnessed so much unsafe driving here.	Comment noted.
32	9-Sep	Please make this happen! It is long overdue and I live nearby and it is disheartening to see so many incidents here.	Comment noted.
33	9-Sep	Road desperately needs to be re-paved during this project.	Comment noted.
34	9-Sep	Whatever you do PLEASE do not put those ugly concrete K-Rails up. Murals will not help the ugliness of long stretches' of concrete barriers.	Comment noted.
35	9-Sep	ASAP	Comment noted.
36	10-Sep	Please maximize space for modes other than private cars, particularly at key intersections and especially near the India basin park.	Comment noted.
37	10-Sep	This is a great improvement, thanks! I also appreciate this manner of engagement	Comment noted.
38	10-Sep	Thanks for addressing this.	Comment noted.
39	11-Sep	Please hurry as lives are being endangered and lost out here. The consequences must not be severe enough for those cars doing donuts (side-shows) to continue every weekend. Enough is enough. Saving lives is more important than someone doing a donut in a car and threatening our safety.	Comment noted.
40	11-Sep	Is the northbound bike/ped lane on Evans & Hunters Point protected by posts or barriers in the first option? Hard to tellâ€”just looks like paint in the image...paint is not a good solution.	The proposed bike/ped lane in Option 1 will be protected by safe hits.
41	11-Sep	In general the neighborhood needs more speed bumps. Road diets are not enough; people routinely blast down narrow, single-lane streets like Ingalls at highway speeds, running stop signs, despite pedestrians and cars parked on both sides. More also needs to be done to prevent sidewalk parking. There's no point in sidewalk bulbouts and other improvements if they just become defacto car parking.	Comment noted.

42	11-Sep	A left turn pocket on Innes in front of Surfside (heading "outbound" on Innes from the Shipyard to continue directly on Innes toward Middlepoint) was tried a few years ago to disastrous effect. It created confusion and extreme danger to pedestrians, bicyclists, parked cars and drivers. It also trapped residents on the other side of Innes from being able to safely exit their garages given the bottleneck it created at that point. If there were a spot in the "inbound" direction where those residents could make a u-turn, it might have been tolerable, but there isn't; those residents ended up having to drive almost a mile in the wrong direction before they could safely turn around. This left turn pocket lasted only a few months before it was removed. A better solution would be to prevent a left turn at that spot with paint, signage and soft barriers, and direct drivers who want to continue on Innes toward Middlepoint to jog around the triangle lot: proceed from Innes onto Hunters Point Blvd for 100 feet, then turn left onto Hawes at Hudson, then right back onto Innes toward Middlepoint. Even with new barriers and a road diet, there would be ample space for the 19-Polk to make that same left turn. This would require moving the bus stop from its current location on Innes to a new location on Hawes in front of the church, which would be an improvement in itself for riders, as Hawes in front of the church is a much safer and more comfortable place to wait for the bus than on Innes standing next to the ever present piles of trash and the chronically disheveled empty triangle lot. Please consider this option as a way to keep traffic flowing safely along what is already the very most congested spot on the whole Evans-Innes corridor. I guarantee that if you create a dedicated left turn lane there, you will end up unwinding it just as quickly as it was unwound last time. It was very, very unsafe, and frustrating for residents. Question on a different subject: what is being done about the sidewalks on Evans and Hunters Point Blvd adjacent to PG&E's properties? They are too narrow for wheelchairs. Isn't that against the law? Another question about sidewalks: why are there still no sidewalks along Innes between Aurelius Walker and Earl?	We are working with transit planners and engineers to evaluate stop changes along the 19-route. We do not have any information regarding the PG&E development as this quick-build will be implemented far sooner than the development begins construction.
43	11-Sep	Sideshows will happen on any intersection that is wide enough to permit it.	Comment noted.
44	11-Sep	I am concerned that these options will not eliminate the sideshows that are occurring all the time. When you see and hear it, you would NEVER walk or ride your bike. Ever.	Comment noted.
