



Golden Gate Avenue Design - Virtual Engineering Public Hearing Comments Received and SFMTA Staff Responses

7/6/2022

Response ID	Public Comment/Questions about the project:	SFMTA Response
1	<p>Excited to see improvements! I would like to propose the following additions: 1. Fix the Lyon/Turk intersection. Lyon is a slow street but there is no visual indication of that at the Lyon / Turk intersection. As a result, cars drive south on Lyon from Turk and then get "trapped" at the Lyon / Golden Gate ave intersection. There is no escape! They generally don't do a Uturn and retreat from whence they came and instead they drive through golden gate ave. It's not their fault. They just don't know. So put a big sign or a few of the nice posts in the middle of Lyon at Turk. I realize this could be out of scope of this project but it is actually feeding most of the cut through problems on golden gate. 2. Place a giant blocker in the mid blocks of golden gate ave. This will prevent people from zipping through, while allowing residents and deliveries to access the street as needed.</p>	<p>We will look at adding signs to Lyon and Turk during the implementation phase to prevent this from happening. There are no vertical materials currently proposed for the midblock sections, except for a new speed cushion proposed between Masonic and Central.</p>
2	<p>How will the public be educated about "A partial traffic diverter at Masonic Avenue that would prohibit vehicles from entering Golden Gate Avenue in the eastbound direction"? Currently, most of the slow streets that I have encountered allow for local traffic, how will this different treatment be communicated to drivers?</p>	<p>There will be posted signs to communicate the restriction at this intersection as well as left and right arrows on the eastbound approach.</p>
3	<p>Hi, I live at Turk/Nido and walk/stroller my way down to Bob's regularly on the weekends; very familiar with Golden Gate. I've reviewed the plans posted. All for keeping it 'slow'. Three points of feedback: 1) I'm not seeing the value of the bike lanes on what should be a slow street. This also makes it even more unclear where I'm supposed to be with a 3 year old walking around and a stroller. I thought the point was that the whole street is slow? So I really don't get why there's bike lanes. I've never, ever seen a bike wizzing by on Golden Gate; no incline and blocks are too short. 2) The real issue here is the thru traffic. Every time I'm there I see cars crossing Central/Lyon/Baker. That's actually a hazard because I'm supposed to be walking where they're now zipping around. 3) The Golden Gate Avenue Design webpage shows a 'traffic divider' that appears to discourage 'thru-traffic,; but then I don't see any in the Golden Gate design schematics. That seems like a good idea to have traffic dividers on Central/Lyon/Baker; otherwise people will continue to just zip down Golden Gate. Thanks for the opportunity to provide feedback.</p>	<p>This section of Golden Gate Avenue is part of the bike network; we are not considering removing the bike lanes in the project area at this time. We have heard comments about vehicle speeds on cross streets, and will look at additional traffic calming interventions as needed after the initial implementation of the Slow Street. The design includes a proposed diverter for eastbound vehicles at Masonic Avenue.</p>
4	<p>This looks like a fantastic start</p>	<p>Thank you for your comment.</p>

5	I support the proposed design changes and request that the slow street design toolkit be extended to include the area from Parker east to facilitate the campus and pedestrian environment near USF	The project area for this design and corresponding slow street treatments is Golden Gate Avenue between Masonic Avenue and Broderick Street. Through a separate effort, the USF Complete Streets Improvement Project is bringing traffic calming and pedestrian/bike safety improvements to the section of Golden Gate between Parker St and Masonic Ave. Elements will include sidewalk extensions, median islands, traffic calming devices, and a widened westbound bikeway.
6	Looks great, thanks for your work on this!	Thank you for your comment.
7	Thank you for the work on this slow street design! The raised crosswalks at Baker and Broderick are fantastic and will improve safety on the corridor. However, I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter. In fact, they already do that. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Thank you.	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>

