



Lincoln Quick-Build Project - Virtual Open House Comment Log

All Comments received during Virtual Open House Period May 1 - May 15, 2023

Response ID	Comment	SFMTA Response
1	Safety zones and daylighting is a great addition. Painting the words STOP seems like it is going to do little to nothing here. Would much rather we use that money to install pedestrian bollards, cut lanes, widen sidewalks, or other more meaningful impacts.	Comment noted.
2	I would like more PSZs anywhere there is a crosswalk and people are accessing the park, e.g. La Playa, 47th Ave.	Comment noted.
3	Instead of the painted safety zones, install the flashing lights crosswalk where a pedestrian can press a button when crossing. This allows cars to see the flashing light to slow down when a pedestrian is crossing without an actual traffic light. Provides safety to cross for pedestrians while only causing traffic to slow when someone is crossing. Will also not take away parking space.	Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers. RRFBs are also outside of the budget and scope of the project.
4	I am not as familiar with this section, so I will not comment	Comment noted.
5	The new signal on 41st could be a huge improvement for safety and traffic flow. However, the stop sign on the intersection of Chain of Lakes Dr and MLK Dr should also be included in this intersection revision. The stop sign is so close to Lincoln that it will greatly impede N/S flow, and people often sit in the intersection w/ MLK or altogether ignore the stop sign just before MLK which is dangerous for cyclists and pedestrians.	Comment noted.
6	center pedestrian islands would help at crosswalks without a stop/signal (or adding a stop/signal). People will continue to speed on lincoln and won't yield to pedestrians in crosswalks. a sidewalk is also needed along the entire GG Park edge to help pedestrians get from portions of the park/trails and their cars to their destinations. Very unsafe to have people walk in the road or on uneven park land. At major bike/ped crossings, just stop allowing most left turns onto/from Lincoln (La Playa St, 45th ave, 41st Ave, etc). The 7th Ave bike/ped-only cut through to the park should be added at several intersections to prevent drivers from continuing straight. Need more treatments to slow people down including raised crosswalks or speed bumps at ped bulbout corners to create tighter right turns.	Comment noted.
7	The #18 bus turns at 46th Ave onto Lincoln. I wonder if just upgrading the signage is enough for this corner. Buses are big, and sometimes it seems like there is not enough room to make that wide turn. In both directions.	Comment noted.
8	Noy enough speed radars or humps. Cars won't slow down unless it's forced	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Speed radar signs are outside of the budget and scope of the project.
9	I support these proposals. Clearly a lot of thought has been put into this and I believe it will improve safety for all	Comment noted.
10	Lincoln @ La Playa – left turn onto MLK Drive is a little scary on a bike	Comment noted.
11	This is not enough for safety on Lincoln but it's a great first step. Please approve all elements!	Comment noted.
12	It is going to make a mess of traffic. Stop messing up the roads and use your limited budget to increase muni	Comment noted.
13	While I fully support all the proposed measures listed, especially the addition of a traffic light at 41st, my larger concern is the lack of actual traffic calming measures. As the study showed, nearly 20% of all accidents could be attributed to excessive speed, and increased road signage and daylighting doesn't do anything to change that. Even as a driver, I'd be far more interested in adding more stop signs at intersections and possibly even speed humps in order to coerce drivers into reducing speeds. I'm far less worried that a driver doesn't see me when I'm waiting to cross Lincoln, I'm worried that they won't stop at the Stop sign and will speed through and put me at risk.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. We will continue looking at options (other than stops signs) for intersections that have no existing traffic control based on collision history.
14	There are lots of tools on the internet (or guides to follow as you export your media) to compress media. Having multiple 8 mb+ images on your survey is bad for usability.	Comment noted.
15	Yes, appreciate all of these suggested improvements. Is it possible to pay more attention to the La Playa / Lincoln Way intersection since it's the area where a lot of cyclists and joggers transition from the closed street in the park to the Great Highway and other points south and north along the Great Highway. 4 way stop can get a little dicey during road closures or during rush hour.	Comment noted.
16	I don't live at this end of Lincoln, but I am strongly in favor of safety improvements.	Comment noted.
17	While I think in general these improvements will have a modest benefit I don't think Lincoln will ever be safe with just paint and signage upgrades. Painted safety zones will just get double parked in, they need to be concrete curbs.	Project scope and budget does not include installation of concrete bulb-outs (sidewalk extensions).
18	A stop light at 41st is good. But unless you're modifying the stop signs inside the park only 2-3 cars will get through at a time.	Comment noted.
19	34th could use some painted safety zones and added signage given that it is an important north south bikeway and pedestrian entrance to the park/polo grounds. There should be a mid-road island if possible for pedestrians as well. A speed radar sign would be useful too given, again, the above average for the area bike traffic/funneling that happens there.	A PSZ is not feasible at this location due to geometric constraints of the intersection. A median extension for westbound to southbound left turn safety is being explored, but pedestrian islands are out of the scope and budget of this project. Speed radar signs are outside of the budget and scope of the project.
20	Do more. This is an improvement but more is needed to make Lincoln safe. Muni should get a red lane. Remove parking and install bike lanes. Widen sidewalks.	Comment noted.
21	Red curbs are frequent and more plentiful which takes away much needed parking for residents	Daylighting is policy whereby we remove some parking (10' to 20') at vehicular approaches to crosswalks. This tool increases the range of visibility between approaching vehicles and pedestrians who are waiting to cross. Daylighting is an effective tool that reduces the frequency of collisions between cars and people. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.

22	We do not need a traffic signal at 41st Ave. There are many times throughout the day that there is minimal traffic there and does not warrant a traffic signal.	Comment noted.
23	I like most of the work. Have concern about stop signs - they are not possible for synchronizing like light signals would. Also the daylighting causes parking space losses. What are your remedies?	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
24	The best way to reduce the negative effects of traffic is to increase public transit access, bring back the 7x.	Comment noted.
25	Cyclists should be deterred from riding on Lincoln Way for its entirety for safety reasons.	Comment noted.
26	Would be nice to have pedestrian triggered red lights to cross. Doesn't stop regular flow of traffic, which can get quite fast, but better alerts cars to the presence of peds. Just like on Sloat.	Rectangular rapid flashing beacons and pedestrian hybrid beacons are outside of the scope and budget of the project.
27	I support all of these! As a pedestrian, these will make crossing Lincoln much safer. And as a driver turning onto/off Lincoln, I often have to nudge out into oncoming traffic to make the turn, which can be rather harrowing given the speed of cars on the corridor.	Comment noted.
28	Most of this could be done right now. Why wait?	Comment noted.
29	I am AGAINST adding daylighting. There already isn't enough parking as is and that will reduce it further unnecessarily. Please, by all means, refresh road and crosswalk paint anywhere you want to!	Comment noted.
30	These improvements look useful	Comment noted.
31	I had hoped that many of these icons would be of green arrows for turns at intersections. I've never understood this city's disinterest in utilizing them as there's a multitude of problem intersections throughout the city where drivers face traffic block ups and safety issues because of the need for left turns and no security to do so. For many intersections going westbound on Lincoln drivers need to turn left to get into the neighborhoods and I regularly witness them unsafely and rashly cutting through traffic to beat oncoming cars. The westbound light at 20th and Lincoln has an outstanding amount of screeching u-turns and near misses between cars, bikes and foot traffic as well. I regularly witness those as I shoot pool league at the corner there. I do see on the next page that it's being addressed. Glad that the city is trying to do something to improve Lincoln.	Comment noted.
32	The 39th st four way stop sign is completely backed up in the mornings due to unclear driver behavior. Stop light needed.	While the 41st Ave and Lincoln Way intersection will be receiving new traffic signals as part of a separate project, new traffic signals are beyond the scope and budget of this project.
33	During any bay area event in GGP, many people walk from the 34th N-Judah stop to Lincoln Ave via 33rd Ave, 34th Ave and 35th Ave. Daylighting and or refresh red curbs, painted safety zones and left turn safety are required at those T-intersections. I personally have difficulty making a left turn from any of the Aves onto Lincoln because cars are parked too close to the intersection. It's impossible to see cars approaching from the left without inching far(too far) onto incoming traffic. A red NO Parking Zone 30 ft from the intersection would prevent a lot of accidents.	Left turn safety is proposed at 34th and 35th Avenues. Daylighting is proposed where it is not already existing. There will be new and refreshed crosswalks at these intersections as well.
34	MORE! We need more to keep the cars from killing and injuring us. Really.	Comment noted.
35	What does "signal timing upgrade" mean? Does that mean giving a green wave to encourage speeding? Surely not ""improving the flow of traffic"" to maintain ""level of service""	Signal timing upgrades for this project will be to improve pedestrian safety, like adding leading pedestrian intervals.
36	In favor of all - would also like protected crossings or mid-block pedestrian signals	Comment noted.
37	These things like red curbs, daylighting, and painted crosswalks should be standard at every intersection without any street by street process	Comment noted.
38	Is there a way to prevent right turns on red? I'd love this city-wide to be honest. I think there should be a sidewalk along the GG Park side of the street. Wider median within Lincoln - I know that's hard though.	No turn on red restrictions require consideration on a case-by-case basis with many factors and are not currently being considered as a part of this project. Comment noted.
39	I would like to see lighted cross walk signs at 15th avenue and other intersections that have bus stops to make it safer for pedestrians crossing Lincoln.	Rectangular rapid flashing beacons are outside of the scope and budget of the project.
40	There ought to be a road diet on this segment, especially for westbound traffic.	Comment noted.
41	My husband is blind, and audible traffic light indicators make it possible for him to walk alone. In the last few years most of the ones that were there have broken or been removed. Please replace them and add others.	Comment noted. Accessible pedestrian signals are included with new signal installations.
42	Too complicated to absorb. You should do a video presentation in person or online.	We have given many presentations to community groups and other stakeholders. We are happy to provide a presentation for you. Please request at LincolnQB@sfmta.com.
43	As with most all of SFMTA projects, it is not factoring in the folks that use the way the most - DRIVERS. Any fool knows to walk in the park, or cross at 9th ave where the crosswalk is visible, there's adequate stoplights and clear visibility. All of this is just wasted money on what, 4 people who may cross the street at 46? Stupid.	Comment noted.
44	This design doesn't go far enough to protect pedestrians. We need every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks.	Comment noted.
45	Continental crosswalks & daylighting are a must at 100% intersections. Unsignalized crosswalks should get the most extensive pedestrian safety features. Reducing the design speed on Lincoln is crucial to protect our safety. Retime traffic signals for only 25MPH on this corridor.	Continental crosswalks and daylighting are being installed where applicable and currently not existant.
46	1) Intersection of 41st/Lincoln is very confusing due to All-Way Stop Control with multiple lanes. Consider signalizing the intersection. 2) Daylighting/other visibility-enhancing improvements would be appreciated along the southwest corners of the intersections. Due to poor visibility, vehicles trying to make NBRTs onto Lincoln often encroach into the intersection, making it dangerous for peds using the crosswalks and vehicles traveling EB in the curb lane. 3) Speed radar signs/enforcement/other improvements are needed to slow vehicle speeds. 4) Consider providing more safe crossing opportunities for pedestrians, given the 29 stops along Lincoln. 5) Treatments to slow down left-turning vehicles would be greatly appreciated! Some drivers make left turns very aggressively to take advantage of gaps in oncoming traffic.	Comment noted.

47	The intersection of La Playa and Lincoln has a lot of bicyclists (especially on weekends, going to and from Great Highway). In my opinion it needs some daylighting or bulb-outs, and a clearer path for bicyclists. And the crosswalk should be wider.	Comment noted. Two painted safety zones are proposed for La Playa at Lincoln Way.
48	More hardening to increase safety please (jersey barriers or similar rather than paint or flex poles)	Comment noted.
49	Painted safety zones do not feel sufficient. They should be guarded by bollards or some other physical barrier	Comment noted.
50	All intersections need ALL improvements. We also need you to do everything you can to bring traffic speed down to ideally 20 MPH, the safest maximum for pedestrians. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 20MPH on this corridor to bring down speeds.	Comment noted.
51	Please do more daylighting and pedestrian safety zones (preferably all intersections)	Comment noted.
52	All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
53	Please prioritize pedestrian safe zones the street feels very unsafe to travel.	Comment noted.
54	Insufficient speed reduction measures. Need more traffic signals with much slower travel times. Refreshing paint and upgrading signage doesn't work for drivers who ignore the law.	New traffic signals are not being proposed as a part of this project.
55	I think SFMTA should do all these improvements everywhere the sooner the better. Don't need to ask community input. These changes are small and sensible so just do them.	Comment noted.
56	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here	Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project. Comment noted.
57	All humans deserve the right to live in the safest civil infrastructure possible. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
58	We need every possible protection for pedestrians. Add pedestrian daylighting and continental crosswalks where none exist. Retime traffic lights for no greater than 25 mph traffic flow.	Comment noted.
59	where's the bike path? not clear if one or two lanes can turn right onto 19th toward GG Bridge	This project does not include scope to improve bicycle infrastructure. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. Comment noted.
60	I applaud the installation of a new signal at 41st Avenue. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
61	All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
62	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
63	I think you are not addressing a major problem on Lincoln Way. Cars park all along the north side of Lincoln Way next to the park. The foliage is overgrown & they are not able to walk on that side. They have to jaywalk across Lincoln Way dodging the traffic. I don't think a sidewalk on that side is necessary but clearing the foliage so a person could get out of their car & walk to the intersection to cross would be a great improvement. I think your proposals are good but still sending people into traffic. I am particularly aware of this hazard as my husband was hit by a hit & run driver when he was crossing Lincoln Way. He died.	Thank you for your comment. We are coordinating with Recreation and Park Department to prune foliage on the north side of Lincoln.
64	will cause me to abandon going to businesses along Lincoln	Comment noted.
65	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
66	These changes are great. I would encourage anything to speed up the 7 and other busses that run down here. And new enforcement to prevent U-Turns on Lincoln. U Turns are common as people turn out of the park and then U Turn back up Lincoln. They are incredibly dangerous.	Comment noted.
67	The biggest pedestrian safety issue on Lincoln is that there are multiple stretches on the southern end of Golden Gate park where there is no sidewalk so people have to cross the street dangerously where they wouldn't have crossed otherwise.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
68	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
69	I approve of these changes. Also retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.

70	some sort of physical barrier to discourage motorists from making a U-Turn when heading North on Great Highway....lots of near misses with pedestrians crossing on La Playa	Comment noted.
71	Install a stop sign on 47th Avenue and Lincoln. Lots of locals, with young children, dog walkers, and elderly use this crosswalk daily and when the Great Highway is closed, this becomes difficult as cars drive fast eastbound and do not yield to pedestrians.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. We will explore other improvements at this intersection.
72	We need all the available protections at every single intersections. Turn safety, safety zones and daylighting should be the bare minimum. There should also be a crosswalk at every single intersection and those crosswalks should be raised to match the curb height to help slow down traffic. The lights should be timed for cars going 25mph or less.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
73	The more safety features for pedestrians, the better.	Comment noted.
74	People drive too fast on Lincoln! We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
75	Park entrance given congestion - they block the intersection and crosswalk and I feel like they aren't looking for cyclists. * 45th into the park via bike is dangerously awkward, so I tend to avoid it. The ramp is off-center so to impatient motorists heading West, they don't get it that I'm swerving wide to reangle myself for the park entrance ramp. Also SFPark&Rec needs to address all the gravel and potholes at that entrance - it got messed up with the winter's storms and is unsafe riding/walking conditions * La Playa intersection is insane on closed Upper Great Highway closure weekends. Last weekend I witnessed 2 separate near-collisions with motorists from the West just running through the stop sign when one left-turning driver from La Playa @ the gas station moments later when a u-turning car both had the right-of-way. Also as a pedestrian, when I'm walking my 2 little dogs to/from the park at this intersection, it can be scary because it's a big intersection and motorists get impatient - I sometimes wonder if they even see me. By the way - I LOVE the closed Great Highway... so many people & families use it for exercise and fun recreation - I am a big supporter of it staying closed... just have to better figure out how to calm diverted traffic in that area especially on weekends and beautiful days when everyone heads to the beach. * When the Upper Great Highway is closed to traffic, on busy weekends the intersection is blocked with motorists AND often the Eastbound drivers don't even stop or yield to cyclists/pedestrians when turning onto Lincoln from the beach - it can be madness in that area too as motorists crawl from one stop to another stop * 47th has a great park trail that I enjoy using to enter/exit the park when walking my dogs... the traffic doesn't have a stop sign and with the way cars are parked along Lincoln, I can't see them and they can't see me until I'm in the scary fast-moving trafficked Lincoln Street... when several cars have sped past me, I start waving so cars will hopefully yield (I'm in the crosswalk and the law is that they are supposed to yield) - it is dangerous with 2 dogs, so I tend to avoid that lovely part of the park on busy traffic days/times because of justifiable safety concerns - please help make big improvements there :) * GENERALLY speaking, I regularly use GG Park crossing Lincoln from 41st to the Upper Great Highway, either by foot or by bicycle, so I am very familiar with the intersections. Daylighting should be installed at every intersection - seriously - because the fast moving traffic is difficult to see & be seen because of the parked cars all along (on both sides) Lincoln. I have to walk a few feet into the crosswalk for sighting the motorists, and often I doubt they see me hiding behind the protection of a car	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Comment noted.
76	This seems like a good start, but I'm confused about why you would only apply some safety upgrades at some intersections. Why aren't there bulb-outs, daylighting, retiming signals, and upgraded signage everywhere?	Various factors may influence whether some treatments can be used at a particular intersection. While many of these intersection along Lincoln Way are similar, they each have unique attributes like crossings, bus stops, signals, potentially differing geometry, etc. These treatments are being proposed where feasible and within the scope of the project budget.
77	the wording of "proposed bus stop locations" is a bit confusing to me (is that moving an existing stop or creating a new one?)	This may refer to the removal or creation of a bus stop. The 29 Sunset Improvement project proposes to consolidate a number of stops along Lincoln Way. Please see the 29 Sunset Improvement project for more details.
78	I like the daylighting and traffic signal at 41st. What is the current daylighting at the specific muni stops? Often people don't see me or stop when I get off the bus at the park side	
79	Pedestrian crossing at La Playa is difficult. Cars making left & right turns from Great Highway Often accelerate then have to brake hard to avoid pedestrians in crosswalk and bicycles crossing to park.	Comment noted.
80	I don't know what each of these proposals mean (eg, daylighting and left turn safety). Honestly, we need all possible measures to improve pedestrian safety. Any crosswalk needs to have an accompanying stop sign or traffic light.	Information about what each proposed treatment was shared on the project virtual open house page. You can also read more about some of them here: https://www.sfmta.com/pedestrian-improvements-toolkit
81	I have two comments on this section- 1. Driver observance of crosswalks is terrible, nobody stops for any cross without a stop sign or a light, including the 33rd Ave bus stop. 2. The beg buttons to cross at 31st and 34th are terribly implemented. You can wait for more than a full cycle in a number of circumstances and the bike trigger at 34th is broken. Implement a pedestrian signal on *every* green light cycle which will dramatically improve wait times for people exiting gg park.	Comments noted.
82	all of the pedestrian cross-walks need half way - safety islands. the car entrances to the park should not allow left hand turns from the east bound traffic in the park. I have been hit by cars wildly trying to beat oncoming traffic or just clueless that pedestrians might be in the cross walk. posted speeds should be no more than 20mph along the entirety of Lincoln.	Pedestrian islands are beyond the scope and budget of this project. Turn restrictions are not being considered as a part of this project. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
83	The intersection of Great Hwy (not Upper Great Hwy, the one that's in between Upper and La Playa) is very confusing and could use improvements	Comment noted.
84	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
85	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.

86	Looks great! This is near my house and walking to places like the playground on 45th seems less safe than it could be. Perhaps add speed bumps before the stop sign? Or a fully raised intersection. Thank you	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Comment noted.
87	i find Lincoln way too dangerous to ride my bike on. I do cross it tho at 41st and at the light at 34th.	Comment noted.
88	41 needs a stop light please!! Long time coming. I believe the radar is already fixed at 43. 45 should also have led flashing at crosswalk as it's a playground entrance; current crosswalk is dangerous.	A new traffic signal is planned for 41st Avenue in 2024.
89	We need consequences for speeders. We need much lower speed limits.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
90	I'm for whatever makes Lincoln safer for everyone, more pleasant for people on foot and bike, and more reliable transit.	Comment noted.
91	I think the signal at Chain of Lakes/41st is a great improvement	Comment noted.
92	I get that this is a quick build, but the problem is caused by that street being a stroad. The wide lanes and high visibility encourage drivers to go fast, repainting lanes won't solve that. I am happy about daylighting and LPIs, those should be city wide. Are there thoughts of banning right turn on red?	No turn on red restrictions require consideration on a case-by-case basis with many factors and currently are not being considered as a part of this project. Comment noted.
93	I would personally prefer a protected, two-way striped bike lane the length of Lincoln on the north side, with removal of all parking spaces on the north side of the street, complimented by ample bike parking (20 or more lockable bike boxes or bick racks) every 10 blocks or so in GGP. This would encourage less car traffic and encourage more bike traffic for local trips. Similar implementations in other cities tend to increase traffic speed due to the reduction in the amount of cars on the road. The PSZs and daylighting are great; if it were me, I would make both continuous the entire length of the street.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
94	What about lower speed limit and better posting speed limit? All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time. Comment noted.
95	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
96	There should be more protections at all intersections on Lincoln to keep people safe. Every intersection without a signal should have left turn calming, bulbouts, and other safety zones for walkers, as well as daylighting, safety zones, and raised crosswalks. Traffic signals on Lincoln should be timed for 25mph (or even lower around major park crosswalks) to reduce the (outrageous, terrifying) car speeds.	Comment noted.
97	I cross on foot at 45th and 42nd avenue daily and consistently see motorists roll through the stop signs, barely slowing down. All of these proposals are better than doing nothing but without enforcement, I am not confident they will make a significant increase in safety. We need enforcement of the stop sign/speed limit	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
98	The curb doesn't need to be extended into the street.	Comment noted.
99	I really like the treatment of 41st Ave and feel 34th Ave should also be considered for the same combination, given that both are currently planned to be included in the Sunset Neighborways Program. More active transportation users are likely to favor 34th soon. It's also the western-most park entrance that is pedestrian friendly before Sunset Blvd which is more intimidating to cross than the other Avenues.	Comment noted. A new traffic signal is planned for 41st Avenue in 2024. Daylighting and left turn safety treatments are proposed for 34th Avenue.
100	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comments noted.
101	Drag racers continually speed throughout the neighborhood. Therefore, speed bumps should be placed on all avenues that intersect with Lincoln, especially on 26th Ave., and speed bumps should be placed on alternating blocks of Lincoln.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Comment noted.
102	This feedback applies to all slides: Since this street borders a park, it should be as ped, bike, and transit friendly as possible. Please add continental crosswalks to all 4 sides of EVERY intersection. Please consider also raising the crosswalks, particularly high ped-traffic ones for increased safety. Please prototype a continuous ADA-compliant sidewalk along the entire north side of the street, removing parking and/or car lanes if needed to do so. Pedestrians should not be second-class citizens along a PARK border!! Please daylight every intersection. Please add pollution sensors to track pollutants and how they affect nearby park health. Please consider converting a lane in each direction to a transit priority lane. Please add left-turn calming and/or restrictions at every intersection. Please lower the speed limit to and retime traffic lights for 25mph or less (ideally 20mph).	Comment noted. Regarding the sidewalk on the north side and raised crosswalks: The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
103	Why aren't we exploring raised crosswalks so that when drivers turn right and left into the avenues the pedestrians are protected because they have a level change and this can act as a speed reduced for cars as well. The avenues speed limit should be reduced to 20 and Lincoln can be at 25. Are these new bus stops going to have Clyde sheathed overheads, lighting, and seats? Will the sidewalk along Lincoln on the park side be wide enough to be ADA compliant? My senior mother has had to walk in the street to get to her car because the sidewalk is too thin. we need wider sidewalks for people to walk to their cars or to simply walk	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
104	Should have painted safety zones at every intersection. Should also daylight every single intersection. People pulling out of avenues onto Lincoln cannot see, so as a rule they stop and wait for their gap in traffic ON TOP OF THE CROSSWALK. Walking is made unsafe because of that. you need to daylight everywhere adjacent to the intersections. Daylighting is free.	Comment noted.