45	12-Sep	None of the options seems to be able to fix the double parking issue which i believe is the root cause for many accidents near the curve area	We will be evaluating the improvements within at least 24 months of implementation.
46	12-Sep	This bicycle plan is formulaic garbage that causes traffic congestion and difficulty for freight hauling and other industrial and commuting purposes. The very low bicycle volumes on these streets do not justify causing traffic congestion for everyone else.	Comment noted.
47	12-Sep	Would be even better if the proposals also included widening sidewalks.	Long term solutions will be considered following the evaluation of quick-build improvements
48	12-Sep	We feel that by combining the bike lanes together on the hillside of Evans, Hunters Point Blvd, and Innes Ave "and by using Hawes St., instead of the "S-curve" as the connection for bike between HPB and Innes, this allows for one K-Rail protected bike area instead of two, and offers better protection for the bikes. Looking at the project from the southern hillside perspective, we would have bi-directional bike lanes, parking, traffic lane east, K-Rail, traffic lane west, and parking.	Comment noted.
49	12-Sep	We are so happy to see this proposal; the presentation is really impressive. We are disappointed that Innes Ave does not continue the bike lanes. We feel there is sufficient space for them. Thank you.	Comment noted.
50	12-Sep	Maximize safety for bike lane	Comment noted.
51	13-Sep	I fully support this and hope that it can be done quickly!	Comment noted.
52	13-Sep	There is significant activity at the corner where Hunters point Blvd. turns into Innes Ave. This includes double and triple parking. Pedestrians crossing or even stopping in the street to talk. This also needs to be dealt with. Ideally more parking could be added to the corner or the island at the intersection could be converted into parking.	Comment noted.
53	14-Sep	I have seen the bike lane street cleaners once but they only did 1/2 of the bike lane. Please keep this cleaning service. Thanks. I am also strongly in favor of repainting the lane lines. That entire stretch of Hunter's Pt BLVD and Innes is very unclear if it is one or two lanes. Thanks.	Comment noted.
54	14-Sep	This is so crucial to the safety of the children and adults of the neighborhood. Overlooking this is a smack in the face to all HP residents.	Comment noted.

55	14-Sep	If you make the two lanes around the curve at HPB into one lane how are people driving toward 3rd going to get around all the double parking without driving into oncoming traffic around a blind turn? There also needs to be a crosswalk at Hudson across HPB to Hawes. Lots of people cross there. On Innes from the Hillside the design should include Sidewalk, 2 way Bike Lane, Parking Lane (like in GG Park), Traffic Lane, Middle/Turn Lane, Traffic Lane, Parking, Sidewalk.	We are looking into the feasibility of constructing a crosswalk at Hudson.
56	15-Sep	I really like Option 1. I hope it can be extended the length of Evans as well.	Comment noted.
57	15-Sep	I would prefer to see: 1) A bi-directional bike lane on the SW side of the Hunters Point Blvd and Innes that is protected with K-Rails or parking and a buffer. 2) Extend the bicycle protection all the way South on Innes to the Shipyard 3) Provide a fully protected intersection at Jennings and Evans, similar to Indiana and 23rd intersection 4) provide protection to pedestrians and cyclist during construction with something similar to plastic jersey barriers.	Comment noted.
58	15-Sep	Please be sure your outreach really connects with the people in the neighborhood who will be most affected by the changes!	Comment noted.
59	16-Sep	There is a history of cars double parking at the turn regularly . I don't know how you want to address that behavior. That turn is a hang out area, cars are double parked in bike lanes in both direction certain times every week.	Comment noted.
60	16-Sep	this needs to happen in more locations, in fact it needs to happen all throughout the Bayview. We are plagued by unsafe conditions for pedestrians, transit riders and bicyclists. Motorists travel at excessive speeds and intimidate others. The community needs infrastructure that promotes sustainable and healthy travel modes- especially given the climate crisis that is and will continue to disproportionately impact people of color and because people of color suffer from cardio vascular diseases that could be addressed through walking and bicycling.	Comment noted.