8	<p>Big fan of the raised crosswalks at Broderick and Baker! Would love more of these in the future. Please add a slow street barrier/post on the western side of the Central/Golden Gate intersection. I understand that the school loading is a challenge here, but there's an easy solution that has succeeded elsewhere (Page St at International School). Additionally, please expand the diverted at Masonic to be full (rather than partial as proposed) to prevent eastbound through-traffic access to Golden Gate. As designed it seems pointless and frankly a bit dangerous (eastbound traffic can proceed through in the wrong lane?)</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
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9	<p>Thank you for the work done so far to understand neighbors needs. I live 1 block away and use Golden Gate Ave frequently to transit to Koret Gym as well as walk my baby and dog. After reviewing the open house, I'm frustrated that there are not more full concrete diverters in the design. For example, a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
10	Keep the slow streets signage on every block, increase diverters where possible.	Thank you for your comment.
11	<p>Love that this street is getting a permanent slow street treatment (unlike Slow Lake St which is inexplicitly getting taken away). However, I'm concerned about the lack of true diverters (aka physical barrier to through traffic) at a high speed street like Masonic. Cars are 100% going to continue driving across at high speeds regardless of the signage. If that's not supposed to happen, then why not have a barrier? This design is just inviting dangerous rule breaking.</p>	<p>We are proposing a partial concrete diverter at the Masonic intersection. Implementation will be phased: the new traffic diverter would be initially installed using quick-build materials (delineators), and we are planning to implement traffic diverters with more durable materials in the future.</p>

12	<p>The raised crosswalks at Baker and Broderick are fantastic and will improve safety on the corridor. I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Thank you for your work and please make these changes so that the street is safer for me and my family.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
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13	<p>I am excited to see the plans for the future of the Golden Gate Slow Street moving forward! As a resident of NOPA, I love the street. However, the missing Slow Street delineator at the Golden Gate and Central intersection is unacceptable. It must be added back to protect the functionality of the block as a slow street. If it necessitates changes to the bike lane to ensure school drop-off can occur, those changes should be made. Additionally, I would like to see the partial diverter at Masonic be made into a full diverter to prevent east-bound traffic from circumventing it. Thanks for all your work</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
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<p>14</p>	<p>Thank you for the work on this slow street design! The raised crosswalks at Baker and Broderick are fantastic and will improve safety on the corridor. However, I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
<p>15</p>	<p>The signage isn't working. "Local traffic only" makes anyone who needs to go through feel local. It needs to say no through traffic. The signs need to be horizontal and much larger. Reduce the width of car lanes by moving parking and bike lanes. Make one end of each block no through access (ie, each street is a dead-end) for vehicles.</p>	<p>We are not currently looking at "No Through Traffic" signs. The project team will evaluate the Slow Street after implementation and will make appropriate adjustments as needed, including additional signage.</p> <p>We're also not currently considering narrowing lanes or adding diverters at every block, with the exception of Masonic Avenue.</p>

16	<p>We know drivers will drive around partial diverters: I'd love to see full diverters. Additionally, the reliance on partial-diverter "slow street" signage when we know that drivers will ignore the "no through traffic" signage is highly unfortunate. Full diverters at more intersections would help a ton. The intersection of Lyon and Golden Gate could use hardening as well. At this intersection two Slow Streets are crossing, which means there's no legitimate use for large vehicles to be entering and crossing through this intersection. Modal filters in this intersection would go a long way towards ensuring that Slow Streets are indeed Slow. Additionally, every Slow Street intersection should have at least some signage. Gaps in signage lead to aggressive driver behavior. Signage is preferred to no signage, though diverters and other stronger diverting measures are preferred to signage.</p>	<p>The project team considered the idea of a "full" median diverter at Masonic, but ultimately decided against it for this location. The median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around.</p> <p>We are looking at adding Slow Street wayfinding signs at each cross street.</p>
17	<p>Please add additional calming designs (mid-block speed humps?) to Golden Gate between Baker and Broderick. There are fewer cars driving on this block thanks to the Slow Street signs but the cars that do come through often do so at very high rates of speed, maybe to avoid being 'caught' driving on a slow street? Also, please add speed humps to the surrounding blocks of Baker and Broderick (between McAllister and Golden Gate) as cars 'angry speed' through these blocks when they realize they can't turn down Golden Gate. All of the surrounding blocks in this neighborhood have become increasingly dangerous for pedestrians and cyclists. There is a preschool and a senior residential center in this neighborhood as well as several residents who use wheelchairs and we need more traffic calming implementations throughout this entire neighborhood.</p>	<p>Thank you for your comment. We will be evaluating vehicle speeds and volumes on Golden Gate Avenue and parallel and perpendicular streets after implementation. We have heard comments about vehicle speeds on cross streets, and will look at additional traffic calming interventions as needed after the initial implementation of the Slow Street.</p>
18	<p>I live on GG with two small children. I like that there are several barriers along the route, but why no barrier at Central and Masonic? And why no speed bumps? Without as much infrastructure as possible to reinforce the Slow Street concept, this runs the risk of being ignored by drivers.</p>	<p>The proposed design does not include delineators at Central Avenue in order to accommodate school loading at the San Francisco Day School on the 2100 Block of Golden Gate Avenue. We are continuing to look at design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p> <p>We are proposing adding a speed cushion between Masonic Ave and Central Ave and raised crosswalks at Baker St and Broderick St.</p>