105	Great idea to install a new signal at 41st Ave. I worry that new stop signs at these intersections may expose pedestrians to more dangers because a car stopped at the stop sign may block sight of a pedestrian for the second lane. Please consider adding signals instead of stop signs or raising the crosswalk.	Comment noted.
106	What are the upgraded signage?	Larger size signs will be installed.
107	I have been nearly hit by cars at 41st Ave many times crossing the street. We need pedestrian lights and other ways to slow drivers down.	41st Avenue is receiving new traffic signals.
108	Looks good	Comment noted.
109	Too complex to read, understand, cone up with comprehensive, related questions. Rather do thus is one or more meetings.	We have given many presentations to community groups and other stakeholders. We are happy to provide a presentation for you. Please request at LincolnQB@sfmta.com.
110	Very happy about signal at 41st ave. That will increase safety	Comment noted.
111	All I see is paint being used to highlight areas for concern. But there are no speed humps or anything that will slow down drivers. We should shorten the distance in the cross walks for pedestriains to be able to cross safely and faster.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmata.com/getting-around/walk/residential-traffic-calming-program Crossing distance at many crosswalks will be shortedn by the installation of PSZs.
112	Lack of bollards for the safety of pedestrians, and lack of hov lanes	Comment noted.
113	I'm concerned any time there are multiple traffic lanes headed in the same direction. I wish there were options to narrow the road for people using cars, perhaps a red lane for buses	Comment noted.
114	Looks nice on paper. Would need to have some support by posting traffic policemen that would ticket the cars that cross the double lines, illegal U-turns, go over the speed limit (40+ MPH in a 30 mpg). Humans will be humans.	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
115	Would request to add stop sign on 48th Avenue.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time.
116	Painted safety zones should be applied more liberally as gateway traffic calming features to better slow drivers turning onto neighborhood streets and warn them that they are moving from a arterial throughway to a pedestrian oriented neighborhood street. All numbered streets in the Sunset are too wide for what should be slow residential streets and thus encourage speeding, so narrowing the entrance would created the expectation that drivers are entering a local street. Given the lower street volumes on Lincoln Way in the Outer Sunset, this segment would benefit and qualify for removal of a westbound lane and allocating space for westbound left turn pockets to reduce the amount of weaving between lanes to avoid turning vehicles and provide a safe place for people to wait to turn left. This is particularly true west of Sunset Blvd where there is no transit, or west of 41st Avenue, where volumes drop after turning right to cross through the park. Similar features could be applied in the eastbound direction for this segment, particularly if the westbound is sucessful. This would help people walking, who would only need to cross one lane in each direction, and people driving who similarly would have a safer time turning onto and off of neighborhood streets.	Comment noted.
117	Love this. All of this. Please also add a sidewalk on the GGP side of the street.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
118	Daylighting proposals seem haphazard and at certain locations, provide questionable value. For example: at 47th Avenue, there's already a driveway at the corner; how are pedestrians supposed to benefit for the daylighting at 43rd? At 41st, there's already a red zone on the corner b/c of a fire hydrant; 37th is a one-way heading south, so I don't understand the value of daylighting this intersection when vehicular traffic approaches the pedestrian crosswalk from the opposite side of the street.	Comment noted.
119	Bike crossing at 46th avenue needs attention. Also add green sharrows on 46th. La Playa should have greater protections for bicyclists, green sharrows.	Comment noted.
120	Adding a traffic signal on 41st ave would be great, it's such a busy intersection.	Comment noted.
121	I support all possible protections to keep pedestrians and bicycle riders safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Bring down speeds on Lincoln as much as possible.	Comment noted.
122	Please do not make it harder for cars to get from the lower GH to the GH heading north. The no u turn and no left turns make it confusing and difficult. Also, left turns need to be possible off of Lincoln. I see lots of actions being taken in the name of safety that cause cars to circle and generally spend more time in the residential areas. This is not safer.	Comment noted.
123	Gets too cluttered and makes things more distracting for example Sloan now with way too many yellow signs etc	Comment noted.
124	Before anything is done, the data about mobility in the Sunset district is completely wrong. This is what I found on you survey details: "According to the San Francisco County Transportation Authority's "District 4 Mobility Study", everyday 58.6% of community members choose to walk to destinations, while 24.5% use transit and 14% use a bike everyday to move around the district." No way 58.6 % walk to their destination. Or 14% use bikes. The sunset is one of the districts with car transportation as the primary means of getting form place to place. Until you get the data right, there no reason the make changes based on bad data. As a 30 year resident and my wife as a 65 year resident of District 4, we know that his data is completely false.	Comment noted. The District 4 Mobility Study conducted by SF County Transportation Authority was a survey of transportation choice of residents in District 4, which covers a much broader area than outer Lincoln Way. This data shows the modes of travel people choose for any purpose each day. Data from American Community Survey shows commute to work data, which breaks down much along the lines you might expect.
125	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
126	Looks great!	Comment noted.
127	What does "left turn safety" mean? If it means no left turn, that's way too many, especially closer to the west end. Too many for neighborhood regular usage frequently means people just ignore it and turn anyway.	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.

128	Why can't there be more stop signs and/or lights? The 43rd Ave radar signs are a step in the right direction but they're not always on. I've been hit nearly 3 times in the last 2 years.	While the 41st Ave and Lincoln Way intersection will be receiving new traffic signals as part of a separate project, new traffic signals are beyond the scope and budget of this project. Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time.
129	I find the intersection at Great Highway and into the part a bit tricky and confusing when I am on a bike, any improvements would be great!	Comment noted.
130	I see nothing - ZERO - here that serves the south side of Golden Gate Park from Lincoln to Fulton on Chain of Lakes Drive. When will San Francisco stop ignoring the needs of the elderly & disabled, and provide Muni access to Lincoln beyond Sunset. There is currently NO bus that runs along Lincoln west of Sunset, nor is there a bus that runs on Chain of Lakes Drive. Those of us who are elderly/disabled can't walk from Judah into GGP, and SFMTA ignores our needs to visit the WEST side of Golden Gate Park.	This project proposes improvements for pedestrian safety on Lincoln Way. Modifications to Chain of Lakes Drive and transit service is outside of the scope of this project. We will share your recommendation with SFMTA Transit Planning and encourage you to also submit a request via 311.
131	I don't feel anything new is necessary...maybe refreshing the paint	Comment noted.
132	Don't mind most of the plan, but do not take away any existing parking spots for vehicles. SFMTA has already take away hundreds of parking spaces for us motorists.	Comment noted.
133	More signals and crosswalks for pedestrians	Comment noted.
134	I love to see so many improvements! A major issue down Lincoln is speed. Please consider updating signals for 20MPH timing on this corridor to bring down speeds. I also see a number of intersections without daylighting. Please considering putting these in at every block.	Comment noted.
135	While speed radar signs are good, I don't know how effective they are at changing driver behaviour.	Comment noted.
136	What about speed bumps?	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Crossing distance at many crosswalks will be shortedn by the installation of PSZs.
137	Radar sign unnecessary. Use flashing ped lights instead of adding stop signs.	Comment noted.
138	47th Ave needs a Stop Sign and daylighting, asap. Because it is an entrance/exit for the park, people are walking and cycling through this intersection, which has bad visibility because of parked cars, and drivers NEVER stop when I'm going through this intersection. Someone will get hit, I hope you don't require someone to die before installing a stop sign, like you did for 46th ave. Also, each and every bus stop should have a bulb out so buses don't have to pull in and out of traffic. and needless to say remove all parking in from of bus stops	Project plans include marking the south crosswalk, daylighting and a pedestrian safety zone at 47th Avenue. Bus bulbs are typically installed when Muni is upgrading facilities at transit stops.
139	these are some good initial measures, but, ultimately they fall short. given the wide, straight runs, vehicles will continue to speed on this roadway, as they do on Fulton. The radar signs seem to do nothing to deter speeding and paint treatments and runover posts hardly discourage dangerous driving behaviours.	Comment noted.
140	Speed Radar signs and signal timing are going to be the biggest wins. Please add as many of these as possible!	Comment noted.
141	45th at Lincoln, a designated way into GGP/kiddie playground for those who are not using an auto, needs a raised x-ing to help slow speeding motorists, many of whom do not obey stop signs. This can be particularly upsetting/stressful for those who use this 3-way intersection either on foot or by bike.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Crossing distance at many crosswalks will be shortedn by the installation of PSZs.
142	Graphic is confusing. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
143	What does upgraded signage entail	We are proposing to replace the old signs with larger versions.
144	This proposal doesn't explain what "left turn safety" means in terms of implementation.	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
145	Right now there are many oversized vehicles parked on Lincoln that also cause safety issues. How will SFMTA handle this?	Oversized vehicle restrictions are extremely difficult to enforce. Daylighting and painted safety zones help to maintain an open range of visibility at the approaches to intersecctions.
146	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones.	Comment noted.
147	Lighted pedestrian crossings like on Sloat Blvd. and near Westlake shopping center do a better job of notifying a vehicle operator that stopping is mandatory.	Comment noted.
148	Please make left turns safer coming into the 30-40 avenues. Many are marked, but I see drivers take these at high speed and am scared to walk on Lincoln with my kid because of it.	Comment noted.
149	What about speed bumps to slow people down. Other than red zones at corners and bulbs outs, I do not think traffic will slow to increase pedestrian safety.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Crossing distance at many crosswalks will be shortedn by the installation of PSZs.
150	Just curious whether pedestrian tunnels are among options being considered?	Pedestrian tunnels are outside of the budget and scope of this project.
151	41st Ave and Lincoln should have a left turn signal light as well. It is a heavily traveled intersection.	Comment noted.
152	I am a little confused by descriptions here. I support safety but feel boxed in by all street closures and slow streets. I cannot walk far so must use car.	Comment noted.
153	Please consider a red zone at the west corner of LaPlaya at Lincoln and Lower Great Highway at Lincoln. Crossing there in the crosswalk is very dangerous as cars coming off the Great Highway whip around that corner. Also there should be more flashing signs east of Sunset Blvd. Warning drivers when the GH is closed.	Comment noted. Rectangular rapid flashing beacons, while outside the scope of the Lincoln Way Quick-Build Project, are under consideration as part of Muni's 29 Sunset Improvement project. Additionally, new traffic signals are planned for Kezar Drive, 10th Avenue, and 41st Avenue.

154	I live on 47th and Lincoln and I like these changes. My only worry is that people already drive like maniacs down 47th. I'm concerned that increased safety measures on Lincoln will push more drivers to be frustrated and rip through the avenues. I am still absolutely for the increased safety measures, I just hope some combination of slow signs and speed bumps could also be used on the avenues. I don't know what we could do about agro drivers. Tricky problem.	Comment noted.
155	what happened to the 37th ave traffic signal lights?	Please refer your comment with additional details about any changes you have observed to 311 for review by SFMTA Traffic Operations.
156	Looks good	Comment noted.
157	ONLY repaint road paint & repaint cross walks STOP wasting money & time on everything else NO parking removal NO "Daylighting" NO Speed Radar Signs NO Signage "upgrade" NO Bus stop changes NO Signal changes NO Left Turn "Safety"	Comment noted.
158	No concerns. Just do it.	Comment noted.
159	I don't think we need a painted safety zone on 40th Ave. People using 40th Ave is a remnant of the idiotic "Closed Street" policy during the Covid era. A street light at 41st Ave should be enough.	Comment noted.
160	Good ideas, but not enough. Vehicles will still drive much too fast unless compelled to slow down due to increased number of stop signs/ traffic lights or speed humps.	Comment noted
161	How many parking spots will be lost - are you at all taking into account how trapped people feel due to the great highway closures, difficulty getting across the park, how hard it is now for families and working people? Do any of you actually live out here - or are you just delighting in making life miserable for those of us who do?	Daylighting is City policy whereby some parking (10' to 20') is removed at vehicular approaches to marked crosswalks. Daylighting is an effective tool that increases the range of visibility between approaching vehicles and pedestrians waiting to cross. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The proposed scale is quite small considering this is across a 50+ block corridor with over 100 approaches.
162	Add more bus stop shelters, more frequent bus service, and expand the sidewalk on the north side of the street so people have a safe place to wait for and disembark from the bus. Add pedestrian warning lights on all crosswalks with stop signs—especially the crosswalks by the bus stops. Ticket people who speed.	Thank you, we will share your comment with transit staff. The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park via 311. Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project but are under consideration as part of Muni's 29 Sunset Improvement Project.
163	I feel raised crosswalks would be much safer for all pedestrians.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Crossing distance at many crosswalks will be shortened by the installation of PSZs.
164	More attention to 45th Ave entrance to the boat park. Daylight the SW corner of 45th for the safety of children crossing. There are a couple of daycare centers that bring lots of little kids.	Comment noted.
165	Need to have stop sign for every single intersection to slow traffic down. Also only allow left turn if there is a stop sign, otherwise no left turn.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The addition of stop signs and/or turn restrictions at every intersection is not being considered due to the notable negative impact to traffic routing and flow on Lincoln and neighboring and intersecting streets.
166	Am enthusiastically, ecstatically, 100% in favor of all proposed treatments.	Comment noted.
167	I don't like it. This will make Lincoln way even more crowded.	Comment noted.
168	Every single intersection should have crosswalks and daylighting at the corner of Lincoln at a minimum and painted safety zones wherever possible.	Comment noted.
169	De-center cars. We need every possible protection for pedestrians at all intersections – left turn calming, daylighting, pedestrian safety zones. Where these are especially high levels of pedestrians, we need continental crosswalks plus all protections. Also very important to decrease speeding – retime all traffic signals to 25 (20?) mph.	Comment noted.
170	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
171	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
172	Glad to see the safety and transit stop improvements. The current stop at 36th Ave has been very unpleasant to wait at.	Comment noted.
173	No concerns or questions	Comment noted.
174	we support these changes	Comment noted.
175	looking forward to refreshed road paint, I hope there will be bulbout corners for wheelchair and pedestrian safety at the new crosswalks	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility.
176	Don't need additional bus stops on Lincoln Way	Thank you. Your comment will be shared with Transit staff.

177	<p>1. YOU do not need additional crosswalks at 21st, 29th, 31st, 35th and 47th. There are other crosswalks, many traffic light or stop sign controlled, just one block away from each of these new proposed crosswalks. These will increase injuries and fatalities. FOR CERTAIN. Better would be to put in signs that say "not a crosswalk" or "no crossing" which I have seen at many dangerous intersections in the city. Folks should just walk one short block (these are very short blocks) to cross. Also, there are no park entrances where these new crosswalks are planned, so where are these people walking to? They need to walk that extra block to enter the park anyway. Also, if you put these new crosswalks in, people WILL enter the park in those currently inaccessible areas, DAMAGING the park. It will also encourage additional living in parked vehicles along Lincoln, and the litter, garbage, waste that such living situations generate. 2. For all crosswalks on lincoln way, cars are allowed to park too close to the intersections, so that drivers cannot see pedestrians as they enter the crosswalk. Red no parking zones should be extended at least 2 car lengths, maybe 3, so that drivers can see that there is a pedestrian approaching, so that they can stop in plenty of time and avoid rear endings by cars behind. 3. For all uncontrolled (no stop sign or light) crosswalks, yellow blinkers should be put in the street that can be activated by pedestrians. 4. Time the traffic lights better.</p>	<p>Many new crosswalks are being installed to support pedestrian crossing across the side streets/avenues at these intersections, not to cross Lincoln Way. New daylighting is being installed where it is feasible and not already existing. Rectangular rapid flashing beacons and pedestrian hybrid beacons are not within the scope and budget of this project. There will be traffic signal timing updates to improve pedestrian safety.</p>
178	<p>I'm in agreement with these changes- they should be implemented through Lincoln (2-9 as well)</p>	<p>Comment noted.</p>
179	<p>IF YOU OPEN MARTIN LUTHER KING DRIVE TO CARS THROUGH THE PARK, IT WOULD LESSEN TRAFFIC ON LINCOLN.</p>	<p>Comment noted.</p>
180	<p>I am concerned about loosing parking in my neighborhood, which is already impacted by outside lands, hardly strictly bluegrass and nice beach days. This project has been poorly communicated to residents and feels purposely obtuse</p>	<p>Comment noted.</p>
181	<p>I have concerns with eliminating parking spots. Yes, a lot of people walk up and down Lincoln way for exercise and to access nearby businesses, but the majority of us that live here own a car. This neighborhood is not walkable in terms of running regular errands, such has going to grocery store, drug store, laundry, etc. I also have significant concerns with the length of time and impact this will have on being able to have full access to driving on Lincoln Way during construction. The Great Highway is frequently closed now, even during the week when it was supposed to be open. This increases traffic on Lincoln Way, especially on the weekends when people are using Lincoln Way to access GGP. This has also probably contributed to a decrease in pedestrian safety. We cannot afford to have the great highway and Lincoln way inaccessible for unnecessary changes.</p>	<p>There are variables with daylighting that affect their impact on parking. At several intersections, daylighting already exists and is only being "refreshed". Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park. Lincoln Way will remain accessible to vehicular traffic during and after project implementation.</p>
182	<p>Agree with signal light lens upgrade, refreshing paint, and adding crosswalk. Not sure what left turn safety means but please don't remove any lanes of traffic for that or for bike lanes as that will increase congestion. I do not agree with other changes because they will add to congestion on this important artery</p>	<p>Comment noted. Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.</p>
183	<p>La Playa westbound to Great Highway is a very common connection on weekends. For both pedestrians and bikes, this is a somewhat fraught crossing. Cars mostly ignore the signalization at Great Highway & Lincoln, leading to a constant flow that does not want to stop. Turning left from Lincoln onto the Great Highway is most dangerous part of this transition. Unclear what to do, since drivers have just decided that the signals don't have any meaning any more, but problematic.</p>	<p>Comment noted. While this project is not proposing changes to traffic operations, SFMTA is evaluating the intersection in light of recent changes to Great Highway. If you would like to submit additional comments regarding this intersection, we encourage you to do so via 311.</p>
184	<p>what I see is another pointless attempt to thwart what is one of the few East/West arteries still available to get around SF. Mess up Lincoln and there will be more traffic on Irving and Judah (especially Judah, since at the moment there are a few stretches without stop signs, allowing for traffic to flow smoothly.)</p>	<p>Comment noted.</p>
185	<p>I'm encouraged by the improvements being proposed. In the existing conditions, there are a lot of high speed vehicles that make this corridor unpleasant to travel on by foot or bike and dangerous to cross. I think daylighting is helpful, but would be bolstered with improved painted safety zones, especially those that are more than just soft hit posts. Walking down Lincoln as a pedestrian can be worrisome with cars that make speedy left and right turns off of Lincoln, and there are also too many cars that do not stop behind the crosswalk when trying to turn on to Lincoln from the cross streets. On major entrances to GGP, it would be great to see improved safety zones like at 34th and 41st Ave. On a daily basis the daylighted zones currently let vehicles speed by faster especially right turns off of Lincoln. I think changes are needed to slow left and right turns coming off of Lincoln. I mention 34th Ave also because it's a bit confusing for bikers and drivers. Bikes coming out of GGP are on the left side of the roadway but face oncoming traffic that may be making a left turn and not knowing that bikes may be heading directly at them on to 34th Ave.</p>	<p>Comment noted.</p>
186	<p>Every crosswalk needs new or refreshed paint, not just a few! The paint is in bad condition everywhere. The same goes for the red curb paint near intersections.</p>	<p>Comment noted.</p>
187	<p>Intersections with no signals should have left turn calming, daylighting, and pedestrian safety zones. Where there are high levels of pedestrian traffic, crosswalks are needed. What about retiming traffic signals for 25MPH on this corridor to bring down speeds?</p>	<p>Comment noted.</p>
188	<p>Proper built-out curbs on every crosswalk would drastically improve the walkability and safety of all the intersections in Sunset in my opinion, I'm tired of crossing 20 metres of unpainted, wide-radius turns from corner to corner. Having a long straight road with no complexity is just inviting high speeds and accidents, the average speed on the road has to be designed to, not just instructed with signs. Crossing to the west-bound bus stops is practically suicide on most of the stops, advisory pedestrian crossing signs on a multiple mile long straight 4-lane road? lmao, you gotta say the lord's prayer and text your mom you love them just to get a bus.</p>	<p>Comment noted.</p>
189	<p>Needs more bus only lanes</p>	<p>Comment noted.</p>
190	<p>1) Continuous Stops - 45-47 - will make them really dangerous in the evening. especially considering homeless tents around; 2) adding traffic light on 41 will make the morning line of cars trying to use the only available pass thru GGP much more unmanageable.</p>	<p>Comment noted.</p>
191	<p>We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.</p>	<p>Comment noted.</p>