61	19-Sep	Wow, arcgis is amazing. Better than being there! Very effective presentation! Residents complain of old faded paint. I remember that problem from my last (pre- CoViD-19!) visit. This is a central problem that needs more resources citywide. More repainting. More dots and reflectors. Higher priority and volume! I'm not sure these designs reflect what residents have been asking for, or more what outsiders have decided they would benefit from. Some of this this seems like overkill. K-rails reduce visibility and hamper road repair. It's not clear what kind of bollards are to be used. Especially where donuts are done, which residents do complain about, the many-foot long hard plastic feet seen in the first photo of the Quick-Build Toolkit section that is relatively vandal-proof seem key, but it looks like just solo bollards are in the design. Couldn't individual bollards relatively easily be vandalized prior to a donut sideshows? And is interdiction not a better strategy than pushing sideshows elsewhere where there's even less visibility? Maybe even harm reduction is a better strategy? And wait! You misrepresent the current configuration at Jennings and Evans. The photo shows left turn lanes marked with arrows and yellow paint. Your "existing" view in arcgis is WRONG! I wonder what else is wrong!?	Comment noted.
62	19-Sep	Please don't let the mistake I pointed out significantly delay action. I second comment 15, (and others:18,19,34,36). Are you able to consider option 15, or is it too late? I couldn't understand comment 24 'till I realized first word was meant to be K-rail (concrete barrier). Add the "-" if you can?	Our alternatives were drawn and reviewed for feasibility by our engineers keeping in mind the types of barriers that would be involved in each of the alternatives. If Option 1 is considered as the preferred alternative we may revisit other types of barriers.
63	20-Sep	Bike lanes on Innes are even more essential than Hunters Point Blvd and Evans. People can bike through the park for the latter, but for Innes, there is no other way to bike other than the street.	Comment noted.
64	20-Sep	I am very concerned that these options neglect the community which gathers at the intersection of Hunters Point Blvd and Hawes. Why not expand the triangle at Hawes and Hunters Point Blvd and eliminate the car lanes there? That way you show respect to the community that gathers there. Place the bike lanes going two ways on the other side of the concrete to have Both a protected bike lane and show respect to the community that gathers at the corner. Also, This can completely prevent crashes from cars who go straight on Innes with cars on Hunters Point Blvd. Improving the street design and Adding protected Bike lanes is excellent for our neighborhood but I wish there was an equitable option to choose, in lieu of that we chose option 1 but sincerely hope you will consider the idea proposed here. Thank you.	Comment noted.
65	21-Sep	I bike this stretch 3-4 times a week and drive on it a few times a week. My wife drives it every day. It's clearly very dangerous for both bikers and drivers (the bike lanes are littered with broken glass even in places where there is no parking, presumably from crashes). Walking on Evans and trying to cross is also dangerous if you're trying to get to the liquor store and for the groups that hang out there on week day nights and the gap between the crosswalks is just ridiculous.	Comment noted.
66	21-Sep	This is a much needed project in the Bayview. Speeding is a significant issue along this corridor.	Comment noted.

67	21-Sep	<p>Thank you for looking into traffic calming measures. Overall, I support these efforts. However, I have a major concern: you're doing this online, and many long-time residents in the community may not have online access. This feels unfair and wrong, and suggests you're aiming this at people of privilege, such as myself. What are you doing in terms of direct outreach to people who live in the neighborhood?</p>	<p>As we move more of our outreach online due to COVID-19 safety restrictions, we are trying to ensure we reach as wide of an audience as possible. Flyers and factsheets to promote the open house were distributed at local businesses and community centers and posted along the corridor. All materials included 311 information. 311 callers can speak with a representative to get their comments or questions routed to the project team and can also obtain translation services in a variety of languages. Postcards with information about the open house were sent to addresses in the immediate area (within at least 1 to 2 blocks) of the project corridor. However, we have received notice that our postcard deliveries were affected by USPS delays. Moving forward we will continue looking into ways to expand our outreach and account for unforeseen difficulties</p>
----	--------	--	--