19	Are red zones at intersections needed on a slow street? These are not mentioned in the plan. Golden Gate needs the parking spaces.	Red zones at intersections, or "daylighting" increase visibility for pedestrians at crosswalks. They are part of the Slow Streets Toolkit to improve pedestrian safety. More information is available here: <a href="https://www.sfmta.com/sites/default/files/reports-and-documents/2021/08/slow_streets_design_tool-kit_document.pdf">https://www.sfmta.com/sites/default/files/reports-and-documents/2021/08/slow_streets_design_tool-kit_document.pdf</a>
20	golden gate slow street provides a pleasant experience as a pedestrian for navigating my surrounding neighborhoods, walking my dog, and carrying out general errands without the use of a car -@ the lack of a slow street delineator at central westbound is difficult. Whatever changes are needed to have both a smooth school drop off and a properly protected slow street must be made. - the diverter at masonic should be made into a full diverter, like at page and Octavia, to physically prevent eastbound traffic from illegally circumventing the diverter	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>

21	Really happy to see raised crosswalks, daylighting, and some physical & visual signifiers of a slow street! Happy to see bicyclists taken in to account in the speed cushion gaps too. I wish that there was a full diverter at Masonic, and why doesn't every intersection at least have the soft hit posts? Seems counter productive.	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
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22	<p>Some residents feel the barriers make us EXTREMELY unsafe. some residents think this was an ill-conceived, brain dead idea from the start and that this group is clearly cherry picking data to further your own agenda and not listening to the residents. I have given feedback before, and never do I ever hear any concerns expressed, only enthusiasm for this project. You are presenting this as universal approval, and it is NOT. I will know you are liars if anything I read from this group doesn't acknowledge a reasonable amount of disapproval of this plan. Even if you decide to go ahead, which you should NOT, if you do not report back to everyone there was severe disagreement, you are bold faced liars. Some residents feel that having traffic two-way traffic siphoned into a single lane is the definition of stupid. Some residents have anecdotally noticed that emergency traffic seems to have increased, and think that encouraging pedestrians into the street where fire trucks are racing down is moronic. Some residents think encouraging children (day school is on the next block) into the street where there are still tons of cars (HUGE number of cars on Golden gate every morning and every evening to pick up kids) is the definition of insane. Some residents are wondering if SF residents are going to have to take a special driving test and are you going to publish rules of the road about who has the right of way when oncoming traffic is pushed into the next lane. (I recently got honked at by a car when I was exiting GG and they were entering, but i was in the right lane and they were driving down the wrong side of the street. Who has the right of way?? Answer no one, thus expected chaos.) And in case you are thinking this is NIMBY, let me assure you I think this is stupid everywhere. Several months ago I was riding my bike in the presidio on a "slow" street. I was in the shoulder, b/c I know this whole scheme is stupid. As I approached an intersection, a Presidio Go entered my lane. Although I was already in the shoulder, I was terrified I was about to be flattened by the bus (who didn't stop or slow as he entered my lane). the only feeling stronger than my terror was my absolute fury at this group who thinks this makes me safe, when nothing could be more stupid. THIS IS A TERRIBLE IDEA. Some residents think you should focus on making the sidewalks safer rather than throw pedestrians into the street. Remove all barriers and abandon this stupidity before someone gets killed (and they will!) Some residents think we already have the best slow street in the city: It's called the Panhandle. Use it!</p>	Thank you for your comment.
23	I think this is a good start, but I would like to see sturdier, more permanent, and larger (more visible) diverters added. I hate that we only use plastic posts in this town.	We are proposing a concrete diverter at Masonic. At this time, at other intersections in this project area we will continue to use plastic delineators.
24	I am for the Slow Street project on Golden Gate Avenue east of Masonic & West of Broderick to become permanent.	Thank you for your comment.
25	Make the streets for everyone - cars and pedestrians and bikes.	Thank you for your comment.