192	This image is a little hard to parse without direct comparison to current conditions. Overall, I'd say that there should be daylighting on each corner, and that there should be cross walks across all directions in an intersection (not just half). What I'd really love to see is bus-only lanes or protected bike lanes, but I'm happy to have pedestrian improvements as well.	Comment noted.
193	I travel along Lincoln in my car, my bike, and on transit. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Anything to slow down traffic and to make pedestrians safer and cars more predictable would be an improvement.	Comment noted.
194	Lincoln is a dangerous traffic sewer and needs every possible protection for vulnerable road users that SFMTA can give us. Retime the lights for 25mph green waves to slow traffic. Every intersection that doesn't have a stop sign or light need daylit, pedestrian safety zones and left hand turn calming immediately. All intersections that are entrances to the park need raised crosswalks, daylighting and pedestrian safety zones.	Comment noted.
195	Cars take up so much space and do so much violent damage. Pretty obviously needed to shift away from a focus on preserving driving and insulting/destroying everyone else.	Comment noted.
196	Pedestrians need as many protections as possible. Drivers go much too fast, and these streets are dangerous for adults and children trying to walk beside or across.	Comment noted.
197	We need every possible protection at every intersections on Lincoln to keep cyclists and pedestrians safe. While I don't live near Lincoln, I frequently cross it to get to Golden Gate Park, but it is pretty scary to do so. - All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. - All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. - All traffic signals need to be re-timed for 25MPH on this corridor to bring down speeds	Comment noted.
198	All intersections with high levels of pedestrian traffic need pedestrian safety zones and continental crosswalks.	Comment noted.
199	This doesn't go far enough. Every corner should be daylighted, many more should have bulbouts and the bulbouts should be real, not just paint.	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility.
200	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
201	All steps are great, but every intersection needs daylighting. The cars are traveling way too fast not to have it	Comment noted.
202	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
203	Please implement left turn calming, daylighting, and pedestrian safety zones on all intersections without signals. Intersections that have high-pedestrian use should get daylighting, pedestrian safety zones, and continental crosswalks. Please also retime traffic signals for 25MPH to bring down speeds. Please add every possible protection at all intersections on Lincoln to keep pedestrians safe.	Comment noted.
204	All intersections with no signals, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Intersections with Muni stop on northside require HAWKS.	Comment noted. HAWK or Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons are outside of the scope and budget of this project.
205	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
206	Insufficient speed reduction measures. Need more traffic signals with much slower travel times. Refreshing paint and upgrading signage doesn't work for drivers who ignore the law.	Comment noted
207	More humps needed to slow traffic. Muni should be prioritized	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
208	I live on Lincoln between 15 and 16 Aves. I am happy to see some effort to get Lincoln under control. But dissatisfied with the overall plan. In particular, I see almost nothing that will alleviate one of the worst stretches: the traffic light-free stretch between 9th and 19th. This stretch is a speedway, with no regard for crossing pedestrians or children. I am afraid to let my children out by themselves. PLEASE, put up at least a stop sign, traffic light, or speed bump in the middle of that stretch, say at 14, 15 or 16 ave intersections.	Comment noted
209	Again prioritize safety for bicycles and pedestrians please... slow cars down	Comment noted.
210	Drag racers continually speed throughout the neighborhood. Therefore, speed bumps should be placed on all avenues that intersect with Lincoln, especially on 26th Ave., and speed bumps should be placed on alternating blocks of Lincoln.	Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
211	When walking along Lincoln those coming from the ave side stop so far into the crosswalk and are so concerned about beating on coming traffic. Better signs will help but we need to slow those cars down as they come into the Lincoln intersection	Comment noted
212	All I see is paint being used to highlight areas for concern. But there are no speed humps or anything that will slow down drivers. We should shorten the distance in the cross walks for pedestrians to be able to cross safely and faster.	Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs (sidewalk extensions) with the application of paint and safe-hit posts. While this project does not include scope for installation of speed humps, we encourage neighbors to submit an application to SFMTA's Residential Traffic Calming Program which can evaluate side-street blocks for speed hump installation.

213	Just rode 20th Ave to work today. It's pretty pathetic for bicycle infrastructure. You can make that so much better. Should be a slow street.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
214	What about speed bumps to slow people down. Other than red zones at corners and bulbs outs, I do not think traffic will slow to increase pedestrian safety. Unless there is a signal, left hand turns while going east on Lincoln should not be allowed.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
215	Reduction in parking, impact on daily use of Lincoln Way, slowing down traffic when the great highway is also frequent fly closed.	Comment noted
216	Please set a target speed of 25mph along the length of Lincoln, and implement traffic calming and signal changes to meet that target.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
217	Looks great!	Comment noted.
218	I would love to see more stop signs and/or more traffic lights on the whole street	Comment noted.
219	Same comment as above. There should be more stop signs and traffic signals.	Comment noted.
220	Need to have stop sign for every single intersection to slow traffic down. Also only allow left turn if there is a stop sign, otherwise no left turn.	Comment noted
221	It is hard to cross Lincoln, please add a few four ways stop. Please add a four way stop at 18th Ave because it's impossible to turn left onto Lincoln way westbound.	This project does not intend to install new 4-way stops at this time. We will continue looking at options (other than stops signs) for intersections that have no existing traffic control based on collision history.
222	Speed Radar signs and signal timing are going to be the biggest wins. Please add as many of these as possible!	Speed radar signs, which have a very high maintenance cost, are outside the scope and budget of quick-build projects. New signals will be installed at 41st Ave, 10th Ave, and 3rd Ave as part of parallel projects.
223	Would like to see a Speed Radar sign added somewhere along this stretch	Speed radar signs, which have a very high maintenance cost, are outside the scope and budget of quick-build projects.
224	What about lower speed limit and better posting speed limit? All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
225	How about speed limit changes?	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
226	Lincoln is too fast there. When there are multiple traffic lanes, drivers feel it is okay to speed. Limiting the sections with multiple lanes would be great. Perhaps with left turn only lanes that have barriers at the intersections?	Comment noted
227	what about speed bumps?	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
228	Pedestrians need as many protections as possible. Drivers go much too fast, and these streets are dangerous for adults and children trying to walk beside or across.	Comment noted
229	Drivers blow through these stop signs and speed down Lincoln all the time. The lanes need to be narrow so drivers are not encouraged to speed so much.	Comment noted
230	It's really important that we have traffic signals for these crosswalks. It is a very busy road, and drivers do not stop. Yesterday I had to run across the road during a break in traffic. I don't think regular crosswalks will be effective on a high speed road. Especially intersections that connect to GGP	This project does not intend to install new signals at this time. We will continue looking at options (other than stops signs) for intersections that have no existing traffic control based on collision history.
231	My husband is blind, and audible traffic light indicators make it possible for him to walk alone. In the last few years most of the ones that were there have broken or been removed. Please replace them and add others. (19th and 20th and Irving and Lincoln, especially.)	Comment noted.
232	Can we add a traffic light on 15th Ave & Lincoln Way and 17th Ave & Lincoln Way. It's hard for people to cross the street after getting off the bus # 7.	Traffic signals are outside the scope and budget of the Lincoln Way Quick-Build Project. SFMTA Traffic Engineering is planning new signals at Kezar, 10th Ave and 41st Aves.
233	A lot of cars turn at 17th Avenue. Adding a traffic light would make me feel safer when crossing the street there. Cars will frequently back up when approaching 19th Ave & Lincoln Way from all directions. Adjusting the timing of the lights might help, not sure what the best way to adjust them would be. Right now, the 29 almost always has to wait over a minute to turn left onto 19th from Lincoln. A suggestion for the 29's left turn light at 19th would be for it to turn green right before the light turns red for Lincoln Way. That way, the bus has time to get through the green light at 20th and then turn without having to wait for a green light for 19th to pass. This would be useful for other left turn lights as well. Another solution would be to make the light at 20th turn green a little earlier so the bus has time to get to the bus-only zone before the chance to turn passes.	Signal retiming is being proposed at all signals not currently upgraded with a lead pedestrian interval and 3.0 walk speed.
234	Crosswalks without a stop sign or a signal are dangerous. Please install a stop sign or a full signal. Even better, raise the crosswalk.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops or Signals are not being considered at this time. We will continue looking at options for intersections that have no existing traffic control based on collision history. Raised crosswalks are out of the scope and budget of a quick-build project.
235	Please add another signal light the traffic moves way to fast for pedestrians safety. Lots of older people walking on this area need more time to cross .	This project does not intend to install additional signals at this time. We will continue looking at options for intersections that have no existing traffic control based on collision history.
236	Instead of the painted safety zones, install the flashing lights crosswalk where a pedestrian can press a button when crossing. This allows cars to see the flashing light to slow down when a pedestrian is crossing without an actual traffic light. Provides safety to cross for pedestrians while only causing traffic to slow when someone is crossing. Will also not take away parking space.	Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers.
237	I would like to see lighted cross walk signs at 15th avenue and other intersections that have bus stops to make it safer for pedestrians crossing Lincoln.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.

238	Too many stop signs will push traffic into neighborhoods. Use flashing ped signs instead.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers.
239	The absence of sidewalk on the north side of LW and the associated safety issues remain unaddressed in this project.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
240	Same concern as before. Also I don't see anything here to address the lack of pedestrian facilities on the Park side of Lincoln	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park via 311.
241	There needs to be a sidewalk on the north side of Lincoln Way between Funston and 23rd Ave! It is scary to cross Lincoln Way across 4 lanes of fast-moving traffic after I get off the westbound 7-Haight bus. My sister and I are in our 70s and it's scary!	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park via 311.
242	The biggest pedestrian safety issue on Lincoln is that there are multiple stretches on the southern end of Golden Gate park where there is no sidewalk so people have to cross the street dangerously where they wouldn't have crossed otherwise.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park via 311.
243	Love this. All of this. Please also add a sidewalk to the GGP side of the street	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park via 311.
244	17th to 19th Ave Westbound must turn right: The problem is that cars are racing up the left and middle lane to avoid waiting in line and cars from all three lanes are turning right simultaneously while pedestrians have to run and jump out of the way. Making a right turn only lane may increase these illegal turns from the middle lane. Bus stop on the westbound side at 19th is dangerous as people wait too close to speeding lane changing traffic. Drivers are often changing lanes to pass cars turning right at 19th and then swerving back to pass cars turning left on 21st right next to the bus stop You will notice some people stand in the trees behind the bus shelter for some safety. Teenagers frequent this stop to get to school in the outer sunset.	The quick-build toolbox does not have a way of preventing cars from quickly merging before 19th Avenue. As part of the right turn only lane, our Traffic Engineering division is looking at signal timing changes that would increase clearance time. The westbound bus stop just west of 19th Avenue is being widened by Muni's 29 Sunset Improvement Project. For more information on that project, please visit: https://www.sfmta.com/projects/29-sunset-improvement-project .
245	You should just allow the traffic to flow smoothly and safely. SFMTA creates traffic throughout the City. I hope you studied the traffic patterns. Are the right run only lanes necessary.	Traffic engineering studies for any project analyze traffic including collision patterns, speeds and volumes, signal timing and commentary from roadway users. While the Lincoln Way Quick-Build Project is not making changes to traffic operations, right turn only lanes are implemented to improve traffic flow at locations with significant right turn volumes.
246	I live on Funston Ave. The Lincoln/Funston intersection has a lot of pedestrians using the 7 bus stop and shopping at Andronico's. The space at the bus stop on the north side is too narrow, and cars sometimes jump red lights. Needs some visual improvements (re-paint the crosswalks and make them wider).	Comment noted.
247	I don't feel anything new needs to be done maybe refresh the paint	Comment noted
248	looking forward to refreshed road paint	Comment noted.
249	Add red light cameras at 19th/MLK where people run lights or block crosswalks all the time.	Red light cameras are not within the scope of this quick-build project but comment is noted for possible future consideration.
250	Painted safety zones should be applied more liberally as gateway traffic calming features to better slow drivers turning onto neighborhood streets and warn them that they are moving from a arterial throughway to a pedestrian oriented neighborhood street. Intersections that connect directly to Golden Gate Park pathways and those east of 19th Avenue should be prioritized for signals as volumes increase in this section and left turns are harder to make an unsignalized intersection. Vehicles are frequently turning left from the north-south streets to avoid traffic on 19th Avenue during peak congestion periods.	Comments noted.
251	I would like more PSZs anywhere there is a crosswalk and people are accessing the park, e.g. 31st, 29th, 23rd, 20th (this is a big one!).	Comment noted.
252	Would be nice to have pedestrian triggered red lights to cross. Doesn't stop regular flow of traffic, which can get quite fast, but better alerts cars to the presence of peds. Just like on Sloat.	Pedestrian hybrid beacons (PHBs) are outside the scope and budget of a quick-build project.
253	Same as #5. I don't know which will work best, but we need something. Longer time, more visibility, better help for pedestrians (like on Sloat).	Comment noted.
254	The more safety features for pedestrians, the better, especially in this section.	Comment noted.
255	Too complicated to absorb. You should do a video presentation in person or online.	We have given many presentations to community groups and other stakeholders. We are happy to provide a presentation for you. Please request at LincolnQB@sfmta.com .
256	Size too small to see on may cell phone.	We apologize. We are happy to provide a presentation or more information over the phone for you. Please request at LincolnQB@sfmta.com .
257	I support the proposed bus stop locations depicted on this proposal, as well as painted safety zones, crosswalks, and left turn safety. For the record, this is an unreliable way to collect feedback as you will need to sift through open fields on a variety of topics.	Comment noted.
258	1. YOu do not need additional crosswalks at 21st, 29th, 31st, 35th and 47th. There are other crosswalks, many traffic light or stop sign controlled, just one block away from each of these new proposed crosswalks. These will increase injuries and fatalities. FOR CERTAIN. Better would be to put in signs that say "not a crosswalk" or "no crossing" which I have seen at many dangerous intersections in the city. Folks should just walk one short block (these are very short blocks) to cross. Also, there are no park entrances where these new crosswalks are planned, so where are these people walking to? They need to walk that extra block to enter the park anyway. Also, if you put these new crosswalks in, people WILL enter the park in those currently unaccessible areas, DAMAGING the park. It will also encourage additional living in parked vehicles along Lincoln, and the litter, garbage, waste that such living situations generate. 2. For all crosswalks on lincoln way, cars are allowed to park too close to the intersections, so that drivers cannot see pedestrians as they enter the crosswalk. Red no parking zones should be extended at least 2 car lengths, maybe 3, so that drivers can see that there is a pedestrian approaching, so that they can stop in plenty of time and avoid rear endings by cars behind. 3. For all uncontrolled (no stop sign or light) crosswalks, yellow blinkers should be put in the street that can be activated by pedestrians. 4. Time the traffic lights better.	Comments noted
259	As with most all of SFMTA projects, it is not factoring in the folks that use the way the most - DRIVERS. Any fool knows to walk in the park, or cross at 9th ave where the crosswalk is visible, there's adequate stoplights and clear visibility. All of this is just wasted money on what, 4 people who may cross the street at 30? Stupid.	Comment noted.

260	you need to do something about the traffic generated by that stupid parking garage and you need to eliminate parking along Lincoln for safety and for transit. Otherwise you're just fiddlin' to an empty square dance	Comment noted.
261	Looks great!	Comment noted
262	No concerns.	Comment noted
263	I think this is fine.	Comment noted.
264	SF is in a deficit - how do ALL of these changes make sense financially - it's as if a toddler were asked to pick a topping for her dessert and she grabbed everything and crammed it on there - there is no elegance or refinement to this plan. It's childish.	Comment noted.
265	Again, am exuberantly in favor of all proposed treatments.	Comment noted.
266	Glad to see the safety and transit stop improvements.	Comment noted.
267	No concerns or questions	Comment noted.
268	we support these changes	Comment noted.
269	W bound Bus stop at Funston (N side) does not have good clearance for bed crosswalk	Comment noted.
270	Spacing out the absurdly dense bus stops under the 29 Sunset Improvement Project will definitely improve transit, but the remaining bus stops should still be improved. None of the wait time speakers for the blind work (if there's even a button to press still), and the bus stops are major visibility hazards for anyone trying to turn left onto Lincoln. The stops could be moved to the starts of blocks rather than ends of blocks, and/or the bus stop shelters could be redesigned to allow drivers to see through them better.	Comment noted.
271	Do more. This is an improvement but more is needed to make Lincoln safe. Muni should get a red lane. Remove parking and install bike lanes. Widen sidewalks.	Comment noted.
272	Please bring back the 7x to reduce traffic and increase safety	Comment noted.
273	the wording of "proposed bus stop locations" is a bit confusing to me (is that moving an existing stop or creating a new one?)	The 29 Sunset Improvement project will be moving existing stops and consolidating bus stops. For more information, please visit the project website: https://www.sfmta.com/projects/29-sunset-improvement-project
274	No transit access to Lincoln west of Sunset	Comment noted
275	This area could use dedicated Muni lanes in both directions	Comment noted.
276	Add more bus stop shelters, more frequent bus service, and expand the sidewalk on the north side of the street so people have a safe place to wait for and disembark from the bus. Add pedestrian warning lights on all crosswalks with stop signs—especially the crosswalks by the bus stops. Ticket people who speed.	Comments noted.
277	These changes honestly seem pretty minimalistic. It mostly just feels like repainting or improving signage. I'm generally confused. The accident data in the Story Map was really compelling, but I'm struggling to understand what actually causes the accidents and how these changes will reduce/prevent them. For example... Problem Statement: Westbound busses drop people off onto 'islands' where your only way to escape is to cross at a non-stop and non-traffic light crosswalk. That's highly dangerous. Proposed Solution: Reduce the number of stops (e.g. remove 15th Ave Westbound) and then put pedestrian triggerable flashing yellow lights at the remaining stops (e.g. at 17th Ave). I feel like you've said "safety is an issue" and then jumped straight to "here are a bunch of low cost changes" without establishing a causal link or going into sufficient depth. For instance... how does repainting between funston and 17th ave make that strip safer?	Muni's 29 Sunset Improvement Project will consolidate and extend bus stops. For more information on proposals, please visit: https://www.sfmta.com/projects/29-sunset-improvement-project .
278	Will any of these changes encourage even more commuters to use the park as a shortcut at 25th Ave? MLK between 25th and Transverse is an absolute nightmare for pedestrians during commuting hours.	This project is not proposing any changes to traffic operations. We do not anticipate that changes made by this project will divert traffic from Lincoln way into Golden Gate Park.
279	Strong support for left turn safety improvements and daylighting, but would again recommend safety zones to slow vehicles making right turns off of Lincoln. I always thought that it would be useful to have a sign indicating the end of the tow-away lane in advance of the merge.	Comment noted
280	There should be left turn protection at every intersection. I walk with my baby on Lincoln and it is not safe to cross streets without looking constantly left to right, and cars are speeding into the turns.	Comment noted.
281	In general, eliminating parking on the south side of Lincoln would help TREMENDOUSLY to allow for safe turning from the streets intersecting with Lincoln onto Lincoln. As a resident on 39th Ave. and Lincoln, the parked cars on the south side of Lincoln make it impossible to see cars coming as you're trying to turn onto Lincoln. This is among the most significant safety things that could be done.	Comment noted.
282	Most of these seem like good improvements. I'm a little worried about the left turn improvement making it more dangerous for cars (ie: slow-downs/distractions about road conditions when turning across oncoming traffic seems like it might increase collision risk for neighborhood drivers)	Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
283	you do not define left turn safety anywhere.	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
284	I'm curious to see the "left turn safety" improvements (I'm not sure what they entail?), crossing avenues at Lincoln Way often feels unsafe because of cars turning. Is it possible to ban left turns at certain avenues, maybe where there is a bus stop?	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
285	Again, what does "left turn safety" mean?	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
286	20th and Lincoln is incredibly dangerous to cross as a pedestrian. I see "left turn safety" but not sure what it means; people make crazy u-turns here; I think there should be no u-turns	Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
287	Left turn safety remains really important.	Comment noted.
288	Agree with signal light lens upgrade, refreshing paint, and adding crosswalk. Not sure what left turn safety means but please don't remove any lanes of traffic for that or for bike lanes as that will increase congestion. I do not agree with other changes because they will add to congestion on this important artery	No traffic lanes will be removed as part of this project. Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.