26	I am in full support of the Golden Gate Avenue design as currently proposed. I live in the sunset but love biking on the slow streets including GG Ave and Fell St. I'm glad this one is becoming permanent! Hope to see more like this in the future!	Thank you for your comment.
27	Would be great to see the traffic diverter on Masonic moved to the outside of the crosswalk to protect pedestrians and reduce the likelihood of drivers circumventing the diverter like they do with slow street posts. These are really important steps forward and would love to see as ambitious of a project as is possible to protect pedestrian and cyclist safety	Thank you for your comment.
28	Support slow streets and more bike friendly neighborhoods.	Thank you for your comment.
29	I'm in support of the slow streets. Thank you for considering this project.	Thank you for your comment.
30	You need to continue finding ways to eliminate cars. The damage cars have done is immense. They've been killing people every month, and damaging people by impact every single day! The negative impact on climate has been astounding. The amount of city space dedicated to driving cars is obscene. You need to continue your work of eliminating the damage. Forget about the favoritism you're showing for cars, and really help all the people in immense damage by the presence of cars. Stop being part of a destructive favoritism for preserving cars. Instead help everyone (including the people who drive, who can do everything in life without their personal damaging selfish cars).	Thank you for your comment.
31	So dangerous! Bicycle lanes should be adjacent to sidewalks, not between fast-moving traffic and parking vehicles. Perhaps staff should fly to Copenhagen to see how to design safe streets.	Thank you for your comment. Changing the striping and bike lane alignment is not part of this project's scope, however we are noting this comment for future consideration.
32	I would like to see STOP signs not apply to walkers and cyclists, so the STOP signs for cars should include "YIELD TO PEDESTRIANS AND CYCLISTS". The intersections should make clear that there's a bike path running through it.	The Slow Street restrictions do not affect intersection controls; all traffic signals and stop signs apply as usual.
33	Very supportive of car traffic calming measures. Do more to support pedestrians and cyclists	Thank you for your comment.

34	Masonic needs a full traffic diverter and central needs a slow street barrier at Central. Without these I worry cars will continue to ignore the slow street designation.	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
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35	<p>Thank you for the work on slow golden gate. I'm very happy to see raised crosswalks and concrete diverters as part of the design. I'm concerned about the tHe partial diverter treatment at Masonic. We've seen with slow street purple signs that drivers will swerve around them into the opposite lane of traffic. I'm concerned they'll continue to do that even with a concrete partial diverter here, endangering people not in cars or causing head on collisions. Please instead make this a full diverter blocking traffic from entering or exiting. I'd also like to see a slow street barrier at central, to help provide safer passage for cyclists near the school. I'd like to see more investment in making school dropoff zones safer and less congested too. Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
36	I live in the area and am fully in support of any and all traffic calming measures!	Thank you for your comment.
37	The diverter at Masonic is great. I support this important improvement. The essential problem with Slow Golden Gate (as you know) is that it doesn't provide any intra-city connections (excepting Lyon), and it is short. I connect to it from Arguello when heading east and from Broderick when heading west. But I know you're working on the long term, true alternative transportation network.	Thank you for your comment.