289	all of the pedestrian cross-walks need half way - safety islands. the car entrances to the park should not allow left hand turns from the east bound traffic in the park. I have been hit by cars wildly trying to beat oncoming traffic or just clueless that pedestrians might be in the cross walk. posted speeds should be no more than 20mph along the entirety of Lincoln.	Comment noted. While the Project scope does not include installation of median islands, left turn safety will be installed at some locations. Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
290	I assume the "Refresh Road Paint" indicator means just that and not adding a stop sign at every numbered avenue on Lincoln leading to Park Presidio?	Correct, we apologize for the confusion.
291	TOO MANY STOP SIGNS!	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion.
292	These changes are great. I would encourage anything to speed up the 7 and other busses that run down here. And new enforcement to prevent U-Turns on Lincoln. U Turns are common as people turn out of the park and then U Turn back up Lincoln. They are incredibly dangerous. I would recommend significant daylighting and relocation of crosswalks.	Comment noted.
293	Cyclists and pedestrians experience near-misses on a daily basis crossing to Golden Gate Park. We need SERIOUS consequences for drivers breaking traffic laws. And speed limits must be lowered! I never have seen a single policeman enforcing traffic violations at the intersection of 9th & Lincoln. It's only a matter of time before someone is seriously injured or killed. Nothing changed after the car smashed I to my bus stop at this intersection. GG Park is a major tourist attraction and deserves protected pedestrian crossing. Thank you for your serious attention to public safety.	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
294	See above. Need enforcement of traffic rules. Why have them if we are not enforcing??	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
295	Looks nice on paper. Would need to have some support by posting traffic policemen that would ticket the cars that cross the double lines, illegal U-turns, go over the speed limit (40+ MPH in a 30 mpg). Humans will be humans. Lots of crashes that do not get reported between 18th Ave and 21st Ave.	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
296	At the crossover drive intersection, I suggest to widen the crosswalk stripes to cover both curb cuts. Pull the line that indicator where the cars should stop a few feet back. Also the no right turn should be enforced 24 hours. This is the case in Irving and Judah. There is no reason for the more bust Lincoln intersection to have a less restrictive rule. Please see my video and proposal https://tungwaiyip.medium.com/lincoln-blvd-crosswalk-safety-52a64a88eca7	Comments noted. Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
297	* Daylighting should be installed at every intersection - seriously - because the fast moving traffic is difficult to see & be seen because of the parked cars all along (on both sides) Lincoln. I have to walk a few feet into the crosswalk for sighting the motorists, and often I doubt they see me hiding behind the protection of a car (when leaving the parkside) or at times I wonder if the glare of the rising or setting sun interferes with their ability to see pedestrians... what about raised crosswalks in addition to removing cars on all 4 "corners" of every intersection? How about installing a protected curbed area a few feet into the roadway (I don't know what those triangular curbed/protection things are called) or bollards so it feels safer to wait for motorists to yield to pedestrians? * Please support the passage of AB 645 and install speed cameras all along Lincoln once approved. I became aware of AB 645 because of walksf.org and I am a big supporter of speed cameras throughout SF - whatever is needed to calm traffic because really in our urban environment especially there is no benefit for motorists to rush from one red light/stop sign/line of stopped traffic to the next... it's dangerous, foolish and selfish and drivers should be penalized financially to change their behavior!	Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylit so no daylighting is required. Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts. Comment regarding speed and speed cameras is noted.
298	I appreciate all the added red curbs and I say this as someone who drives on this street primarily I want to be able to see the pedestrians before they are in the road. I don't think it will be enough. I think you should add red stop lights that pedestrians can activate with beg buttons. I also think the city should study restoring left turns onto 19th avenue with the ultimate goal of getting cut through car traffic out of golden gate park.	Comment noted. Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
299	We need every possible protection at every intersections on Lincoln to keep cyclists and pedestrians safe. While I don't live near Lincoln, I frequently cross it to get to Golden Gate Park, but it is pretty scary to do so. - All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. - All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. - All traffic signals need to be re-timed for 25MPH on this corridor to bring down speeds	Comment noted.
300	Daylighting on South side isn't so much needed. What is needed a prohibition for large trucks that block ped visibility. Most residents park on South side of Lincoln for several reasons - mostly it is near impossible to back out of garage/driveway. Few park on North side due to having to cross & enter car (traffic heading west is much faster) & danger of car breakins cover by park overgrown bushes. 19th Ave isn't going to get better for peds as long as you insist on making us cross the street to transfer - ie: from se corner of Lincoln into park. This is hard for seniors & mobility challenged & little kids & strollers. Plus the back up a bus stopped in park creates. Note: with overgrowth of bushes it is hard to see if bus is coming so we lean or even step out to see if it is coming & make sure we are seen & not passed by - which happens more than you know. Another ped entrance in to park between 19th & Funston.	Comments noted. While restrictions on large vehicle parking, particularly near intersections, the enforcement of such a restrictions is extremely difficult. Daylighting

301	I live on 17th and regularly use the 7 bus line with my children. I avoid going westbound in the inner sunset because it forces us to unsafely cross Lincoln to go home. Going to Golden Gate Park is very hazardous around 19th Ave and I would think it's appropriate to create an entrance via 17th or 18th and curve around the edge of the botanical garden to enter at 19th. An additional signal like the one that exists on 20th would provide a safe and enjoyable way to enter the park without crossing unsafe streets such as 19th. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comments noted
302	There should be more protections at all intersections on Lincoln to keep people safe. Every intersection without a signal should have left turn calming, bulbouts, and other safety zones for walkers, as well as daylighting, safety zones, and raised crosswalks. Traffic signals on Lincoln should be timed for 25mph (or even lower around major park crosswalks like 19th/20th Avenue) to reduce the (outrageous, terrifying) car speeds.	Comment Noted
303	1) Daylighting/other visibility-enhancing improvements would be appreciated along the southwest corners of the intersections. Due to poor visibility, vehicles trying to make NBRTs onto Lincoln often encroach into the intersection, making it dangerous for peds using the crosswalks and vehicles traveling EB in the curb lane. 2) Consider providing more safe crossing opportunities for pedestrians, given the 29 stops along Lincoln. 3) Treatments to slow down left-turning vehicles would be greatly appreciated! Some drivers make left turns very aggressively to take advantage of gaps in oncoming traffic.	Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylight so no daylighting is required. Where there are bus stops along Lincoln, the crosswalks will be refreshed and/or upgraded to continental crosswalks. At some intersections, new crosswalks will be marked to improve crossing opportunities for pedestrians. Left turn safety treatments will be implemented at many locations along Lincoln that aim to encourage slower turns and increase drivers' awareness of other road users.
304	Safety zones and daylighting is a great addition. Painting the words STOP seems like it is going to do little to nothing here. Would much rather we use that money to install pedestrian bollards, cut lanes, widen sidewalks, or other more meaningful impacts.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion.
305	As I said above, while I fully support all the proposed measures listed, especially in this stretch the addition of the right turn only lane leading up to 19th, my larger concern is the lack of actual traffic calming measures. As the study showed, nearly 20% of all accidents could be attributed to excessive speed, and increased road signage and daylighting doesn't do anything to change that. Even as a driver, I'd be far more interested in adding more stop signs at intersections and possibly even speed humps in order to coerce drivers into reducing speeds. I'm far less worried that a driver doesn't see me when I'm waiting to cross Lincoln, I'm worried that they won't stop at the Stop sign and will speed through and put me at risk.	Comment noted
306	Red curbs are frequent and more plentiful which takes away much needed parking for residents	There are variables with daylighting that affect their impact on parking. At several intersections, daylighting already exists and is only being "refreshed". Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
307	I like some of the work. The dozen stop signs added would be TERRIBLE - they are not possible for synchronizing like light signals would. Also the daylighting causes parking space losses. 9 intersections * 4 spaces = 36 spaces here alone. What are your remedies?	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion. A daylighting icon indicates that one (1) of the approaches to that intersection is being daylighted, not that we are proposing daylighting all approaches to that intersection. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
308	I am AGAINST adding daylighting. There already isn't enough parking as is and that will reduce it further unnecessarily. Please, by all means, refresh road and crosswalk paint anywhere you want to!	Daylighting is policy whereby we remove some parking (10' to 20') at vehicular approaches to crosswalks. This tool increases the range of visibility between approaching vehicles and pedestrians who are waiting to cross. Daylighting is an effective tool that reduces the frequency of collisions between cars and people. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
309	This design doesn't go far enough to protect pedestrians. We need every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks.	Comment noted.
310	Continental crosswalks & daylighting are a must at 100% intersections. Unsignalized crosswalks should get the most extensive pedestrian safety features. Reducing the design speed on Lincoln is crucial to protect our safety. Retime traffic signals for only 25MPH on this corridor.	Comment noted.
311	ALL intersections need ALL improvements. Make it universal! We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 20MPH on this corridor to bring down speeds.	Comment noted.
312	Please do more daylighting and pedestrian safety zones at ALL intersections	Comment noted.

313	All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
314	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
315	Again, this should all be present. A life should not be lost by cutting costs. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
316	We need every possible protection for pedestrians. Add pedestrian daylighting and continental crosswalks where none exist. Retime traffic lights for no greater than 25 mph traffic flow	Comment noted.
317	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
318	All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
319	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
320	I approve of these changes. We also need daylighting at 23rd Ave. We see near-monthly car crashes from low visibility for cars turning from 23rd to Lincoln.	Comment noted.
321	We need all the available protections at every single intersections. Turn safety, safety zones and daylighting should be the bare minimum. There should also be a crosswalk at every single intersection and those crosswalks should be raised to match the curb height to help slow down traffic. The lights should be timed for cars going 25mph or less.	Comment noted.
322	People drive too fast on Lincoln! People drive too fast on Lincoln! We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
323	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
324	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
325	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment Noted
326	Should have painted safety zones at every intersection. Should also daylight every single intersection. People pulling out of avenues onto Lincoln cannot see, so as a rule they stop and wait for their gap in traffic ON TOP OF THE CROSSWALK. Walking is made unsafe because of that. you need to daylight everywhere adjacent to the intersections. Daylighting is free.	Painted safety zones are proposed at 12 intersections. Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylit so no daylighting is required.
327	We need all protections possible. Especially where pedestrians cross Lincoln (getting off the bus, entering the park) it's extremely dangerous. And as a driver it's so hard to then left off of Lincoln or onto Lincoln We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
328	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
329	I support all possible protections to keep pedestrians and bicycle riders safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Bring down speeds on Lincoln as much as possible.	Comment noted
330	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
331	I love to see so many improvements! A major issue down Lincoln is speed. Please consider updating signals for 20MPH timing on this corridor to bring down speeds. I also see a number of intersections without daylighting. Please considering putting these in at every block.	Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylit so no daylighting is required.

332	Graphic is confusing. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
333	All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
334	ONLY repaint road paint & repaint cross walks STOP wasting money & time on everything else NO parking removal NO "Daylighting" NO Speed Radar Signs NO Signage "upgrade" NO Bus stop changes NO Signal changes NO Left Turn "Safety"	Comment noted.
335	De-center cars. We need every possible protection for pedestrians at all intersections – left turn calming, daylighting, pedestrian safety zones. Where these are especially high levels of pedestrians, we need continental crosswalks plus all protections. Also very important to decrease speeding – retime all traffic signals to 25 (20?) mph.	Comment noted
336	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
337	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
338	Intersections with no signals should have left turn calming, daylighting, and pedestrian safety zones. Where there are high levels of pedestrian traffic, crosswalks are needed. What about retiming traffic signals for 25MPH on this corridor to bring down speeds?	Comment noted
339	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds	Comment noted
340	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
341	I travel along Lincoln in my car, my bike, and on transit. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Anything to slow down traffic and to make pedestrians safer and cars more predictable would be an improvement.	Comment noted
342	Lincoln is a dangerous traffic sewer and needs every possible protection for vulnerable road users that SFMTA can give us. Retime the lights for 25mph green waves to slow traffic. Every intersection that doesn't have a stop sign or light need daylit, pedestrian safety zones and left hand turn calming immediately. All intersections that are entrances to the park need raised crosswalks, daylighting and pedestrian safety zones.	Comment noted.
343	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
344	Great. Also do more like daylighting at every intersection	Comment noted.
345	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
346	Please implement left turn calming, daylighting, and pedestrian safety zones on all intersections without signals. Intersections that have high-pedestrian use should get daylighting, pedestrian safety zones, and continental crosswalks. Please also retime traffic signals for 25MPH to bring down speeds. Please add every possible protection at all intersections on Lincoln to keep pedestrians safe.	Comment noted.
347	All intersections with no signals, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Intersections with Muni stop on northside require HAWKS.	Comments noted. Pedestrian Hybrid Beacons (PHBs) are outside the scope and budget of a quick-build project.
348	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
349	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.
350	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted.

351	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted
352	Add continental crosswalks for all intersections with westbound crosswalks. Add left turn safety at most intersections, or prohibit left turns at some. Cars waiting to turn left cause most bad driving in other drivers.	SFMTA is installing new continental crosswalks at existing Stop or Signal-controlled locations based on the presence of ADA-compliant curb ramps, and pedestrian volume and collision history per SFMTA standards. We will be looking into installing new continental crosswalks at existing Stop locations where they are not marked based on pedestrian volume and collision history per SFMTA standards.
353	Every single street that intersects Lincoln way should have a crosswalk. We live on 24th Ave and there is no crosswalk for pedestrians walking on Lincoln. This is very dangerous. EVERY corner should have daylighting and left turn safety. 25th Ave should have crosswalks across Lincoln on both the east and west sides of the street.	Comment noted.
354	I would like real crosswalks at all intersections and daylighting. It is extremely dangerous to cross Lincoln and people have to do it almost all intersections. Anything that can be done to calm speed would be great. Maybe timing lights for lower speed?	SFMTA is installing new continental crosswalks at existing Stop or Signal-controlled locations based on the presence of ADA-compliant curb ramps, and pedestrian volume and collision history per SFMTA standards.
355	Same comments as above question: Raise crosswalks, ADA sidewalks	Comment noted
356	Again it is dangerous to cross Lincoln way from a Muni bus stop as on going traffic doesn't see pedestrians	Comment noted
357	More concrete, less paint	Concrete improvements are out of the scope of a quick-build project.
358	This seems like a good start, but I'm confused about why you would only apply some safety upgrades at some intersections. Why aren't there bulb-outs, daylighting, retiming signals, and upgraded signage everywhere?	Improvements are proposed at intersections based on engineering analysis and the scope of a quick-build project spanning 49 city blocks.
359	Where are the bulbouts, why isn't there more daylighting, why isn't major work being done at 19th and Lincoln to address dangerous turns and speeding?	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility. Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylit so no daylighting is required. Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue
360	The curb doesn't need to be extended into the street.	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts. These PSZs are not designed to impede vehicular travel, but aim to reduce the speed in which vehicles make turns and allow for better visibility of pedestrians.
361	Every single entrance/exit from the park, no matter how minor should have a Stop sign or signal. Each bus stop should have a bulb out so buses don't need to pull in and out of traffic.	Comment noted.
362	Can there be bulb outs at the busiest crossings?	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts.
363	I support this although I would like to see actual bulbouts in place of pedestrian zones.	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts.
364	Needs more bulb outs	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts.
365	I would personally prefer a protected, two-way striped bike lane the length of Lincoln on the north side, with removal of all parking spaces on the north side of the street, complimented by ample bike parking (20 or more lockable bike boxes or bick racks) every 10 blocks or so in GGP. This would encourage less car traffic and encourage more bike traffic for local trips. Similar implementations in other cities tend to increase traffic speed due to the reduction in the amount of cars on the road. The PSZs and daylighting are great; if it were me, I would make both continuous the entire length of the street.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
366	It would be great to have a bike box at the intersection of 25th and Lincoln, heading south. It's a bit of a dicey spot with cars able to turn right due to the timing of the light, it would be great to have a safe spot in the through/left lane to wait.	This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects.
367	1. 20th Ave at Lincoln Way should include specific bicycle safety improvements (signal timing, lane paint, and visibility improvements), as this is an explicit bicycle route connecting Golden Gate Park and the Sunset neighborhood. 2. As a pedestrian crossing 19th Ave, heading Southbound, I have nearly been hit by cars turning right at high speed who fail to yield to pedestrians in the crosswalk. This is worst at night. 3. The lack of a North side sidewalk between 19th and 20th Ave means I can't walk a block West before crossing at the (relatively) safer crosswalk on 20th. 4. Crossing Lincoln at 25th is a pedestrian-hostile experience. The Pedestrian light timing is too long, it will not give a walk signal unless the button has been pressed (leading to waiting 2 cycles often), and there is no crosswalk on the East side of 25th. 3. Cars U-turning at 20th (switching directions from Westbound to Eastbound) fail to respect intersections or yellow striped lines. The proposed left turn safety at this intersection are extremely important. U-turns should be prevented throughout the entire block. 5. The bust stop on the South side of Lincoln at 19th, next to the Shell station, feels unsafe. The wide curb cuts are pedestrian hostile, as cars enter and exit the gas station at higher speeds and shallow angles, with little regard for the (invisible) sidewalk or pedestrian road users. 6. 20th and 19th at Lincoln should have Daylighting and extended curb bulbs or safety zones to slow down turning speed and increase pedestrian visibility and safety.	Comment noted. Please refer to above responses.

368	Please paint bike lanes coming from the park headed south on 20th! I've almost been hit multiple times from people turning left who aren't paying attention and who think there isn't cyclist cross traffic because it isn't marked. On 25th, please put in more well marked bike boxes (or even bike lanes!!!) Auto traffic is often backed up and frustrated drivers punishment pass on Southbound traffic and fail to make room on Northbound. Also, for westbound traffic on 20th, this gets backed up frequently from people trying to turn to get to Irving so they can hop on 19th. Can there be a u turn option?	This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. U-turns at 20th will be discouraged.
369	Crosswalk at 28th and Lincoln into the park there is a path and people enter the park there	Crosswalks are currently provided where there are adequate sidewalk facilities and curb ramps on each end. Concrete work such as sidewalks and curb ramps are out of the scope and budget of quick-build projects.
370	No left turn from Lincoln onto 25th would relieve a lot of congestion. A No U-turn sign for westbound traffic at Lincoln and 20th Ave is necessary.	Comment noted. This project will install plastic posts along the center yellow striping on Lincoln Way to discourage u-turns from westbound to eastbound at 20th Avenue
371	25th Ave " why is there pedestrian crossing across Lincoln only on the west side of the intersection? People routinely cross here to access the park, it does not make sense to prioritize the convenience of cars over the safety and convenience of pedestrians.	25th Avenue has a marked crosswalk across Lincoln Way where pedestrians can access the northside sidewalk with accessible curb ramps at both ends. The east leg of the crossing does not lead to a sidewalk or curb ramp at the north end.
372	what happened to the 25th Ave traffic signal lights?	The signals at 25th will remain the same as they currently exist. The proposed graphics only show locations where signals will receive lens size upgrades or timing updates.
373	Crossing Lincoln at 23rd is terrifying. Cars don't stop, despite the crosswalk. Could we have a stop sign there? Thanks for considering.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time.
374	motorists turning left on 20th is problematic as traffic in left most lane heading west take unusual risks when moving over the right hand lane so they don't get "stuck" behind.	Comment noted
375	20th Ave sees a lot of active transportation users and is one of the accident hotspots along this whole corridor. I think it should qualify for a Painted Safety Zone and Daylighting Refresh in addition to the current plans.	Comment noted. The vehicle approaches to 20th Avenue are effectively daylighted with the driveway on the southwest corner and the advanced limit line on the northeast corner.
376	Westbound traffic U-turning at 20th to go east is notorious for cutting across the center lane between 19th and 20th before the light. Lane divider possible?	This project will install plastic posts along the center yellow striping on Lincoln Way at between 19th and 20th Ave to further discourage u-turns from westbound to eastbound
377	We really don't need additional crosswalk paint at non-stop light intersections. We do need to update the timing at the 20th Ave and Lincoln stoplight to flow better with 19th Ave.	Comment noted
378	20th & Lincoln is a total mess, as cars constantly u-turn west -> east at 20th. There is no "no u turn" sign at the intersection, and Google uses it constantly when drivers are trying to turn left from south-bound 19th to Lincoln. I am not sure what the solution is (well, ban cars, but that has political issues), as no u-turn here implies a 270 using Irving -> 20th -> Lincoln, and that block of Irving has a lot of pedestrians. I'll just note that 20th is one of the worst intersections on the entire route for accidents and needs significantly more work.	This project will install plastic posts along the center yellow striping on Lincoln Way to further discourage u-turns from westbound to eastbound at 20th Avenue
379	Please remove high-speed U-turns at Lincoln Way & 20th Ave. Please add crosswalks to all sides of the intersections all along Lincoln Way (most currently have 1 crosswalk missing).	This project will install plastic posts along the center yellow striping on Lincoln Way to discourage u-turns from westbound to eastbound at 20th Avenue. Crosswalks are currently provided where there are adequate sidewalk facilities and curb ramps on each end. Concrete work such as sidewalks and curb ramps are out of the scope and budget of quick-build projects.
380	3) The overall stop and go design from 36 all way thru 29 will endanger not only the car traffic but even the main pedestrian access to the park on 30; 4) Proposed design for stretch 25-19 is fine. Except something needs to be done for separate lane for #29 bus making a left turn on 19th Ave. In addition long #7 simply did not fit into 19th westbound stop. 5) Continuous stops 15-13 will cause peak hour traffic to the standstill couple blocks more then today.	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion. Comments regarding Muni will be passed to the 29 Sunset Improvement team. More information on improvements to the 29 can be found on the project website: https://www.sfmta.com/projects/29-sunset-improvement-project
381	Need NTOR eastbound @ 19th. Good ideas, but not enough. Vehicles will still drive much too fast unless compelled to slow down due to increased number of stop signs/ traffic lights or speed humps.	Turn restrictions at 19th Avenue are outside the scope of this quick-build project. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
382	There should also be better timed lights to turn from westbound Lincoln onto northbound 19th Ave. it backs up and people dangerously cut over. I'd also like to see u turns banned at 20th Ave lin Lincoln westbound.	Comment noted.
383	Given how many injuries happen at 19th and Lincoln, I'm surprised there aren't more changes planned for that intersection	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue
384	There needs to be a right turn only lane westbound at 19th Ave. Drivers need to have a light without peds crossing on weekends to elevate some of the neighborhood backup on Lincoln. 20th Ave needs to have a U-turn intersection like that installed at 20th Ave and Kirkham and a traffic light that allows it while pedestrians cross 19th on the W side of 20th Ave. Take out the parking on Eastbound 19th prior to the intersection if necessary.	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue This project will install plastic posts along the center yellow striping on Lincoln Way to discourage u-turns from westbound to eastbound at 20th Avenue
385	The scariest intersection here will probably still be 19th. Turns onto and off of Crossover are low-visibility, people turn from both lanes, and people drive too fast. 25th Ave entrance to the park could use some love. I think only one side has a crosswalk?	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue Crosswalks are currently provided where there are adequate sidewalk facilities and curb ramps on each end. Concrete work such as sidewalks and curb ramps are out of the scope and budget of quick-build projects. At 25th Avenue, there are no curb ramps on the northeast and southeast corners and no sidewalk along the northeast corner.
386	With the right lane turning right on 19th ave, are there still 2 lanes going west? I ask because having the right lane turn right on 19th avenue could create a weaving situation because people often get in the left lane to turn left or do a U turn at 20th avenue. So if they have to get out of the right lane for 19th they then may want to immediately get out of the left lane for 20th. Unless we're talking about making the 3rd lane on lincoln westbound into a turn only lane	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue
387	The right turn situation from Westbound Lincoln onto Crossover Dr. is out of control. People cutting in from the second lane from the right are messing it up for everyone. Additionally, the mid-block u-turns between 19th and 20th are a hazard. There was a month where cones appeared limiting u-turns to the intersection at 20th and it was excellent. Please put up a barrier to curb this chaotic situation.	Comment noted. This project will install plastic posts along the center yellow striping on Lincoln Way to discourage u-turns from westbound to eastbound at 20th Avenue.
388	Consider removing parking on the 19th intersection to allow a left turn lane. Forcing gg bridge traffic bound for 1 North through the park is dumb and makes our precious park land worse. It also contradicts the parks charter to prioritize park land for park users	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublicworks.org/19th-Avenue

389	The issue at 20th is no left from Crossover southbound onto Lincoln at 19th. Cars turn right from crossover at Lincoln then U-turn at 20th which is unsafe. Make a left turn lane onto Lincoln from Crossover/19th. Stop hating on left turn lanes and left turn permissions, please!!! Sometimes you need to turn left and don't have time to add on 5-10 minutes turning around 2-3 blocks to do it, and Muni should not be the only vehicle permitted to turn left in the city at important intersections.	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
390	Westbound intersection of Lincoln and 19th ave/Crossover drive needs better signage for turning right. I have had many scary moments when a car in the middle lane turns right and cuts me off. Also, maybe expand the no parking area before the intersection.	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
391	Anything that adds pedestrian safety at 19th Ave, no always sure that drivers are looking for people crossing 19th Ave	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
392	Is that all that's being done on 19th Ave & Lincoln Way???? Have any of you driven on that stretch of roadway at all? This is the most terrible, anxiety inducing street ever where drivers are CONSISTENTLY using the middle lane to turn right to bypass waiting on the right hand lane to turn into Crossover Drive. MORE needs to be done than just refreshing road paint for everybody's safety	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
393	same concerns as for the outer segment. consider moving stop lines back at 19th avenue and upgrading the crosswalks to raised versions.	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
394	More should be done to prevent drivers from blocking crosswalks at 19th Ave. Also, given that 19th Ave is an important park entrance, the available sidewalk space on the north side of Lincoln is insultingly small. I often exit the park by crossing Lincoln on the east side of 19th, and while waiting for the light to change, the curb space often becomes extremely crowded. Finally, every crosswalk needs new or refreshed paint, not just a few! The paint is in bad condition everywhere. The same goes for the red curb paint near intersections.	Comment noted. Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
395	There should be "no left turn" signs installed at 18th and 17th Ave.'s. Cars try to turn left onto Lincoln so that they can then later turn right onto 19th. 19th is hard to turn right on because the right lane fills up well past 17th Ave. This forces those cars that have turned left onto Lincoln from 17th or 18th to then make an illegal right turn onto 19th using the center lane thus blocking cars who are in the middle lane wanting to drive through the intersection westbound on Lincoln. It's also not fair to all the cars and properly lined up on the right lane well in advance of 19th Ave. to turn right on it. People are using the middle lane has a hack to drive straight up to 19th Ave., and then turn right on it.	As part of the right turn only lane, our Traffic Engineering division is looking at signal timing changes that would increase clearance time. Your suggestion of Right Turn Only for northbound traffic on 18th Ave and 17th Ave has been referred to project engineers for consideration.
396	Happy to see the improvements, especially at 19th Ave.	Comment noted.
397	This is not enough for safety on Lincoln but it's a great first step. Please approve all elements!	Comment noted.
398	I hate it. I don't think it is needed and is a waste of money. None of these projects have been successful and have caused more problems. Vision Zero is a failure and needs to be scrapped	Comment noted.
399	Yes, fully support all the intended improvements.	Comment noted.
400	Cyclists should be deterred from riding on Lincoln Way for its entirety for safety reasons.	Comment noted.
401	Support!	Comment noted.
402	Why are you waiting to do mostly painting?	Project is expected to be implemented by the end of Summer 2023 or Fall 2023 for any legislated improvements.
403	No comment	
404	Again, MORE!	Comment noted.
405	In favor of all - would also like protected crossings or mid-block pedestrian signals	Comment noted.
406	will cause me to abandon going to businesses along Lincoln	Comment noted.
407	Similarly to my last comments, I don't care much about the minutia but I do think MTA should do whatever it takes to make Lincoln safer for everyone, more pleasant for people on foot and bike, and more reliable for transit.	Comment noted.
408	Lack of bollards and hov lanes	Comment noted
409	Shouldn't let cars coming from 18 & 17 be able to make left turns cuz they r creating the most danger in am and pm commute times. Also cars turning rt at 19th and Lincoln and then doing u turns so they can go easy on Lincoln typ 5 cars do it during stop light cycle. And the left turn lane after 19th where all the cars try to cut into rt lane when bus is pulled over is esp bad	Comment noted
410	Before anything is done, the data about mobility in the Sunset district is completely wrong. This is what I found on you survey details: According to the San Francisco County Transportation Authority's "District 4 Mobility Study", everyday 58.6% of community members choose to walk to destinations, while 24.5% use transit and 14% use a bike everyday to move around the district. No way 58.6 % walk to their destination. Or 14% use bikes. The sunset is one of the districts with car transportation as the primary means of getting form place to place. Until you get the data right, there no reason the make changes based on bad data. As a 30 year resident and my wife as a 65 year resident of District 4, we know that his data is completely false.	The District 4 Mobility Study conducted by SF County Transportation Authority was a survey of transportation choice of residents in District 4, which covers a much broader area than outer Lincoln Way. This data shows the modes of travel people choose for any purpose each day. Data from American Community Survey shows commute to work data, which breaks down much along the lines you might expect.
411	Right turn only turn right is an awful idea	Comment noted.
412	Do not add "must turn right" lanes anywhere. 19th ave ok as it is existing.	Comment noted
413	I don't like it. This will make Lincoln way even more crowded.	Comment noted.
414	Shouldn't have any lanes forcing you to turn right. Should be free to go straight ad well	Comment noted.
415	What, exactly, is being improved by this convoluted diagram? The 17th-19th Ave turn right thing is especially unclear to me.	The Lincoln Way Quick-Build Project proposes safety improvements to address a disproportionate incidence of traffic-related injuries along Lincoln Way during the last five years. Proposed changes consist of quick and reversible traffic safety improvements that prioritize active transportation modes, particularly pedestrian. The westbound segment of Lincoln Way between 17th and 19th Avenues will have a right turn only lane installed as a part of a separate project.
416	11th Ave needs - 5th ave need far more work than what's proposed. On 11th, safety zones at the corner would be ideal since drivers speed around this turn onto 11th ave. On 5th ave, we need a complete pedestrian intersection and bike path instead of what we have now. 9th ave needs car diet.	Comment noted.

417	I'd like to see more done at 7th since this is a big intersection. I would like more PSZs anywhere there is a crosswalk and people are accessing the park, e.g. 7th, 5th, 2nd, Arguello.	Comment noted.
418	Instead of the painted safety zones, install the flashing lights crosswalk where a pedestrian can press a button when crossing. This allows cars to see the flashing light to slow down when a pedestrian is crossing without an actual traffic light. Provides safety to cross for pedestrians while only causing traffic to slow when someone is crossing. Will also not take away parking space. Why add an additional signal on 10th avenue? This will cause backup on Lincoln where there is already significant traffic from cars turning into the park on 9th Ave and cars cutting into the left lane.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project. Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers.
419	1. 9th Ave should include signal timing change to increase pedestrian lead time across Lincoln. Larger signs need to be placed so it is clear there is NO left turn N from 9th on to Lincoln. Also need commitment to consistent IN PERSON traffic control for events (eg Flower Piano, Opera in Park) and ad hoc availability on sunny weekends to reduce back up on Lincoln and 9th Ave as people go to GG Park/ Concourse Garage fills up 2. Is signal @ 3rd Ave/Kezar Triangle in lieu of removing that crosswalk? Prefer to remove crosswalk since that is location of curve, merging traffic and turns. Signal may help traffic and bus merge westbound 3. Why no change @ 5th? Pretty major entrance for bicycles and regular dog walkers.	The signal at 9th Avenue and Lincoln Way has a lead pedestrian interval (LPI) and slower walk cycle to allow for people walking at different speeds. For some ongoing violations (double parking), SFMTA is exploring deployment of parking control officers to perform targeted short-term enforcement. 5th Avenue at Lincoln Way is a signalized intersection with daylighting, advance limit lines and updated curb ramps, hence already improved with the quick-build tools that are part of our scope.
420	This is the area closest to our home on Carl St. We walk here frequently crossing into GGP. We drive here as well. The new signals at 3rd Ave are very welcome.	Comment noted.
421	The new signal at 10th could be an major improvement for when park service vehicles enter/exit from the driveway, but please make sure that the signal is properly synchronized with the one on 9th. Too many signals in SF have awful timing.	Comment noted.
422	Need new stop sign and No Left Turn or other treatment at 3rd and Lincoln. Drivers going right to stay on Lincoln (or those heading west onto lincoln at kezar) pay no attention to people walking and biking in the crosswalks at 3rd bc they are looking for fast vehicle traffic coming in both directions. Needs way more improvements than the signals planned here - no left turns and no right on red ideally.	A new traffic signal and redesigned intersection is in the works for Kezar Drive at Lincoln Way. For more details on that design, please contact our project (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
423	Thank you for working to improve Lincoln, especially to enable safer pedestrian and bike access from the Sunset into Golden Gate Park. I am excited about the new signals at Kezar and 3rd. As it is, cars completely ignore the painted crossing and it is very dangerous to cross there. Will that new light have an option for a "pedestrian only" timing, so you don't have to worry about turning cars while crossing? Our main access to the park is at 2nd Ave and Lincoln, and we cross Lincoln there at least twice a day with our daughter on the commute to school. Cars often do not realize they need to stop for pedestrians, even when they see us. I wish there was a stop sign at 2nd and Lincoln. That intersection, and then crossing Kezar at MLK to get into the main park is tricky. For the latter, I wish there was a pedestrian-only timing for that light. Alternatively we sometimes go from Hugo to Arguello on our e-bike, but the left turn from Hugo onto Arguello is tricky since Arguello traffic doesn't stop and visibility is difficult. Sometimes we also cross Lincoln at 5th. But, also have seen cars blow through the red light there.	New signal projects in San Francisco have a programmed lead pedestrian interval (LPI) and slower walk cycle allowing pedestrians to begin crossing before cars get the green light.
424	Given how many injuries happen at 3rd and Lincoln, I'm surprised there aren't more changes planned for that intersection	A new traffic signal and redesigned intersection is in the works for 3rd Avenue at Lincoln Way.
425	More daylighting and prioritize muni one should be added	Comment noted.
426	Your report says, "Lincoln Way is a four-lane arterial street running east to west for 3-miles on the south edge of Golden Gate Park." Actually, it is a FIVE-lane arterial street during certain hours of the day. When that fifth lane opens up heading westbound in the evenings, the speed of traffic in that lane is very fast. Vehicles travel at high speeds through the intersection at 9th and Lincoln making it nerve-wracking to wait to cross the street on either of the 9th Ave northside crosswalks. Can you add the speed limit signs that tell you how fast you are driving? At peak hours and on weekends, we need more space at 9th and Lincoln to wait to cross the street at all four corners.	Speed radar signs, which have a very high maintenance cost, are outside the scope and budget of quick-build projects. The northside of the intersection of Lincoln Way at 9th Avenue is being redesigned by Recreation & Parks and Public Works and will include more space for pedestrians waiting to cross Lincoln Way.
427	9th is the worst. I see a driver making an illegal left turn every other time I go by this intersection. People drive way too fast here for how close it is to a major park entrance. 7th and 5th BOTH having a crosswalk on only one side of the Avenue is disappointing. Bike signal at 7th & Lincoln is hard to use because you have to get into the middle of the road, and people drive like maniacs on 7th. I usually cross into the park at 5th instead, but exiting the park at 5th on a bike (trying to ride across Lincoln and continue onto 5th) is also not great because of the orientation of the single crosswalk.	Comment noted.
428	This is not enough for safety on Lincoln but it's a great first step. Please approve all elements!	Comment noted.
429	1. I was nearly killed while attempting to cross Lincoln at 5th Ave by a driver heading Westbound who failed to see the red light. Drivers accelerate to unreasonable speeds along Kezar, then once they reach Lincoln are unprepared (especially if distracted) for this stop. The situation is exacerbated in the evening when drivers are heading into the setting sun. The lack of any upgrades at this intersection is concerning. 2. 9th Ave at Lincoln should have an "all cross" or "scramble" style crosswalk. The curbs on all corners should be extended with bulbs (similar to 9th and Irving through 8th and Irving) to improve Pedestrian safety, visibility, and shorten crossing distance.	The intersection of 5th Avenue at Lincoln Way is signalized with programmed lead pedestrian interval and 3.0 walk speed. Additionally the intersection has continental crosswalks, daylighting, advance limit lines and updated curb ramps. The project explored feasibility of installing a pedestrian scramble at 9th Avenue and learned that underground conduit was insufficient in diameter to accommodate the extra wiring required for this treatment.
430	It is going to cause more traffic	Comment noted.
431	Again, I fully support all the proposed measures listed, including the new lights at 3rd and 10th, my larger concern is the lack of actual traffic calming measures. As the study showed, nearly 20% of all accidents could be attributed to excessive speed, and increased road signage and daylighting doesn't do anything to change that. Even as a driver, I'd be far more interested in adding more stop signs at intersections and possibly even speed humps in order to coerce drivers into reducing speeds. I'm far less worried that a driver doesn't see me when I'm waiting to cross Lincoln, I'm worried that they won't stop at the Stop sign and will speed through and put me at risk.	Speed humps or similar vertical deflection would not be prescribed in an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
432	Yes, support all of the intended improvements. 3rd Ave and Lincoln intersection should also be given special attention. Is the stop sign sufficient to allow traffic flow? As a pedestrian, often cars queuing will be on the crosswalk. Not sure the solution here but often a point of conflict when I'm traveling by car, bike or on foot.	A new traffic signal and redesigned intersection is in the works for Kezar Drive at Lincoln Way. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
433	The pedestrian crossing at 5th into/out of the park needs some attention. Cyclists coming out of the park need to continue straight onto 5th but it puts them in conflict with cars turning left onto Lincoln.	Comment noted.

434	it's fine, but it would prefer to see the entire stretch of lincoln reduced to 1 lane each way with a turn lane in the middle, this would do a lot more to reduce left turns hitting pedestrians IMO. Again as a driver I approve of the added daylighting & red curb cuts. I need more time to stop for people crossing these intersections.	Comment noted.
435	I live on 9th Ave and frequent GGP. Something needs to be done about the turns. Even though there is a light at that intersection, cars are still aggressive when turning across the crosswalk and don't always yield.	The Lincoln Way Quick Build project team evaluated the 9th Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. There was little to be done at the intersection that is within the projects scope. The recent rapid response program added No Turn on Red (NTOR) turn restrictions for the NB, SB and EB approaches and additional No Left Turn except Muni (NLT) signs. Additionally, parking is restricted at all approaches, so daylighting is not needed. The signal at 9th has four second lead pedestrian interval (LPI) for crossing Lincoln, updated all-reds and yellows, and walking speed set for 3.0 walk speed. The lane lines and crosswalks are in good condition. The northside landing at the intersection is being redesigned through a project managed by Recreation & Parks and Public Works. Designs call for a larger landing with more space for pedestrians waiting to cross Lincoln Way and install new signals. More project information can be found by visiting this site: https://www.sfpublicworks.org/projects/9th-avenue-lincoln-way-improvement-project .
436	Really hard to read this diagram and understand what's being done. The circles in the map don't seem to correspond with the circles in the legend. Are you really putting in new signals at 3rd and 10th Avenues? What are the unintended consequences of that?	The Lincoln Way Quick Build Project is not installing new traffic signals but they are scheduled for installation through SFMTA signals team.
437	Do more. This is an improvement but more is needed to make Lincoln safe. Muni should get a red lane. Remove parking and install bike lanes. Widen sidewalks.	Comment noted.
438	Red curbs are frequent and more plentiful which takes away much needed parking for residents	Comment noted.
439	It is CRAZY how many stop signs you are adding. You are making Lincoln Way which is a major artery a slow street. Are you this much anti-car? This is ridiculous!!!	Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The graphic for "Refresh Road Paint" include a Stop legend, we apologize for any confusion.
440	Bringing back the 7x will reduce the risk of traffic accidents	Comment noted.
441	Cycling should be prohibited along the entire length of Lincoln Way for safety reasons.	Comment noted.
442	Was there any consideration to setting back the east/west pedestrian crossings further away from Lincoln Way? This allows vehicles to negotiate pedestrian traffic separately from other vehicle traffic.	This project did not explore moving pedestrian crossings.
443	Would be nice to have pedestrian triggered red lights to cross. Doesn't stop regular flow of traffic, which can get quite fast, but better alerts cars to the presence of peds. Just like on Sloat.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
444	Support!	Comment noted.
445	I am AGAINST adding daylighting. There already isn't enough parking as is and that will reduce it further unnecessarily. Please, by all means, refresh road and crosswalk paint anywhere you want to!	Comment noted.
446	I think there needs to be more speed mitigation measures, especially from 12th to Arguello. Lack of traffic diffusion to other streets and focusing resources on Lincoln means heightened measures are needed. Drivers should not be going 30+1 mph on a street where small children and elderly are often walking with many access points.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
447	no comment	
448	I primarily cross Lincoln at 9th on a bicycle or on foot. Three points: 1) No right turn on red is a great idea here, especially if it's implemented in all four directions, as the area is often full of people in cars looking for parking and pretty oblivious to their surroundings. 2) Drivers frequently illegally turn left at 9th Ave, especially when exiting the park, which is in and of itself dangerous, but also leads to lots of road rage as other drivers get stuck behind them waiting to turn. Improved signs (or enforcement) would be great here! 3) Bike boxes at the intersections on 9th Ave might be nice	Comment noted.
449	The crosswalk at Kezar and 3rd is a death trap. It needs a red light. Turn restrictions at 9th will help that lot but it needs a more thorough project to relieve 44 delays	A new traffic signal and redesigned intersection is in the works for 3rd Avenue at Lincoln Way. For more details on that design, please contact our project (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
450	In favor of all - would also like protected crossings or mid-block pedestrian signals. 9th and Lincoln crossing should also be upgraded to an all-way scramble crossing	Comment noted.
451	It is VERY hard to see street signs on west bound buses - for the whole of Lincoln - when I'm on the bus and it's dark, I have to count blocks from 19th or 25th - can we get street signs on the north side?	The Lincoln Way Quick-Build Project prioritizes pedestrian safety using the array of treatments in our quick-build toolbox. The project is not able to move street signs though in some locations we are upgrading the size of regulatory signs.
452	I would like to see lighted cross walk signs at 15th avenue and other intersections that have bus stops to make it safer for pedestrians crossing Lincoln.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
453	Happy to see there's going to be new signals at 3rd Ave	Comment noted.
454	I don't see you addressing people driving in the parking lane and swerving over which is one of the most dangerous activities. Need yield to pedestrians signage throughout and increased visibility of pedestrians for cars. Longer light timing. Often see older people and families with kids struggle to cross in time. Potentially separate pedestrian timing and car timing like Laguna and Geary at major intersections. (9th Ave)	Signal timing updates proposed through this project will add a little time to pedestrian cycles at these intersections. We encourage community-members to submit requests for traffic enforcement to SF Police Department through 311.
455	The problem with 9th Avenue is because you've closed the entire north part of the park, our neighborhood gets all the traffic into GG Park and the backups. Nothing you are doing helps with this.	Comment noted.
456	As with most all of SFMTA projects, it is not factoring in the folks that use the way the most - DRIVERS. Any fool knows to walk in the park, or cross at 9th ave where the crosswalk is visible, there's adequate stoplights and clear visibility. All of this is just wasted money on what, 4 people who may cross the street at 46? Stupid.	Comment noted.
457	This design doesn't go far enough to protect pedestrians. We need every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks.	Comment noted.

458	Add a crosswalk at 6th Ave. Popular, high-foot traffic crossings into the park, especially in the Inner Sunset including 5th, 7th, 9th, 11th, and 25th Aves, should receive every possible Quick Build tool. Continental crosswalks & daylighting are a must at 100% intersections. Unsignalized crosswalks should get the most extensive pedestrian safety features. Reducing the speed on Lincoln is crucial to protect our safety. Retime traffic signals for only 25MPH on this corridor.	Although 6th Avenue is signalized, a marked crosswalk across Lincoln Way, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
459	9th and Lincoln needs lots of daylighting for pedestrian and bike safety. Again, I think the crosswalks can be wider. I also think the southbound lanes on the north side are weird for bicyclists. It would help to have a bike lane between the right turn lane and the straight ahead lane, just leading up to the intersection (similar to Transverse and MLK, but it doesn't have to be that long).	Comment noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
460	Increase hardening. Love the no right on red, more of this please	Comment noted.
461	I think the crosswalk to cross Lincoln on 11th is very dangerous. It would be good to get lights or some other signal to drivers to stop when people are crossing Lincoln on 11th Ave	A traffic signal is planned for at 10th Avenue and Lincoln Way in 2024. Signals are the best traffic control we have, making that crossing much safer for pedestrians.
462	Once again, all intersections need all improvements. Do not hold back at any intersection. Additionally, add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project.
463	ALL intersections should have daylighting and pedestrian safety zones. 3rd Avenue intersection needs major redesign: force all cars to continue on Kezar Drive (eliminate turns onto Lincoln Way) cars come in too fast with poor sightlines of pedestrians	A new traffic signal and redesigned intersection is in the works for 3rd Avenue at Lincoln Way. For more details on that design, please contact our project (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
464	All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Avenue.	Comment noted.
465	The tragic death on Arguello shows the need to make improvements for alternatives to vehicles! Prioritize pedestrians and bike zones!	Comment noted.
466	Insufficient speed reduction measures. Need more traffic signals with much slower travel times. Refreshing paint and upgrading signage doesn't work for drivers who ignore the law.	Comment noted.
467	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave.	Comment noted.
468	Same as previous answers, but additionally please add a crosswalk at 6th Ave. I shouldn't be told I can't cross here. I have the right to be safe on my city streets where ever I am.	Comment noted.
469	We need every possible protection for pedestrians. Add pedestrian daylighting and continental crosswalks where none exist. Retime traffic lights for no greater than 25 mph traffic flow. Add crosswalks to streets such as 6 Ave. I shouldn't be told that I'm not allowed to cross here.	Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project.
470	There should be updated signage and daylighting at Arguello intersection as well. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here to access Golden Gate Park.	Comment noted. Please refer to above response.
471	Add a crosswalk at 6th Ave.	Comment noted. Please refer to above response.
472	Light at 5th Ave. needs to have signage saying "oncoming cyclists have right of way". Daily as I exit GGP at 5th/Lincoln, going south on 5th, I am cut off by cars doing L turns in front of me. If I am the first one there, I can catch the leading "walk" sign but that only lasts a few seconds. This is super dangerous and the crosswalk, if I were to walk my bike, puts me on the wrong side of 5th Ave. Bad design. Please fix!!!	The Lincoln Way Quick-Build Project prioritizes pedestrian safety using the array of treatments in our quick-build toolbox. The intersection of 5th Avenue at Lincoln Way is signalized with programmed lead pedestrian interval and 3.0 walk speed. Additionally the intersection has continental crosswalks, daylighting, advance limit lines and updated curb ramps.
473	Seems like the minimum we should do.	Comment noted.
474	will cause me to abandon going to businesses along Lincoln	Comment noted
475	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted. Please refer to above response.
476	The biggest pedestrian safety issue on Lincoln is that there are multiple stretches on the southern end of Golden Gate park where there is no sidewalk so people have to cross the street dangerously where they wouldn't have crossed otherwise.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
477	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.
478	I approve of these changes. There should also be a crosswalk at 6th Ave.	Comment noted.
479	i like the plan to control the intersction at 3rd and Lincoln as motorists are always aggressive about crossing and ignore cyclists and pedestrians	Comment noted.
480	We need all the available protections at every single intersections. Turn safety, saftey zones and daylighting should be the bare minimum. There should also be a crosswalk at every single intersection and those crosswalks should be raised to match the curb height to help slow down traffic. The lights should be timed for cars going 25mph or less.	Comment noted.
481	The more safety features for pedestrians, the better, especially in this section, where I walk often.	Comment noted.
482	People drive too fast on Lincoln! We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave. I see people crossing unsafely here to get to their cars all the time. It doesn't make sense for them not to be able to.	Comment noted.