38	<p>What is the design treatment on the southeast corner of Golden Gate Ave at Masonic, on Golden Gate eastbound? It's not labeled. The design says that there will be traffic diverters, but there are no labeled traffic diverters on the diagrams. Where are they proposed to go? In my experience people are happy to drive multiple blocks on slow streets with the half-block "local traffic only" signs. How will SFMTA measure if this is effective? What is SFMTA prepared to do if this approach is not effective? Does Google Maps divert people driving to other streets? I would strongly consider (for example) making section from Masonic to Lyon one-way west, and the section from Lyon to Broderick one-way east, claiming the other half for walking/biking, and making it impossible to use the road for cut-through traffic.</p>	<p>The proposed treatment on the southeast corner of Golden Gate Ave at Masonic is a partial eastbound vehicle diverter. Implementation will be phased: the new traffic diverter can be installed using quick-build materials (delineators) as this summer once the design has been approved, and will be replaced with a traffic diverter consisting of concrete in late fall.</p> <p>The project team will evaluate the Slow Street after implementation and will make appropriate adjustments as needed. For more information about the SFMTA Safe Streets Evaluation program, visit the Safe Streets Evaluation Program webpage: <a href="https://www.sfmta.com/safe-streets-evaluation-program">https://www.sfmta.com/safe-streets-evaluation-program</a></p> <p>Navigation services such as Google Maps direct drivers to use other streets unless they have a destination on Golden Gate Avenue. We are not currently looking at one-way restrictions for the street.</p>
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39	<p>Thank you for the work on this slow street design! The raised crosswalks at Baker and Broderick are fantastic and will improve safety on the corridor. However, I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
40	<p>Please install hard posts on the entrance and exit of each block of slow street, the soft pylons can be driven over easily and are not durable solutions.</p>	<p>The current delineator design allows for emergency vehicle access. We are also looking at other materials (such as the concrete diverter proposed at Masonic) that can be mounted by emergency vehicles while diverting private vehicles from the street.</p>
41	<p>Yes - I fully support the three proposed designs (traffic diverters, raised crosswalks and traffic cushions) and believe they will support a safer, more vibrant Golden Gate Ave slow street. In fact - I think raised crosswalks should be much more prevalent in SF to better help pedestrians safely cross streets</p>	<p>Thank you for your comment.</p>
42	<p>I encourage you to adopt all elements of the plan to slow motorized vehicle traffic and optimize safety for pedestrians, cyclists, and other vulnerable users. I've found the raised crosswalks to be especially effective at this goal.</p>	<p>Thank you for your comment.</p>



43	I support the proposed design. I would also suggest additional measures at the intersection of Lyon and Golden gate, particularly the north crosswalk. A lot of traffic comes off of Turk going fast and it is an intersection of two slow streets.	Thank you for your comment. We will be evaluating vehicle speeds and volumes on Golden Gate Avenue and parallel and perpendicular streets after implementation. We have heard comments about vehicle speeds on cross streets and will look at additional traffic calming interventions as needed after the initial implementation of the Slow Street.
44	Bike lanes should be swapped with the parking lanes, such that the bike lanes are next to the sidewalk.	Changing the striping and bike lane alignment is not part of this project's scope, however we are noting this comment for future consideration.
45	I think it looks good.	Thank you for your comment.
46	I like the slow street barriers for cars. The street doesn't usually have much traffic and feel overbuilt. There are enough parallel routes that having a slow street shouldn't impede drivers	Thank you for your comment.
47	I bike on GG Ave almost every day... from Pierce to Van Ness and beyond. The street is very rough; holes and wide cracks and lumps of asphalt. I have started biking in the far left lane because a sewer project some years ago caused smoother pavement. GG Ave should be made two vehicle lanes and one protected bike lane from Masonic to Van Ness. Thank you for reading this. LD	Thank you for your comment.
48	Great idea.	Thank you for your comment.
49	I am in favor of all the proposed changes. I love biking down Golden Gate on my shopping trips!	Thank you for your comment.
50	We support as much traffic diversion and calming as possible for a safer and more comfortable street. Thanks for your work!	Thank you for your comment.
51	How can you make GG Ave as safe as possible and limit car traffic as much as possible?	Thank you for your comment.
52	I fully support keeping Golden Gate Avenue a Slow Street, but these updated designs do not do enough for safety. There should be more robust traffic diverters (like the one proposed at Masonic) at EVERY intersection, raised crosswalks, and larger signage too. Speed bumps and flimsy plastic posts are not enough.	Thank you for your comment.

53	<p>Instead of making this a slow street I would like to see at least one design proposal making this a car free street. Otherwise I have recommendations to make this slow street more human: Every single cross walk across this project should be a raised cross walk not just the ones indicating a slow street. Not all visitors understand what a slow street is. Explain that the car should go no faster than a slow pedestrian walking. The slow street signage should be bigger and more creative showing kids at play and seniors and people with disabilities in action branded "golden gate slow street" so people understand this is a human experience we are trying to protect. Remove the free private vehicle storage parking and replace it with bike parking, gardens to capture water, benches for seniors and people with disabilities and parents to sit and watch the kids. If you keep all the street parking then people will continually want to access this street to perk their cars. Give everyone on this street a monetary incentive to purchase an electric bike. Show the home owners how their property will increase in value and show renters that rent control will protect them. Check out the work of urban design firm copenhagenize.</p>	Thank you for your comment.
54	<p>I support these changes to make this slow street safer and feel like an actual slow street! I would use it more (I am a pedestrian and cyclist only, since I don't own a car) with these changes in place.</p>	Thank you for your comment.
55	<p>This looks great! I'm so excited to see real safety improvements for cyclists and pedestrians, and to see them implemented so quickly.</p>	Thank you for your comment.
56	<p>Please move ahead with these changes. We need safe Slow Streets.</p>	Thank you for your comment.
57	<p>Please increase the safety improvements, especially at Central and Masonic.</p>	Thank you for your comment.
58	<p>I would love to see raised crosswalks on the intersections on the north side of Golden Gate as that's where cars or other vehicles might pick up speed going downhill and could use a nudge to slow down before crossing Golden Gate.</p>	<p>Thank you for your comment. We will be evaluating vehicle speeds and volumes on Golden Gate Avenue and parallel and perpendicular streets after implementation. We have heard comments about vehicle speeds on cross streets and will look at additional traffic calming interventions as needed after the initial implementation of the Slow Street.</p>

59

Hello and thank you for providing this public hearing/process on Golden Gate Ave. I'm thrilled for the raised crosswalks at Baker and Broderick; they will greatly improve safety. Please consider use of a full diverter at Masonic; otherwise traffic the opposite way will push traffic into the opposite lane. Without enforcement, partial diverters will create an unsafe intersection. Also, there is no Slow Street barrier at the western leg of the GG/Central intersection. As you know, there are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected/less safe the remaining 158 hours per week. It needs that intersection barrier. Also, please add a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. Thank you!

The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.

The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.

60	<p>Thank you all for the hard work on this! The raised crosswalks at Baker and Broderick are a good safety measure. I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the opposite lane of traffic. This will create unnecessary conflict between road users and damage the Slow Streets program. Please use a full intersection diverter. Second, please add a Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week. This block has too much chaos with the school and frequent double parking. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Finally, please set metrics and targets (average speed, 90th percentile speed, daily vehicle volume, peak hour vehicle volume) so that the Slow Street has objective standards and a clear basis for adding more infrastructure if those standards are not being met. Thanks for your hard work on this, Aaron</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
61	<p>I love the idea of raised crosswalks at Broderick and Baker. I see lots of pedestrian/car conflict at Broderick and Golden Gate so this should help slow turning traffic. Similarly for the long east-west crossings on Golden Gate at Baker. Lots of cars will cross in front of you while you are in the long crosswalk. This should help. It is unfortunate that we won't have slow street markings at every intersection. I often see people gathering in the 'shelter' provided by the barriers at Golden Gate and Baker in the westbound direction.</p>	<p>Thank you for your comment. We are also looking at Slow Street wayfinding signs at each cross street.</p>
62	<p>discriminates against seniors &amp; persons with disabilities. should be challenged in the courts</p>	<p>Thank you for your comment.</p>
63	<p>This slow Street is an essential part of my family's active life in the city. We play with our son, walk our dog, and ride our bikes on it near daily.</p>	<p>Thank you for your comment.</p>
64	<p>I support this project, especially the plans to install a traffic diverter, speed cushion and raised crosswalks. In my experience as a pedestrian, these are very effective tools to improve safety on our streets -- which should be our top priority in designing how our streets work. More of all this please!</p>	<p>Thank you for your comment.</p>

65	I support Slow Golden Gate, with the proposed diverters, traffic delineators, and other traffic calming measures.	Thank you for your comment.
66	Golden Gate should not be a slow street. Based on your design and funneling even more traffic to other streets and making those more congested.	Thank you for your comment.
67	Keep Slow Lake!!	This virtual public hearing is collecting feedback for Golden Gate Avenue, not Lake Street. For more information about Lake Street, visit the project webpage: <a href="https://www.sfmta.com/projects/lake-slow-street">https://www.sfmta.com/projects/lake-slow-street</a>
68	It would be great to include landscaping into the project - median plantings, sidewalk gardens, or large concrete planters.	We are looking at designs for a concrete diverter at Masonic which could include plants.
69	<p>Thank you for the work on this slow street design! The raised crosswalks in particular are a great improvement. However, I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please use a full intersection diverter to prevent this. Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane just on the north side of this block (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers. Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>