483	<p>* Kezar/3rd Ave is very dangerous from a cyclists/pedestrian perspective because of cars head West from Lincoln/2nd - they are often looking to the left at East-bound Lincoln traffic and rarely consider cyclists/pedestrian coming from their rightside. Before I feel safe to cross in the crosswalk there, I have learned to YELL "HEADS UP" REPEATEDLY until they turn their heads. Sometimes I have to swivel my my bike light onto their faces to get their attention. This is a very dangerous area to cross and I hope much thought for safety improvements is considered here. * Daylighting should be installed at every intersection - seriously - because the fast moving traffic is difficult to see & be seen because of the parked cars all along (on both sides) Lincoln. I have to walk a few feet into the crosswalk for sighting the motorists, and often I doubt they see me hiding behind the protection of a car (when leaving the parkside) or at times I wonder if the glare of the rising or setting sun interferes with their ability to see pedestrians... what about raised crosswalks in addition to removing cars on all 4 "corners" of every intersection? How about installing a protected curbed area a few feet into the roadway (I don't know what those triangular curbed/protection things are called) or bollards so it feels safer to wait for motorists to yield to pedestrians? * Please support the passage of AB 645 and install speed cameras all along Lincoln once approved. I became aware of AB 645 because of walksf.org and I am a big supporter of speed cameras throughout SF - whatever is needed to calm traffic because really in our urban environment especially there is no benefit for motorists to rush from one red light/stop sign/line of stopped traffic to the next... it's dangerous, foolish and selfish and drivers should be penalized financially to change their behavior!</p>	<p>A new traffic signal and redesigned intersection is in the works for Kezar Drive at Lincoln Way. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer. Daylighting is being proposed at all approaches along the project corridor where it does not already exist. Traffic calming through vertical deflection such as raised crosswalks or speed humps are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmata.com/getting-around/walk/residential-traffic-calming-program</p>
484	<p>There should also be a crosswalk at 6th Avenue. This seems like a good start, but I'm confused about why you would only apply some safety upgrades at some intersections. Why aren't there bulb-outs, daylighting, retiming signals, and upgraded signage everywhere?</p>	<p>Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts. Signal retiming is being proposed at all signals not currently upgraded with a lead pedestrian interval and 3.0 walk speed. Daylighting is proposed at all approaches along the corridor where it does not already exist.</p>
485	<p>It is difficult to enter the GGP on bike at 9th due to signals putting cars and bikes in direct competition at the light. Please put in a bike light with the pedestrian light to increase distance. People blow through 3rd and 2nd avenue. I've almost witnessed collisions with pedestrians at 3rd. Can you put in a stop sign at 3rd and narrow the road leading to 2nd either through a bike lane or paint? Motorists feel too comfortable at high speeds and don't stop for pedestrians in the crosswalk.</p>	<p>A new traffic signal and redesigned intersection is in the works for Kezar Drive at Lincoln Way. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the project engineer.</p>
486	<p>Same comment as above. There should be more stop signs and traffic signals.</p>	<p>Comment noted.</p>
487	<p>Honestly the 9th Ave intersection is a disaster: for starters forbid right turns from Lincoln East onto 9th. There are too many pedestrians to safely turn here & there's no real point, 9th is too busy to accommodate the traffic anyway. People accessing the commercial district can use 7th which is built for through traffic. Separately ban through traffic Irving to Judah on 9th to give the N priority, that segment adds a plurality of minutes to each run. A dedicated right turn signal into the park from Lincoln West would do wonders for safety at that crossing too</p>	<p>Comment noted. The Lincoln Way Quick Build project team evaluated the 9th Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. Unfortunately, there is not much more that could be done to the intersection that is within the projects scope. The recent rapid response program added "No Turn on Red" turn restrictions for the NB, SB and EB approaches and additional "No Left Turn except Muni" signs. Parking is already restricted at all the approaches, so daylighting is not needed. The signal at 9th Avenue is up to standard with four second lead pedestrian intervals for crossing Lincoln, updated all-reds and yellows, and a 3.0 walk speed. While the Lincoln Way Quick-Build Project is not scoped to address traffic movement or propose changes off Lincoln Way, the intersection at 9th Avenue is being reviewed by many City entities, including Muni (44 line), SFMTA Traffic Operations, SF Recreation & Parks and Public Works who are redesigning the north landing and adding new signals.</p>
488	<p>all of the pedestrian cross-walks need half way - safety islands. the car entrances to the park should not allow left hand turns from the east bound traffic in the park. I have been hit by cars wildly trying to beat oncoming traffic or just clueless that pedestrians might be in the cross walk. posted speeds should be no more than 20mph along the entirety of Lincoln.</p>	<p>Project scope and budget does not include installation of new median refuge islands. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.</p>
489	<p>Looks great!</p>	<p>Comment noted.</p>
490	<p>Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.</p>	<p>Comment noted.</p>
491	<p>Same comments as above. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.</p>	<p>Comment noted.</p>
492	<p>Awesome!</p>	<p>Comment noted.</p>
493	<p>this area is too busy.. with people crossing into the park, cars and bikes. You need to have bike boxes so cars can see the bikes at the stop lights. 9th and 7th ave. (otherwise bikes will stay on sidewalk)</p>	<p>Comment noted.</p>
494	<p>9th needs attention - the traffic backs up every weekend in the park and extrudes onto Lincoln which creates unsafe conditions on Lincoln and on 9th. There needs to be better traffic metering IN the park as the heavy traffic backs up into the intersection. I'm not sure the suggested improvements at 9th will address the issue.</p>	<p>The Lincoln Way Quick Build project team evaluated the 9th Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. Unfortunately, there is not much more that could be done to the intersection that is within the projects scope.</p> <p>Observations indicate that much of the congestion can be attributed to weekends and holidays when motorists are trying to access the GGP Concourse garage which frequently fills leaving motorists stranded. Vehicle queuing can extend down to MLK and into Lincoln Way/9th Ave intersection to Irving Street. SFMTA is exploring options to address congestion.</p>

495	I live on Lincon way between 12th and 11th ave. I walk into the park and around the neighborhood everyday. Walking on Lincoln, one has to be hyper aware as cars don't follow the speed limit and they don't stop fully at crosswalks. It isn't a great feeling when you know that a car might not stop for you in the cross walks. All the Avenues going into Lincoln need clear and more aggressive stop markings. As every time I walk on Lincoln cars don't stop behind the line, there is always one car that is in the cross walk. I would request that along all of Lincoln way (or in high pedestrian areas) that the cross walks and stop sign repaint, in an effort to reduce the amount of cars blowing through the stop signs and crosswalks. Will this stretch receive "left turn safety"? As the amount of pedestrians and the amount of cars that turn left is a dangerous combo, I would hope that we can add some more safety features for the cars that turn left into the avenues. On 9th Ave and Lincoln cars either don't follow the no turn sign or they don't see it. The amount of people and cars that cross into the park from 9th and Lincoln we need a big change with more signs. I am excited to see this change happening!	Comments noted. Left turn safety treatments are not proposed for 11th or 12th Avenue intersections at this time. A new signal is planned for 10th Avenue in 2024 which will likely help regulate traffic progression at nearby intersections. We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
496	Cyclists and pedestrians experience near-misses on a daily basis crossing to Golden Gate Park. We need SERIOUS consequences for drivers breaking traffic laws. And speed limits must be lowered! I never have seen a single policeman enforcing traffic violations at the intersection of 9th & Lincoln. It's only a matter of time before someone is seriously injured or killed. Nothing changed after the car smashed into the 9th Ave bus stop here, decimating it. It's amazing no one was killed. GG Park is a major tourist attraction and deserves protected pedestrian crossing. Thank you for your serious attention to public safety	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
497	Car speeds through here are out of control and more should be done to address it. I also wonder if Lincoln Way could be closed to cars but turned into a transit-only street.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
498	The bike lane situation from 5th -> Kezar is a bit dicey, and it would be nice if there were at least better sharrows on the street there.	Comment noted.
499	I would personally prefer a protected, two-way striped bike lane the length of Lincoln on the north side, with removal of all parking spaces on the north side of the street, complimented by ample bike parking (20 or more lockable bike boxes or bick racks) every 10 blocks or so in GGP. This would encourage less car traffic and encourage more bike traffic for local trips. Similar implementations in other cities tend to increase traffic speed due to the reduction in the amount of cars on the road. The PSZs and daylighting are great; if it were me, I would make both continuous the entire length of the street.	Comments noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
500	I really like the no right turn on red proposal for 9th Ave. What about lower speed limit and better posting speed limit? Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time. Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project.
501	There should be more protections at all intersections on Lincoln to keep people safe. Every intersection without a signal should have left turn calming, bulbouts, and other safety zones for walkers, as well as daylighting, safety zones, and raised crosswalks. Traffic signals on Lincoln should be timed for 25mph (or even lower around major park crosswalks like 9th Avenue—where multiple people were hit at a bus stop!—and 5th Avenue—where drivers blast through as they exit Kezar) to reduce the (outrageous, terrifying) car speeds. Why is there no crosswalk on 6th Avenue? People should be able to cross safely here; there is a ton of foot traffic with the hospital and the retail on 9th Avenue so close.	Comments noted. Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project.
502	See above. Need enforcement of traffic rules. Why have them if we are not enforcing??	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
503	It's frustrating as a pedestrian that 7th Ave doesn't have a crosswalk on the East side of the intersection and 5th Ave doesn't have one on it's West side. Either way you end up making more crossings than you'd like. I think 5th Ave would be easier to fix than 7th but either would be fine for me.	Comment noted.
504	Anything you can do to calm this street and make it safer, it is absolutely ridiculous the way it is. The textbook definition of a traffic sewer. There is no way SF can't do better than this. Also, add back the crosswalks at 6th Avenue, it is unbelievably disrespectful to pedestrians to tell them they aren't allowed to cross the street. Idk whose side you guys are on, but it seems like unless you're behind the wheel of a car, you just don't count.	Comment noted.
505	6. Please make the 7th ave intersection into a standard one with protected bike lanes on either side (wide enough for cargo bikes please), continuing those lanes at least north into the park and ideally south as well. Use protected intersection design as per NACTO guidelines https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/ . Please prototype closing Kezar Drive to cars to fully pedestrianize it and to make the junction at Lincoln & 3rd much safer. We should not have a highway running through our park. Cars could still be allowed to access the relevant park facilities via MLK and Frederick, and Stanyan.	Comment noted.
506	Should have painted safety zones at every intersection. Should also daylight every single intersection. People pulling out of avenues onto Lincoln cannot see, so as a rule they stop and wait for their gap in traffic ON TOP OF THE CROSSWALK. Walking is made unsafe because of that. you need to daylight everywhere adjacent to the intersections. Daylighting is free.	Comment noted.
507	Crosswalks without a stop sign or a signal are dangerous. Please install a stop sign or a full signal. Even better, raise the crosswalk.	Comment noted.
508	Same as the last. All protection possible. It also makes no sense that you can't cross at 6th and that only one side of 7th is cross-able Also there's no sidewalk on the park side for much of Lincoln	Comment noted. Although 6th Avenue is signalized, the north side of the intersection lacks sufficient sidewalk to accommodate pedestrian activity. Marking a crosswalk across Lincoln Way is further complicating this would be the lack of updated curb ramps, which are outside the scope and budget of this project.

509	10th is the worst intersection on this entire stretch. On the weekends getting into the park from Lincoln causes so much congestion and makes it unsafe to walk on the sidewalk. 10th ave needs to be a turn signal or something where during certain hours you can turn there. 9th ave is busy and when Ubers or food delivery services stop and double park it cause so many issues. Designated loading zones and remove parking from 9th	A traffic signal is planned for at 10th Avenue and Lincoln Way in 2024. Signals, which are the optimal traffic control, are outside the scope of a quick-build project and are being installed by SFMTA's Transportation Engineering Division.
510	Add a crosswalk at 6th Ave	Comment noted.
511	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.
512	Kezar and 3rd, yay! Very dangerous now.	Comment noted.
513	Yay new light at 10th Ave! A lot of car turns there, so a light will make me feel safer when crossing.	Comment noted.
514	The bike light at 7th Ave must be longer. It's only long enough for 1-2 bikes to barely make it through. When kids are on their own bikes, it's hard to get started leaving the park on a hill and they need more time	Comment noted. The Lincoln Way Quick Build project is scoped to apply quick-build tools to improve pedestrian safety. Adding time to a signal phase is complicated by the needs of transit and traffic. Nonetheless your comment is being referred for review.
515	All I see is paint being used to highlight areas for concern. But there are no speed humps or anything that will slow down drivers. We should shorten the distance in the cross walks for pedestriains to be able to cross safely and faster.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program . Proposed pedestrian safety zones (PSZs) are painted curb extensions that effectively shorten the crossing distance for pedestrians. Additionally, Muni is installing concrete curb extensions at 21st and 25th Avenues.
516	Lack of bollards and hov lanes	Comment noted.
517	I wonder if this section would benefit from a parking protected bike lane since the sidewalks are so narrow.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
518	make it easier to cross to the park by Kezar please	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
519	Looks nice on paper. Would need to have some support by posting traffic policemen that would ticket the cars that cross the double lines, illegal U-turns, go over the speed limit (40+ MPH in a 30 mpg). Humans will be humans.	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
520	Painted safety zones should be applied on all of these streets given the high pedestrian volumes as gateway traffic calming features to better slow drivers turning onto neighborhood streets and warn them that they are moving from a arterial throughway to a pedestrian oriented neighborhood street. The new signals will definitely help these locations reduce some of the pedestrian and bicycle congestion at 9th Avenue by allowing people living west of 9th Avenue to have an earlier route into the park since 9th to 19th is the largest stretch of the park where all people must converge on limited crossing locations. SFMTA should take an active role in the Parks Department project at 9th Avenue entrance to provide access for people bicycling into the park from 10th or 9th Avenue since there are no low stress places to cross between 7th and 20th. Understandably, this will hopefully be a broader part of the Active Communities Plan. First steps as a part of this would be to ensure people bicycling up 10th street (from the bikeshare station, or the rest of the Inner Sunset west of 7th) feel comfortable crossing at 10th Avenue via enhanced bicycle features such as a bike box and potentially a crosswalk and ramp on the east side of the intersection. The sidewalk on the north side of Lincoln is narrow so not a good place to bike (expanded sidewalk/pathway in coordination with SF parks would be very helpful), but it is better than the alternatives as most people currently bike on the south sidewalk to 9th, which is often too congested.	Comments noted. Pedestrian Safety Zones (PSZs) are proposed at locations where feasible along Lincoln Way. PSZs operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility. The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park although sidewalks are generally not allowed for bicycling.
521	Love, all of it. Please also add a sidewalk to the GGP side of the street	Comment noted. The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
522	A 10th Avenue signal will create more traffic backup at 9th Avenue.	Comment noted.
523	6th and 7th aves should have much better bicycle infrastructure. At least green sharrows at 7th, but ideally it should be a protected bike lane. Bright green sharrows on the bike path at 5th. Both intersections too ambiguous. Protected bike intersections would be great at both.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
524	6th Avenue needs a crosswalk	Comment noted.
525	Too short of space to have light at 9&10th the backup is already horrible!!!	Comment noted.
526	Before anything is done, the data about mobility in the Sunset district is completely wrong. This is what I found on you survey details: " According to the San Francisco County Transportation Authority's "District 4 Mobility Study", everyday 58.6% of community members choose to walk to destinations, while 24.5% use transit and 14% use a bike everyday to move around the district." No way 58.6 % walk to their destination. Or 14% use bikes. The sunset is one of the districts with car transportation as the primary means of getting form place to place. Until you get the data right, there no reason the make changes based on bad data. As a 30 year resident and my wife as a 65 year resident of District 4, we know that his data is completely false.	The District 4 Mobility Study conducted by SF County Transportation Authority was a survey of transportation choice of residents in District 4, which covers a much broader area than outer Lincoln Way. This data shows the modes of travel people choose for any purpose each day. Data from American Community Survey shows commute to work data, which breaks down much along the lines you might expect.
527	please preserve parking spaces no "daylighting" if this means eliminating parking	Comment noted.
528	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted. See above for earlier response.
529	Looks great!	Comment noted.
530	supportive, no concerns. Wish we could also make the median down lincoln more attractive with plants and not just concrete	Comment noted.
531	road/street plans are good all the way down the Lincoln. however, I think the planned changes to the Park Entrance are poorly thought out and not a good idea. I know that's not part of SFMTA - just stating my thoughts	For more project information and a contact with whom to share your opinion, please visit this site: https://www.sfpublishworks.org/projects/9th-avenue-lincoln-way-improvement-project .
532	Would love to implement "barn dance crossing" light at 9th Ave and Lincoln, there is never enough time for everyone to cross on a busy weekend. Does that need a traffic study? Cars will always make that illegal lefthand turn going south out of the park-it has gotten better but...nice to have a green bike lane box at the crosswalk coming out of the park going south. On bike, it is a little hard to navigate waiting for the light.	The project explored feasibility of installing a pedestrian scramble at 9th Avenue and learned that underground conduit was insufficient in diameter to accommodate the extra wiring required for this treatment.

533	I want disabled/senior access to Golden Gate Park from Lincoln west of Sunset. This plan does nothing for me.	Comment noted. A new signal is in the works for the intersection of 41st Avenue/Lincoln Way. Signalization, our most effective traffic control, will come with a lead pedestrian interval and longer pedestrian crossing times.
534	Do not paint more red curbs to take away parking.	Comment noted.
535	The garage in GG park gets full on the weekends leading to back ups on Lincoln and 9th avenue. If mta could staff someone to work near the garage in the park so cars that don't want to park in the garage could go forward that would help traffic in the area and make it safer. Since closing other roads to cars in the park tourists on weekends make driving in the inner sunset more dangerous	Next year Concourse Garage in Golden Gate Park will transition to SFMTA management which will give more flexibility in identifying improvements that may reduce vehicle queuing. SFMTA and SF Recreation & Parks are discussing other improvements including to signage for the garage.
536	I love to see so many improvements! A major issue down Lincoln is speed. Please consider updating signals for 20MPH timing on this corridor to bring down speeds. I also see a number of intersections without daylighting. Please considering putting these in at every block.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
537	I have always been amazed that there is not a sidewalk on the park side of the street west of 9th St. How about removing a few parking spaces to create one so that fewer people are forced to cross at 9th?	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
538	No more light signals please	Comment noted.
539	There should be no right turn on Red all up and down Lincoln.	Comment noted.
540	Slow down the traffic on all of Lincoln Way, including this portion. Add crosswalk on 6th Avenue. Upgrade signage all over, particularly no left-hand turn. Eliminate right-hand turns on any street with a crosswalk - cars do not watch for pedestrians.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
541	Bus bulb outs, remove parking in front of bus stops	Comment noted.
542	same as per the outer two segment comments. consider raised crosswalks at 9th and 7th also.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
543	This area could use dedicated Muni lanes in both directions	Comment noted.
544	Speed Radar signs and signal timing are going to be the biggest wins. Please add as many of these as possible!	Comment noted.
545	I live on 10th Avenue and would welcome a light at 10th and Lincoln.	Comment noted.
546	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here	Comment noted.
547	Why make additional changes before data is available from the Parallel projects?	Changes proposed through the Lincoln Way Quick-Build Project prioritize pedestrian safety and are designed to be implemented quickly. Furthermore, none of the proposals are expected to impact traffic or Muni.
548	Can there be bulb outs at the busiest crossings?	Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility.
549	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.
550	Cars weave into 4th (I think), first left turn after Kezar. I don't know if any quick build can be done to make that left turn calmer or more visible, but it never feels safe to me. I have been almost hit 3 times, once carrying a child, by right turning cars coming from Lincoln onto Kezar drive. One time the car made contact with me, but slowly. I don't know that much can be done in this phase, but I would appreciate any improvements to visibility or walkability there.	The project proposes to daylight the eastbound approach of Lincoln at 4th Ave. Additionally, SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
551	What about speed bumps to slow people down. Other than red zones at corners and bulbs outs, I do not think traffic will slow to increase pedestrian safety.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program .
552	This seems like the best location for a pedestrian tunnel.	Comment noted.
553	We desperately need flashing beacons at 2nd Ave/Lincoln Way (Frederick) leading into Kezar Triangle. People who regularly use the Triangle include children using it for soccer practice, high schoolers using the discus practice pad, neighborhood elders taking walks, families with babies and toddlers, disabled patients or distraught families coming from UCSF and many, many people who, on a daily basis, use it to cross into the greater park. The current "Yield for pedestrians" sign does nothing to slow traffic coming off Lincoln Way. In fact, since the installation of the curve into Frederick from Lincoln Way, it seems to have encouraged drivers to speed up after the curve to make up for the curve having slowed them down. I've personally witnessed many near misses that could have been horrific. Please, please include this heavily traveled pedestrian crossing in your plans. Thank you!	The project is daylighting the northbound approach to the intersection of 2nd Avenue at Lincoln Way. Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project. The intersection has been improved with painted buffers, edgelines and medians, continental crosswalks, and has good street light coverage.
554	Kezar Dr should be included in this. I've been in two accidents in this stretch	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
555	I worry about the other side of Lincoln and third Avenue where people have been hit and killed. There is no stop sign there.	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
556	Great to add signals at 3rd and 10th. Add one at 4th. Prohibit left turns at 8th since there's a protected left turn at 7th. Continental crosswalks throughout.	Comments noted.
557	ONLY repaint road paint & repaint cross walks STOP wasting money & time on everything else NO parking removal NO "Daylighting" NO Speed Radar Signs NO Signage "upgrade" NO Bus stop changes NO Signal changes NO Left Turn "Safety"	Comments noted.

558	At the intersection of 9th Avenue and Lincoln Way, there needs to be more done than the planned projects with Rec and Park and Public Works. There needs to be larger and probably more no left turn signage at the intersection. Too many drivers are making the illegal left turn onto Lincoln Way. It happens daily. The idea of no turn on red is great. How about giving pedestrians a leading time interval as well at the intersection.	The Lincoln Way Quick Build project team evaluated the 9th Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. Unfortunately, there is not much more that could be done to the intersection that is within the project's scope. The recent rapid response program added No Turn on Red (NTOR) turn restrictions for the NB, SB and EB approaches and additional No Left Turn except Muni (NLT) signs. Additionally, parking is already restricted at all the approaches, so daylighting is not needed. The signal at 9th has four second lead pedestrian intervals (C562LPIs for crossing Lincoln, updated all-reds and yellows, and walking speed set for 3.0 fps. The lane lines and crosswalks are in good condition. Observations indicate that much of the congestion can be attributed to weekends and holidays when motorists are trying to access the GGP Concourse garage which frequently fills leaving motorists stranded. Vehicle queuing can extend down to MLK and into Lincoln Way/9th Ave intersection to Irving Street.
559	Will the NTOR @ 9th be in both directions? Please do so! We also need NTOR @ 7th. That's where I live, and I walk there every day. Lots of pedestrians (+ strollers, + dogs, + fast runners) cross Lincoln at 7th; eastbound cars often turn R on red there w/ no regard for people crossing.	Yes, No Turn On Red will be for all directions
560	SF is in a deficit - how do ALL of these changes make sense financially - it's as if a toddler were asked to pick a topping for her dessert and she grabbed everything and crammed it on there - there is no elegance or refinement to this plan. It's childish.	Comment noted.
561	Pedestrian lights at all crosswalks. close 9th avenue between lincoln and Irving to cars. Have an all-light stop and allow diagonal crossing at 9th avenue.	Comment noted.
562	I live on 10th Ave and use Lincoln/9th Ave to enter Golden Gate Park every day on foot. I bicycle as well and enter/exit Golden Gate Park via 7th Ave. A no right turn on red sign on 9th Ave would be very helpful, and daylighting on 7th and 10th Aves would make me feel safer as a cyclist and pedestrian.	Comment noted.
563	I cross at 2nd and Lincoln to enter GG Park. The speed of cars continuing on Lincoln from the 3rd Ave turn is too great. I don't think the visibility of 2nd Ave crosswalks matches the speed with which many make that turn.	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
564	The 3rd Ave stop sign turn left onto Lincoln from Frederick is super dangerous. Pedestrians/bikes in cross walk are often ignored because cars are waiting for an opening and then drive very fast before the cars come again. Many near-misses here. I'd recommend a traffic light there if possible	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
565	Need signage on Lincoln & Fulton re: garage status - open, closed, FULL. People driving crazy trying to park, find parking. Need traffic control to keep the box open. Need left turn enforcement.	SFMTA observations have also indicated that much congestion is attributed to weekends and holidays when motorists are trying to access the Golden Gate Park Concourse garage which frequently fills leaving motorists stranded. Next year Concourse Garage in Golden Gate Park will transition to SFMTA management which will give more flexibility in identifying improvements that may reduce vehicle queuing. SFMTA and SF Recreation & Parks are discussing other improvements including to signage for the garage.
566	Need to have stop sign for every single intersection to slow traffic down. Also only allow left turn if there is a stop sign, otherwise no left turn.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for efficient East-West movement of vehicles. Installing Stop Signs at every intersection would not be prescribed such a roadway. Muni, with several bus lines on Lincoln Way, also has transit time requirements that would complicate such a proposal.
567	100%. Love every idea. Please proceed.	Comment noted.
568	I don't like it. This will make Lincoln way even more crowded.	Comment noted.
569	Same comments - there should be painted crosswalks and daylighting everywhere.	Comment noted.
570	We need a crosswalk at 6th Avenue.	Comment noted. See above for earlier response.
571	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave.	Comments noted.
572	Please implement every possible protection at all intersections on Lincoln. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave.	Comments noted.
573	How come there are no improvements at 5th Ave.? That is my most common crossing point by bike, to access JFK Promenade via MLK and Bowling Green.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
574	Losing the parking spaces at the corners (5th & 6th & Lincoln) is terrible. There is an average of 1 parking space per 30 people in the block from 5th to 6th. 6th Ave did not have any significant pedestrian-vehicle issues (I've lived here 45 years), although cars still try to turn left at 6th illegally, and I've seen two car crashes from running the red light. I mostly walk to the neighborhood daily but drive elsewhere 2-3 times per week. Refreshing road paint is good. The "Painted Safety Zones" at the corners (e.g., 7th and Irving) seem hazardous to me as if you stand at the edge you can be hit by passing cars, which didn't happen with regular curbs because of the parked car lane protection of pedestrians. The 12-foot crosswalk stripes are great.	Daylighting is policy whereby we remove some parking (10' to 20') at vehicular approaches to crosswalks. This tool increases the range of visibility between approaching vehicles and pedestrians who are waiting to cross. Daylighting is an effective tool that reduces the frequency of collisions between cars and people. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. Daylighting is being proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Where driveways and bus stops exist at approaches to crosswalks, those locations are already effectively daylit so no daylighting is required.
575	My main concern is 9th Ave and Lincoln - it is a very busy pedestrian crossing, one of the main pedestrian arteries into GGP for locals and tourists. Doesn't look like much is planned to improve it besides a new signal - that isn't much.	The Lincoln Way Quick Build project team evaluated the 9th Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. Unfortunately, there is not much more that could be done to the intersection that is within the projects scope. The recent rapid response program added No Turn on Red turn restrictions for the NB, SB and EB approaches and additional No Left Turn except Muni (NLT) signs. Additionally, parking is already restricted at all the approaches, so daylighting is not needed. The signal at 9th has four second lead pedestrians intervals for crossing Lincoln, updated all-reds and yellows, and walking speed set for 3.0 feet per second. The lane lines and crosswalks are in good condition.

576	we support these changes	Comment noted.
577	I do not like the stoplight at 10th Ave I think it will cause problems with traffic	Comment noted.
578	no new bus stop locations	Comment noted.
579	no comments for this section. EXCEPT notice, you have no uncontrolled crosswalks here,. This is a much busier area of lincoln way, yet you do not have the injury problems in this area. WHY not? SIMPLE, no uncontrolled crosswalks. So why do you want to put in a bunch of new uncontrolled crosswalks at the western end? It certainly will lead to MORE injuries.	Continental crosswalks are proposed only at Stop-controlled intersections.
580	So far so good. Will there be a period of comment after these are implemented?	Comments can be shared at any point of time of a project life cycle and we always welcome comments after a project is implemented. It can be particularly helpful to hear how improvements are working. In addition, project evaluation results (e.g factsheet) will be shared with the public to communicate the impacts of the project, which will be a good time to ask questions and provide comments to staff.
581	Reduction in parking, impact on daily use of Lincoln Way, slowing down traffic when the great highway is also frequent fly closed.	Consistent with city policy, daylighting is proposed at vehicular approaches to marked pedestrian crossings where it does not already exist. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. The scale of proposed daylighting is quite small considering the proposal spans a 50+ block corridor with over 100 approaches. Project proposals do not make changes to traffic operations.
582	Agree with signal light lens upgrade, refreshing paint, and adding crosswalk. Not sure what left turn safety means but please don't remove any lanes of traffic for that or for bike lanes as that will increase congestion. I do not agree with other changes because they will add to congestion on this important artery	Comment noted. Project proposals do not make changes to traffic operations.
583	I would love to see traffic allowed to take a left at 7th & Lincoln, rather than being channeled down Irving, and clogging up the N. Irving has a high number of peds and bikes and should not be the main route to the Richmond, GGP, or the Westside. Move the bike entrance at 7th & Lincoln to 5th and allow a left to relieve Irving. Speaking of 5th, I would love to see clearer paint on the road for bikes exiting GGP. This has become a significant bike route in and out of the park, toward JFK. Coming out there is often conflict with cars turning left onto Irving. I'd love to see this left banned (while one would be added to 7th). At a minimum, clear laning to indicate to cars that bikes may continue straight out of the park would be much appreciated.	Comment noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects.
584	Who thinks this is important?	The Lincoln Way Quick-Build Project proposes safety improvements to address a disproportionate incidence of traffic-related injuries along Lincoln Way during the last five years. Significant portions of Lincoln Way are on the High Injury Network (HIN), the 12% of city streets where 68% of injury & fatal collisions have occurred. Proposed changes from the Quick-Build toolbox consist of quick and reversible traffic safety improvements for pedestrian travel.
585	Improvements are 9th Ave are needed and I'm glad to hear it's part of a related project. I would recommend and hope that it also includes safety zone improvements because the wide street width and high speed of traffic on Lincoln are problematic. I think things are challenging with all the bus stops making the street widths quite wide. I wonder if there would be a benefit by having bus bulbs in these areas and/or moving the bus stops away from the intersection. Glad that there are more no-right-on-red going in, but these need to be enforced as well.	Muni's 29 Sunset Improvement Project will apply limited sidewalk improvements at consolidated bus stops. For more information on proposals, please visit: https://www.sfmta.com/projects/29-sunset-improvement-project .
586	5th Ave is a popular crossing point for cyclists. There should be a wider curb ramp to reduce conflicts between pedestrians and cyclists, and there should be green paint encouraging southbound bikes to head directly into the southbound lane of 5th Ave rather than onto the sidewalk - the green paint would also serve to alert drivers turning left from 5th Ave of this movement. Finally, more should be done at 2nd Ave to reduce vehicle speeds and make pedestrians more visible, including painted safety zones. The road is excessively wide there and vehicles tend to go extremely fast.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. The project is daylighting the northbound approach to the intersection of 2nd Avenue at Lincoln Way. That intersection has painted buffers, edgelines and medians, continental crosswalks, and good street light coverage.
587	Bulb outs!	Comment noted.
588	Intersections with no signals should have left turn calming, daylighting, and pedestrian safety zones. Where there are high levels of pedestrian traffic, crosswalks are needed. What about retiming traffic signals for 25MPH on this corridor to bring down speeds? Maybe also add a crosswalk at 6th Ave.	Traffic signals are programmed for a progression speed which is lower than the speed limit of 30 MPH. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
589	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted. Please see earlier responses to this request.
590	Needs more bulb outs	Comment noted.
591	6) The design for 12-1 stretch probably will not make things worse, I just could not see it making them better.	Comment noted.
592	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.
593	Add a stop sign for westbound bicycles (esp electric bikes) in the bike lane on the south side of Kezar Drive at Lincoln Way. Cars turning left onto Lincoln Way here often face fast moving bikes from the right in the bike lane. In Marin they have small stop signs for bike lanes at some intersections and one is needed here.	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. While the project is not installing any Stop signs, the new signal will dedicate right-of-way to the northbound vehicle approach and we will also implement a NO TURN ON RED for the northbound right turn - this will entirely separate the vehicle movements from the ped/bike movements.
594	I travel along Lincoln in my car, my bike, and on transit. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Anything to slow down traffic and to make pedestrians safer and cars more predictable would be an improvement. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comments noted.
595	Why can't we cross at 6th Ave?! I shouldn't be told I can't cross the street anywhere in the city of San Francisco.	Comment noted. Please see earlier responses to this question.
596	Pedestrians need as many protections as possible. Drivers go much too fast, and these streets are dangerous for adults and children trying to walk beside or across.	Comment noted.
597	There needs to be a crosswalk at 6th Ave	Comment noted.
598	I support pedestrian safety zones, new crosswalks, and left turn safety. Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.

599	Same comments as before. Need real improvements we've seen work elsewhere.	Comment noted.
600	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comment noted. Please see earlier responses.
601	We need a crosswalk at 6th ave	Comment noted.
602	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted.
603	Please add a crosswalk at 6th Ave. Please also implement left turn calming, daylighting, and pedestrian safety zones on all intersections without signals. Intersections that have high-pedestrian use should get daylighting, pedestrian safety zones, and continental crosswalks. Please also retime traffic signals for 25MPH to bring down speeds. Please add every possible protection at all intersections on Lincoln to keep pedestrians safe.	Comment noted. Please see earlier responses.
604	3rd street requires improved crossing and better Left lane merge from fredrick westbound	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. Your comment was referred to the traffic engineer for this signalization project.
605	6th Ave needs a crosswalk. 5th Ave is really awkward for bikes coming out of the park because the crosswalk conflicts with cars turning right, and there's not a clear path for bikes to go south. It would be great to add signage to help both bikes and cars navigate this intersection safely.	Comments noted. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; improvements to bicycle infrastructure and wayfinding may be included in future projects.
606	Clearer signage/markings about where bicyclists should go when exiting the park onto 5th Ave - motorists yell at bikers who stay to the right (following the rules of the road, but also riding in front of cars turning left onto Lincoln), but there's also too much pedestrian traffic for bikers to ride in the crosswalk (at which point they would end up on the sidewalk anyway which is not ideal). Expanding the curb cut/ramp would also help manage the bottleneck that occurs when walkers/bikers/scoots from both directions all try to use the tiny ramp. Also, the ramp is has a distinct turn towards the left, making it unclear when bikers are going to then angle to the right to follow the sharrows onto 5th. 4th and 8th Ave especially need left turn calming -cars make the turn from Lincoln at absurdly high speeds with little thought for pedestrians (incl children) crossing the street when walking on Lincoln. We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds.	Comments noted. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; improvements to bicycle infrastructure and wayfinding may be included in future projects.
607	At least this area doesn't seem quite as bad as the other 2.	Comment noted.
608	There should be a crosswalk at 6th	Comment noted.
609	No concerns with what is proposed. My only comment is to be aware that the westbound left turn from Lincoln on to 4th Ave remains difficult, and that is the main way for those of us who live east of 7th Avenue to access our homes. We often have a very short time to make that turn. And if a pedestrian enters the crosswalk after we begin the turn, it leaves us stranded in the oncoming traffic lane. I am usually a pedestrian. But I would appreciate giving left turn priority over pedestrians at that intersection, or some signage warning pedestrians to be aware of those left turns.	Comment noted. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way. Requests related to traffic operations may be directed to 311.
610	The practical way to go from MLK out of the park is at the crossing at 5th Ave, given it's elevation and grade. We should refocus bicycle infrastructure there. I rarely see anyone using the 7th Ave infrastructure that exists. At 5th Avenue there should be a bicycle crossing timed with the crosswalk signal. Further, there should be a crosswalk at 6th.	This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; improvements to bicycle infrastructure and wayfinding may be included in future projects.
611	Add a crosswalk at 6th Ave. I shouldn't be told I can't cross here.	Comment noted. Please refer to earlier responses to this request.
612	Recommend a painted safety zone and left hand turn safety improvements for 12th Ave	The westbound approach to the intersection of Lincoln Way / 12th Avenue has an extended center median which operates like left turn safety treatment.
613	The diagonal crosswalk at Lincoln Way & 5th Avenue is dangerous. Please add crosswalks to all sides of the intersections all along Lincoln Way (most currently have 1 crosswalk missing).	Comment noted.
614	Please install flashing stop signs and cameras at the 4 way stop at Lincoln and Arguello. So many cars blow through that stop or are impatient and don't wait for pedestrians to cross and often drive right past people close enough to touch the car. Also, cars do not stop for pedestrians at 2nd and Lincoln. Please consider making that a stop sign.	Comment noted. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way. Requests related to traffic operations may be directed to 311.
615	We need every possible protection at all intersections on Lincoln to keep us safe. All intersections with no signals need left turn calming, daylighting, and pedestrian safety zones. All intersections with high levels of pedestrian traffic need daylighting, pedestrian safety zones, and continental crosswalks. Retime traffic signals for 25MPH on this corridor to bring down speeds. Add a crosswalk at 6th Ave. Intersection at 4th Ave is highly unsafe and motorists turning from Lincoln in either direction have poor visibility of pedestrians entering the intersection. There should be a light signal or at minimum a flashing lighted crosswalk.	This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; improvements to daylighting infrastructure and wayfinding may be included in future projects.
616	Please consider how much you can do for 11-5th ave. We need a lot of help in this area as every weekend the area has lots of quite aggressive driving with everyone trying to get to the park. I don't see any improvements for biking infrastructure as part of this plan which is a mistake as the park is a major destination for biking.	Thank you for your feedback. The project does not propose many changes for this segment because many of the tools in the Quick-Build Toolkit have already been installed here. However, significant improvements are in the works through parallel projects including a new signal at 10th Avenue, and new signal poles and a redesigned pedestrian landing at the northside of 9th Avenue, where recent efforts have also included No Right Turn on Red restrictions. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing pedestrian safety improvements; side-street improvements to bicycle infrastructure may be included in future projects.
617	All for improving pedestrian safety for crossing the street. I believe implementing the flashing lights from the actual pedestrian crossing by pressing the button would be more effective in stopping cars ahead of time to allow the pedestrian to safely cross while only causing traffic slow-down when someone is crossing. This will also keep the number of parking spots.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project. Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers.
618	Not sufficient detail - will signal changes consistently increase lead time for pedestrians to cross Lincoln?	Yes. Signal retiming is being proposed at all signals not currently upgraded with a lead pedestrian interval and 3.0 walk speed.

619	Please include improvements for cyclists! Lincoln is one of the rare streets in the Sunset running E/W that is actually flat. This makes it a potentially much better ride than Irving or Judah. However, there is almost nothing to support cycling on it, and even crossing Lincoln on 9th or 7th can feel dangerous. Irving is only marginally safer for cyclists because of slower car speeds, but I've had many near misses and had a door opened into me on Irving because the lively corridor is a constant stretch of unsegregated interaction points between through-traffic (cars, bikes, electric scooters, skateboarders), pedestrians, cars parking/pulling out, and the many cars that just stop in the middle of the road with their hazards on while someone goes into one of the businesses. Regarding transit, please make it safer for passengers disembarking from westbound buses to cross Lincoln!	Comments noted. This project does not include scope to improve bicycle infrastructure. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects.
620	This project is very important to move quickly! thanks for your hard work on it. Also need a total overhaul of Sunset Ave, MLK Drive/Crossover (close the slip lanes!), and many of the cross streets into the park. Transverse Drive should be closed to vehicles - it is just used as a cut through to avoid crossover and makes the route unsafe for park users (there are no destinations there for drivers so please consider closing it).	Thank you for your feedback. Comment noted. Modifications to the streets that you have mentioned are beyond the scope of this project.
621	At the crosswalks where there are no traffic lights it would be nice to see flashing lights installed similar to what was done on Sloat. These lights can be activated by a pedestrian by pushing a button at the sidewalk before crossing. The cars speeding down Lincoln rarely stop for the pedestrians trying to cross at these locations	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project. Because of the speed limit on Lincoln Way (30 MPH), RRFBs which are warning sign and not a regulatory sign, may not be recommended at uncontrolled intersections by traffic engineers.
622	I am strongly in favor of removing parking spots to increase visibility. I know this will tick some people off, but it will save lives!	Comment noted
623	You state, "Lincoln Way is a four-lane arterial street running east to west for 3-miles on the south edge of Golden Gate Park." It is not. It is a FIVE-LANE street between Arguello and 19th Avenue in the afternoons (westbound).	Comment noted.
624	I am glad you are putting more signal timing adjustments on various traffic lights so pedestrians have a chance to cross safely. This is a huge improvement on 19th Avenue. Is there any way to keep people from making an illegal left turn off of 9th onto Lincoln? It is probably because I use that road to get to the park more often than I notice people doing that. Also, has SF considered those lighted pedestrian crossings (yellow lights flash on the crosswalks and on pedestrian crossing signs posted when a pedestrian is crossing)? I am just curious. There are several in southern Marin and I find them helpful as a driver. Maybe too expensive for our city or not practical?	Enforcement of the illegal left turns at 9th Avenue / Lincoln Way is complicated because SF Police Department is understaffed and unable to prioritize traffic enforcement. We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. Rectangular rapid flashing beacons are beyond the budget and scope of this quick-build project.
625	Lincoln is one of the most disappointing streets in the city, and makes Golden Gate Park much less safe and enjoyable to access. We need a lower speed limit and more enforcement of moving violations. Long-term this should be a two-lane street, not four lanes plus parking.	Comments noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time. We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
626	I strongly support reducing motor vehicle speeds in order to improve pedestrian and bicycle safety. I strongly support removing parking along Lincoln way to improve pedestrian and bicycle safety. As we work to increase safety on Lincoln, we must also consider the tendency of drivers to use the roads in Golden Gate Park as their preferred cut-through routes. MLK Drive at 25th, 20th, and 19th are especially dangerous due to cut-through traffic. Additional improvements are needed inside the park in order to mitigate the hazard to human park users from vehicle traffic.	Comments noted.
627	I do not think this is necessary and a waste of money.	Comment noted
628	The only other question I'd have about all of this is whether or not there will be any increased traffic enforcement along Lincoln after this project. It's all well and good to put in these measures, but if there isn't anyone around to enforce them, then what good are they going to do?	While SFPD has been understaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
629	Thanks for your efforts to improve road safety!	Comment noted
630	The mayor, the SFMTA, and Rec and Parks have completely lost the trust of the neighborhood. Even common sense things like repainting are viewed suspiciously now because of the mistrust you have generated.	Comment noted.
631	Full steam ahead!	Comment noted
632	It's out of the scope of the quick build, but speed cameras would do a world of good.	Comment noted
633	this should only be the first step to a permanent change in the street design, thank you.	Comment noted
634	More bulbs and fewer allowed turns. Cars need to stop more often overall. This is the highest speed road in my neighborhood. People treat it like a highway	Comments noted. Project scope does not include installation of concrete bulb-outs (sidewalk extensions). Several intersections along the project corridor will be upgraded with Pedestrian Safety Zones (PSZs) that operate in a similar way to concrete bulb-outs with the application of paint and safe-hit posts to shorten crossing distances and provide greater range of visibility.
635	Not sure my feedback was meaningful. I did not come away with a clear idea of what's being done.	We are happy to provide a presentation or more information over the phone for you. Please request at LincolnQB@sfmta.com.
636	STOP screwing up the West Sides only quick-moving thoroughfares. Is this some bizarre way of getting people to be so frustrated by traffic that they sell their house to some tech millionaire and leave? What is WRONG with you idiots?	Comment noted
637	I know this is just a quick build, but the city really needs to improve pedestrian access all along the north side of Lincoln, as people who park their cars are put at pretty serious risk and are forced onto a not well maintained dirt path or onto the roadway.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
638	Do more. This is an improvement but more is needed to make Lincoln safe. Muni should get a red lane. Remove parking and install bike lanes. Widen sidewalks.	Comments noted.
639	glad you're doing this and other safety projects	Comment noted
640	In general, eliminating parking on the south side of Lincoln would help TREMENDOUSLY to allow for safe turning from the streets intersecting with Lincoln onto Lincoln. As a resident on 39th Ave. and Lincoln, the parked cars on the south side of Lincoln make it impossible to see cars coming as you're trying to turn onto Lincoln. This is among the most significant safety things that could be done.	Daylighting will remove some parking (10' to 20') at vehicular approaches to crosswalks. This tool increases the range of visibility between approaching vehicles and pedestrians who are waiting to cross.
641	Any improvement is welcome!	Comment noted.
642	Reopening the Great Hiway would greatly help the problems on Lincoln Way out by the beach. Lincoln Way has become much more congested since everyone has to come up Lincoln Way to Sunset Blvd now and many drivers are frustrated with this reroute.	Comment noted