70	<p>Thanks for the website and ability to comment on the proposed changes. Here are my comments.</p> <p>A legend for the markings in the drawings would be useful, and better highlights of the proposed changes.</p> <p>I see that each intersection has red zones added at the intersections to prevent parking. Why is this necessary on a slow street? The street needs parking. And these red zones will unnecessarily reduce the parking on Golden Gate.</p> <p>If we live on a slow street, why does the city need to spend money on speed cushions and raised crosswalks to reduce the speed? This seems like overkill and the money can be better used elsewhere.</p> <p>It is unclear how the traffic diverters will be constructed? The illustration shows concrete barriers while we currently just have poles. What material will be used, and how will it impact access to Golden Gate for residents?</p> <p>What is the rule for placing items in the street? Currently, there are planters and personal slow street signs. Wouldn't personal items in the street be considered a hazard for emergency vehicles?</p>	<p>Your comment about the legend and highlighting for the drawings is noted.</p> <p>Red zones at intersections, or "daylighting," increase visibility for pedestrians at crosswalks. They are part of the Slow Streets Toolkit to improve pedestrian safety. More information is available here: <a href="https://www.sfmta.com/sites/default/files/reports-and-documents/2021/08/slow_streets_design_tool-kit_document.pdf">https://www.sfmta.com/sites/default/files/reports-and-documents/2021/08/slow_streets_design_tool-kit_document.pdf</a></p> <p>Implementation will be phased: the new traffic diverter can be installed using quick-build materials (delineators) once the design has been approved this summer, and will be replaced with a traffic diverter consisting of concrete in late fall.</p>
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<p>71</p>	<p>Thank you for the work on this slow street design! The raised crosswalks at Baker and Broderick are fantastic and will improve safety on the corridor.</p> <p>However, I am concerned that a partial (rather than full) diverter at Masonic will allow eastbound GG Ave drivers to go straight across Masonic and do so in the OPPOSITE lane of traffic. Please physically design that possibility out by using a full intersection diverter.</p> <p>Furthermore, it is UNACCEPTABLE that there is no Slow Street barrier at the western leg of the GG/Central intersection. There are 10 hours of school zone loading per week, yet the Slow Street will remain unprotected and therefore less safe the remaining 158 hours per week. This block has too much chaos with the school and frequent double parking. It needs that intersection barrier. Please consider unstriping the bike lane (which gets completely parked in during school dropoff hours anyway) and turning the entire curb lane into a white zone to enable curbside school dropoff. A safe and properly barrier-ed Slow Street is safer than a painted, door-zone bike lane anyway. I implore you to bring in other engineers with a fresh perspective to rethink this block and school zone situation. Neighborhood survey results showed that neighbors value the safety that comes from barriers.</p> <p>Thank you.</p>	<p>The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic.</p> <p>The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.</p>
<p>72</p>	<p>I previously sent in an email and comment since I've sent in one. I can't can't send in a second one by email. My comment had to do my original comment had to do with signage for coming turning off of masonic when you're effectively blocking the right hand turn and the signage should be reflective and not just that it's a slow street. But in fact, it's a do not enter. And in the meantime, there was a Lake Street slow Street update. And in fact, there are going to be do not enter. signs on for entry off of the park Presidio, and so I'm not sure why these changes are not consistent and I don't think that the public is going to have a very good understanding when everywhere else you can actually turn into it beyond the barrier and so for sure you should update it with do not enter why I didn't just turn it into a one-way Street for that block. I don't have any idea cuz you can only come out that one way. anyway I'd like to see consistency and notification via signage and and public education would be very helpful for people trying to navigate, San Francisco. Thanks.</p>	<p>The diverter at Masonic will be accompanied by a "Do Not Enter" sign. Your comments about the consistency and clarity of signage are noted.</p>

73	<p>Thank you for your work on the current draft of the Golden Gate Slow Street design.</p> <p>Where are all the children being raised in San Francisco?</p> <p>Where did all the mothers with school-age children go?</p> <p>This city has the lowest number of children per capita in the entire country! This stat is disgusting, and a strong signal you are failing to listen and serve women and children basic essential services. Your delays in unlocking fast, cheap, effective micro-mobility projects like this foster distrust, resentment, and anger towards elected officials. SF public streets are senselessly sexist in design, and not safe for kids to walk. Black brown beige and poor NEED safe city streets to conduct everyday local routines without relying on the bus routes. And without being forced into costly polluting car dependency.</p> <p>We ask for the following improvements:</p> <p>Ban cars more. Implement jersey concrete barriers at every intersection with California Native plants on top. Use metal bollards. Post signs that are higher, and permanent NOW.</p>	Thank you for your comment.
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👎 watered-down aspects:

- partial diverter at Masonic. It was originally a full diverter. At least they intend to quick-build it at first (posts) and replace with concrete later in the year.
- no barrier whatsoever at the western leg of the GGSS/Central intersection is a rancid decision. Why don't you insert a CO2 E detector at this corner and report on the HIGH poison levels you promote here? SF Day School car dropoff is a PRIVATE school, not a public school. Note that there are 158 remaining hours of the week (outside of the 10 hours/wk of drop off times) that are of PUBLIC consideration, yet the Slow Street will remain unprotected here and therefore suffer more thru-car-truck-traffic. Including the weekend, when ALL families need to run errands et al. We live here 24/7, and should not not have our public safety be overruled and determined by private polluting dangerous interests. BIG nah!

👍 improved aspects:

- raised crosswalks at Baker and Broderick.
- new speed cushion on GGSS btwn Masonic/Central will have bike lane cutouts.
- 4x or 3x daylighting at all intersections on the corridor. (but no physical protection in the daylighting to ensure they remain free of parked cars...)

To meet our goals of Vision Zero and 80% travel by sustainable (non-car) modes by 2030, it's critical that we continue to improve Golden Gate SS and keep it as a part of this network. We are looking to you for your leadership. Or you can look for lawsuits from victims of traffic violence in San Francisco. The nature of this ongoing crime is EASILY preventable. It seems that, with over 10 years of data as evidence, you have decided that suffering and pain from a car crash derby city is not more important than your political conveniences.

Hundreds of adults and children from all neighborhoods—on bikes, scooters, foot, motorized wheelchairs, and more—depend on GGSS daily to commute, shop, exercise, and/or get to school.

Exhausted,

The online comment form was inadvertently closed early and referenced a different project in the "survey closed" message due to a technical error, which was fixed shortly after receiving this message. While the online comment form was temporarily inaccessible, members of the public were able to submit comments via phone, email, and mail.

The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic. The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.

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Just a heads up that the "Online Comment Form" button on the Golden Gate Avenue Design Story Map Web Page takes you to a page that says:  
"The public commenting period for the Folsom Street Quick-Build Project Virtual Engineering Public Hearing is now over. For more information on the project or to stay updated, please visit SFMTA.com/FolsomQuickBuild"

That being said, I wanted to express my sincere appreciation for all of the work that SFMTA has done to come up with the Golden Gate Avenue design and to connect with the community on this project to improve safety and create community. The proposed partial traffic diverter at Masonic Avenue prohibiting vehicles from entering Golden Gate Avenue in the eastbound direction is great addition, as are the mid-block speed cushions, raised crosswalks, upgraded slow street soft hit delineators and the pavement stencils and wayfinding signs on cross streets to designate the Slow Street.

I do have some concerns at the Golden Gate Ave. and Central Ave. intersection, as the proposed design does not include any traffic diverters in the westbound direction. There should be some kind of diverter at this intersection, or a corner island , raised crosswalk and signage to reduce the speed of traffic turning onto Golden Gate Ave from Central.

I would also like to see a partial traffic diverter at Broderick prohibiting vehicles from entering Golden Gate Avenue in the westbound direction.

Please sign me up for project updates as well as to receive results of this public hearing.

Thank you,

We have added you to the project update list. The online comment form was inadvertently closed early and referenced a different project in the "survey closed" message due to a technical error, which was fixed shortly after receiving this message. While the online comment form was temporarily inaccessible, members of the public were able to submit comments via phone, email, and mail.

The project team evaluated the idea of a "full" median diverter at Masonic, and ultimately decided against it for this iteration of Slow Street-related changes. A full median diverter would force westbound vehicles exiting Golden Gate to turn right on Masonic and head north; drivers who are trying to go south would have to circle multiple blocks in the neighborhood to turn back around. While we will not be pursuing a full diverter at this time, the proposed partial median diverter has been upgraded to a concrete barrier to discourage cut-through traffic from Masonic Avenue while maintaining access off of Golden Gate Avenue for local traffic. The configuration of the street with the bike lane makes a curbside loading lane very tight, and we are not considering removing the bike lane on this block, nor are we keeping the existing delineators. We can imagine that this change might be a big disappointment. However, we will continue to explore and assess design options for this intersection to safely accommodate the slow street while ensuring access for school loading.