643	Please love cars and drivers too. We are multigenerational families of low moderate incomes. We have to get to work. Your inconsiderable addition of stop signs and removal of parking spaces would cause major delays of our commute. Each additional hour you have delayed us on the commute costs us \$20 on would have been wages that feed our families or the precious time we have for our kids from long commute. This is a terrible design.	Comments noted. Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. The icon with the "STOP" text is meant to represent "Refreshing Road Paint" and does not indicate a new stop will be present. We apologize for the confusion. There are variables with daylighting that affect their impact on parking. At several intersections, daylighting already exists and is only being "refreshed". Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park.
644	Left turn arrows are helpful. Flashing stop signs when a pedestrian is crossing.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
645	Looks good - especially the left turn work.	Comment noted
646	This is a necessary street for everyone this side of the park. Don't duck it up like you did to van ness (which took forever and now takes forever to go down) and s van ness which is another stupid disaster . We NEED lables for CARS we have cars- peiple drive cars- stop trying to get rid of all the lanes for the 4 bicycles on the street. Hopefully this won't take 10 years like van ness. I'm dreading the traffic already	Comment noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
647	Would be nice to have pedestrian triggered red lights to cross. Doesn't stop regular flow of traffic, which can get quite fast, but better alerts cars to the presence of peds. Just like on Sloat.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
648	I know this is a quick-build project with limited options, but I'd love to see slower vehicle speeds on Lincoln in general and more inviting connections to the park - these should be awesome gateways to one our city's natural gems!	Comment noted
649	There are tons of stop signs in the outer Sunset that are blinded by trees. Why not have the city give a truck and some sheers to a few workers and get that fixed ASAP before someone get T-boned? That will be a major lawsuit for the city.	We will coordinate with SF Recreation and Parks Department and the Department of Public Works to trim obscuring foliage from signage along Lincoln Way.
650	I am AGAINST adding daylighting. There already isn't enough parking as is and that will reduce it further unnecessarily. Please, by all means, refresh road and crosswalk paint anywhere you want to!	Daylighting is policy whereby we remove some parking (10' to 20') at vehicular approaches to crosswalks. This tool increases the range of visibility between approaching vehicles and pedestrians who are waiting to cross. Daylighting is an effective tool that reduces the frequency of collisions between cars and people. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
651	I'm all for improving safety but please don't add any more lights. Pedestrians have to be responsible for their own safety, too.	Comment noted. Only 4 new signals will be added as part of other adjacent efforts.
652	Air quality is 5x worse than the surrounding streets with 6x amount of traffic compared to Irving or Judah. A lot of semi trucks and motorized bike groups rattle houses I have been in when they pass on Lincoln. I am concerned by the further physical, sound, and air quality disturbances. I have lived on Lincoln for years and walk to the park every day with my infant daughter. A dozen pre schools and daycares also use Lincoln frequently, and the speeds and sounds are not safe for pedestrians. I would like to see speed or sound mitigation, and less overuse of Lincoln to get through the city.	Comment noted
653	Thank you so much! 9th Ave and Lincoln is currently a mess, so I can't wait to see what improvements you all come up with.	Comment noted
654	Lower the speed limit	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
655	It's shameful that our best parks are moated off by 4+ lane freeways on all sides. This project will help some, but it won't truly be safe until lanes are reduced and speeds are lowered	Comment noted
656	Please post prominent speed limits, consider speed bumps or raised cross walks, add a traffic light between 9th and 19th aves - currently cars seem to use that stretch to just roar through. It would be nice to also add some street furniture on lincoln sidewalk. e.g. benches, trees, shrubs, speed limit signs.	Comments noted. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
657	Cities shouldn't be easy for cars. They should be easy for bikes and pedestrians. Drivers are in a comfy space. They should leave earlier and slow down. Prioritize the safety of everyone outside of cars, and prioritize the speed of buses. More bus stops with shelters please.	Comment noted
658	Slapping down paint and putting up signs isn't going to stop people from racing their cars up and down Lincoln at 2AM, or at 3:30 in the afternoon. These proposals aren't going to make getting *off* lincoln easier, and drivers will still be weaving and swerving like they're playing Dodge'em. I don't think you're fully aware of how terrible drivers can be, and how willfully they ignore speed restrictions, signage, prohibited left and right turns, and bicyclists and pedestrians. Honestly, why not be as upfront as possible and call it the "Lincoln Way Cheapest Possible Action To Make It Look Like We're Doing Something Project"?	Comments noted.
659	Anything that makes Lincoln safer for pedestrians, even at the expense of traffic flow or parking, gets my support.	Comment noted
660	Overall, I think lights in the crosswalk or on the crosswalk signs are very helpful at intersections where there are pedestrians crossing.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
661	We both walk and drive in this area daily. Please consider people in their 80's who have limitations. Thank-you.	Comment noted
662	DO NOT PAINT ENTIRE LANES RED. IT IS AN UGLIFICATION OF THE CITY. I JUST WANT TO THROW UP WHEN I COME ACROSS THESE PAINTED RED STREET LANES. IT'S DISTRACTING MORE THAN DOING ANYTHING. I ALSO THINK YOUR USE OF "QUICK BUILD PROJEC T" IS MEANINGLESS & SIMPLY A PROMO FOR THE SFMTA.	Comments noted.
663	STOP cowtowing to the fucking SF Bicycle Coalition and SF Walks.	Comment noted
664	As someone who lived next to Lincoln for 15 years, and has used it as a motorist and crossed it hundreds of times on foot or bicycle, I know how dangerous it is. Speed is absolutely the #1 issue here, which means drivers are flying through intersections like 9th and Irving despite so many vulnerable people. Turning drivers especially get impatient and desperate at all intersections, which puts us all at risk. We need to limit the opportunity for all this dangerous behavior by making the intersections as protected as possible – every bell and whistle.	Comments noted

665	I appreciate SFMTA's work; safety improvements are much needed along Lincoln Way. I also appreciate the virtual open house platform. Keep up the good work!	Comment noted
666	Please focus on pedestrian safety and don't be afraid to use bollards.	Comment noted
667	Real, full-width sidewalks on both sides of street for the entire length of Lincoln Crosswalks at sidewalk height throughout to reduce speeding (there is so much speeding)	Comment noted
668	I have already seen what it's like when the MTA pulls out all the stops (Folsom - now a great street) and when it holds back or caves to drivers (Franklin - still deadly for pedestrians and cyclists). Please make every possible improvement and strenuously follow the transit-first policy city voters approved years ago. Don't let people lose faith in Quick-Build projects by being timid. The SFPD is not enforcing anything. People are dying and getting hurt at alarming and increasing rates. You must do everything in your power to correct these street designs and default to using absolutely every available tool until traffic speeds and resulting injury/fatality numbers meaningfully swing the other way. The MTA is literally our lifeline.	Comment noted
669	We want SF to be safe.	Comment noted
670	Red-curb zones are great...but they also need to be enforced! I often see cars parked in red zones unchecked.	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
671	Walking East-West on Lincoln Way, the very real danger is vehicles making high-speed turns onto side streets. Proposed improvements don't address that issue. Improved signage & crosswalk paint don't help if the vehicle is going way too fast.	This project proposes to install Left turn safety at many locations. Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to effectively extend the center median in order to encourage slower turns and increase drivers' awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds.
672	Make it happen fast. Don't ask community input	Comment noted
673	We drive and bike and walk on and near Lincoln with our baby. It's not safe, and it needs major improvements to slow down traffic and protect pedestrians.	Comment noted.
674	Thank you for all you do!	Comment noted
675	Thank you for working on this effort to make Lincoln Ave safer and more pleasant for all road users. I'm hopeful that the proposed changes will improve access and connectivity to Golden Gate Park	Comment noted
676	Reducing speeds on Lincoln is key. Traffic enforcement at 41st Avenue is critical now before a stop light is installed. This week I was walking in the crosswalk and had a driver in the far westbound lane speed in front of me.	Comment noted
677	I would never walk and bike on Lincoln as it is now it feels like a death trap	Comment noted
678	Thanks for making some progress. I want more protections ASAP.	Comment noted
679	anything that will make it more difficult to drive to sf business will continue to drive my \$ to Daley city - these obstacles you are proposing will cause me to abandon businesses along Lincoln	Comment noted
680	I frequently drive or bike on Lincoln. I'm strongly in favor of slowing traffic down for safety of pedestrians and cyclist. Even if it means it takes longer to arrive to my destination, lives are precious. I don't want any more pedestrian/cycling deaths.	Comment noted.
681	The biggest pedestrian safety issue on Lincoln is that there are multiple stretches on the southern end of Golden Gate park where there is no sidewalk so people have to cross the street dangerously where they wouldn't have crossed otherwise.	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
682	Thanks for implementing much-needed changes to make Lincoln Way safer!	Comment noted
683	many motorists still use MLK to speed through East/West and this should be addressed as well since traffic calming measures will have an effect on GGP	Traffic calming devices are not being proposed as part of this project. We will coordinate with the Recreation and Parks Department regarding traffic on MLK.
684	Lincoln is right next to a public park. The speed limit should be reduced, especially on weekends and during school commute times.	Comment noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
685	I live in the far outer sunset (I was born in SF and have lived most of my life here) and I support traffic calming. There is little need for a car in our urban environment (and I say that as someone who is over 50 years old) so I hope that our beautiful and great City will soon lead the way in safety and environmental improvements to encourage others to get out of their car and feel safe to travel via ebikes/scooters/walk/roll/public transit to and from their destinations. It's a beautiful city and out here along Lincoln with GGPark and Ocean Beach, there are multiple opportunities and reasons to improve and calm traffic *I support, appreciate and advocate for change in infrastructure and moving away from old thoughts of the built environment focused around car traffic* Thank you!!	Comment noted.
686	Any way to reduce speeding and have cars follow rules, like stopping at stop signs would be great. Is it possible the city could hire some traffic cops?	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
687	Please be bold and decisive. The park is an integral part of my family's routines, for recreation, exercise, and education (courses at Sharon Art Center) and entering and exiting the park shouldn't have to be so scary.	Comment noted
688	45th Ave is very dangerous especially with young kids going to park. Improve flow at 41st Ave.	Comment noted. There will be a new signal at 41st Ave.
689	My only request is to do that left turn safety things more places other than just lincoln way!! This looks great and should help	Comment noted
690	This is a much needed refresher to Lincoln way. Thank you!	Comment noted
691	Traffic signals and stop signs are necessary to make crosswalks safe. Cars will not stop otherwise, and driving speeds make it hard to see pedestrians in time to yield. This would also be helpful for cars turning onto Lincoln from the many streets without a stop sign or signal.	Comment noted
692	I'm disappointed generally that the best flat land route for active transport will continue to be inaccessible. Currently bikes are sent into the park on a windy set of rolling hills and contend with the mess of gg bridge traffic from 25th to crossover on MLK. It sucks. The other route is Kirkham which has a massive hill eastbound at 19-17th. There's one flat, straight thoroughfare: Lincoln and we reserve it for powered vehicles that don't need it to be flat.	Comment noted

693	Lincoln is a neighborhood Street adjacent to a park with lots of children, dogs, old people, runners, bikers there need to be speed bumps approaching nearly every crossing. Lincoln is NOT a freeway like sunset blvd or presidio blvd -	Comment noted. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
694	So glad to see these much-needed safety improvements!	Comment noted
695	Thank you. Lincoln is scary, motorists drive it's like a freeway.	Comment noted
696	Two people were killed by motorists on Lincoln Way. Last year, four pedestrians were hit and seriously injured while simply waiting for the bus at 9th and Irving. It is appalling that this happens in our City, right next to Golden Gate Park, one of our beautiful amenities no less. I live in the Richmond District, and crossing or walking along Lincoln is frightening. There are dangerous speeds and too many close calls. With thousands of people crossing Lincoln Way to visit Golden Gate Park every day, it's crucial for this street to be safer. Thank you for bringing a 'Vision Zero Quick Build' project to this high-injury street!	Comment noted
697	Speed bumps would go a long way to getting drives to obey the 30mph speed limit in these areas. More stop lights or stop signs could help as well. Thank you.	Comments noted. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program Our project is exploring installation of 1 (one) Stop Sign at 3rd Avenue. Additional Stops are not being considered at this time. We will continue looking at options for intersections that have no existing traffic control based on collision history.
698	get rid of that right hand lane that starts around 9th ave going westbound. It ends around 14th? and people just use it to cut in front of the cars in the right lane who think that is a parking lane. Just have it as a parking lane since it starts up as a parking lane for a few blocks anyways.	Comment noted. The lane is designed to accommodate westbound peak hour traffic. Please request changes to traffic operations by calling 311.
699	Add more left turn lanes around 19/Crossover. Routing traffic into GGP at 25 to then turn left onto Crossover doesn't make GGP safer for peds and bikers. It should be overflow, with more speed bumps, but in addition to a primary turn lane on Lincoln onto Corssover at 19. I would love to see less parking allowed and more daylighting around ALL intersections. Lanes are narrow as is and there is too much parking on Lincoln. Finally, remove the time restricted 3rd westbound lane at 9th to ~16. Not sure it does much and just leads to speeders racing back in before the 3 lanes collapse to 2.	Comments noted. The Lincoln Way Quick-Build Project is not proposing changes to roads in Golden Gate Park. The outside westbound lane on Lincoln Way is designed to accommodate peak hour traffic. Please request changes to traffic operations by calling 311.
700	The more paint, signs, protection the better for pedestrians and cyclists as there is a lack of safety on Lincoln. Last fall I witnessed the car crash into the muni bus stop on 9th and Lincoln that injured pedestrians. Every since then I have used increased caution on the road. I would like to see more "left turn safety", crosswalk repainting and stop sign boldness. As the amount of pedestrians and the amount of cars is a dangerous combo.	Comments noted.
701	Let's be visionaries together and bolster pedestrian safety in bold and meaningful ways. SF is a uniquely a city for walkers and bikers. Please help protect us.	Comment noted
702	I saw changes to improve visibility of crosswalks and make traffic signs more obvious, and optimize bus stop locations, but I think there should be more to address biking and slowing car traffic. Perhaps a transit only lane or something along those lines would help. We need to get serious about addressing roadway safety in SF.	Comments noted.
703	Reduce the roads to one car lane each way, replace with transit or cycling lanes.	These improvements are out of the scope and budget of a quick-build project.
704	I think I've covered everything in the previous question; in summary, for the full length of Lincoln, I would: 1. Install a protected, two-lane, striped bike lane on the north side (protected either with a raised curb or steel bollards). 2. Remove parking on the north side. 3. Install ample bike parking every 10 blocks, possibly even more frequently, just inside GGP adjacent to the sidewalk/roadway on the north side, consisting of at least 20 lockable bike boxes or racks at each site. 4. Install PSZs at every intersection. 5. Install daylighting.	Comments noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
705	Thanks for your work. Slowing Lincoln Avenue and helping drivers pay attention will save lives.	Comment noted.
706	Please don't waste this opportunity to make Lincoln a safer place to walk. I remember when we were looking for our current condo and the real estate agents said that any unit on Lincoln was worth less because the street was so miserable. It's right next to an amazing park! But the park is virtually unreachable for most of it, because it's too scary to walk along the street. And people are right to be scared. 7th and 19th Avenues are also terrifying traffic sewers, btw.	Comments noted.
707	Where is the money to pay for these projects coming from?	The Lincoln Way Quick-Build Project is funded through a combination of local sales tax and a TNC tax (tax on commercial ride-hail companies).
708	This is a great step in the right direction, looking forward to more active transport friendly infrastructure in the Sunset neighborhoods. Lincoln really does feel like a big (and noisy!) barrier separating the park from our neighborhood so I hope more can be done in the future. Please continue coordinating with projects like Sunset Neighborways, 29 Sunset, and GGP management to make sure we are working towards a seamless network when it comes to walking, rolling, and transit.	Comments noted.
709	Pretty sick of how car dominance in this city keeps getting worse & worse & no one who's on the public payroll seems to care about that. I take my life in my hands every single day because you guys aren't doing your jobs properly. I wish I thought this survey would change things but until I see any actual improvement I am not going to count on that. I have seen too many projects derailed or downgraded because you are so terrified of inconveniencing motorists. They are given free rein in this city in their supersized vehicles and anyone who has the power to change that just couldn't care less. So you'll forgive me for feeling a little cynical that filling out this survey will actually do any good. I'll believe it when I see it.	Comment noted.
710	Reduce Lincoln to one lane of vehicle traffic in each direction. Paint crosswalks at every intersection.	Comments noted.
711	These are all fine cosmetic upgrades and I appreciate that they might improve pedestrian safety but what about traffic congestion?	The Lincoln Way Quick-Build Project is proposing improvements for pedestrian safety and is not scoped to address traffic operation. Please request changes to traffic operations by calling 311.

712	I walk, bike and drive the Lincoln corridor between 9th and 19th daily. Living between Irving and Lincoln and commuting by bike through the panhandle, there is no reasonable bike route to get from my house to GG park. Google maps tells me to take Lincoln but it is terrifying and drivers have no idea what to do with cyclists on this road. I empathize because it terrifies me to drive on Lincoln with cyclists present. It is unreasonable to go up a hill 3 blocks to Kirkham, and Judah and Irving are almost as dangerous as Lincoln with no bike lane, lots of traffic, and Muni rails. So I do what most others in the neighborhood do and ride my bike slowly on the Lincoln south sidewalk to cross into the park at 9th Ave. why not put a bike lane there?it is wide except one weird spot near apartments at Funston	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
713	Drag racers continually speed throughout the neighborhood. Therefore, speed bumps should be placed on all avenues that intersect with Lincoln, especially on 26th Ave., and speed bumps should be placed on alternating blocks of Lincoln.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
714	We are not moving fast enough to reduce car dependency and equitable access to car-free life in our city. People are getting hurt and killed on our streets constantly because of our poor street treatments and infrastructure. Other cities like NYC and Paris are way ahead of us. We have NO EXCUSES for not making more dramatic safety changes as quickly as possible. Please don't settle for a halfway solution for Lincoln, let's make it as safe as it possibly can be!!!	Comments noted
715	Thank you for re-examining this street design. In addition to parking car infrastructure can we explore adding bikeshare docks and encourage people to bike down Irving and GGP. I'm worried by the abundance of car infrastructure we have provided in this city. How might we educate people about all the ways they can get to and from their beach. Perhaps more signage directing people to MUNI and the N. Signs that say, "hate traffic and parking? Take the ADA EV buses". Have a dedicated bus only lane on Lincoln and on Judah/ Irving. Why cars are allowed to block and share the light rail streets is bonkers. What happened to transit first?	Comments noted. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. While this Quick-Build project is proposing improvements for pedestrian safety, transportation planning in San Francisco calls for a balanced approach with community-members everyday using different modes of travel.
716	Need to narrow the lanes to slow drivers.	Comment noted. With the presence of Muni, there is no flexibility currently with modifications to lane width.
717	I think Lincoln way needs a lot of work and I appreciate the work that's gone into it. I just wish there were more lights/signals at new crosswalks.	Comment noted. Additional signals are out of the scope and budget of a quick-build project.
718	Appreciate the effort to make it as safe as possible!	Comment noted
719	Very glad you're working on this. - Carole_Roberts Noe Valley	Comment noted
720	Please look into slowing down that corridor. Or have actionable items that automatically triggers upon X number of collisions within the past 6 months. If you have some automatic triggers, this would remove politics from having to discuss and plan safety improvements.	Thank you for your comment. The Lincoln Way Quick-Build Project is a response to collision frequency data and its classification as part of the High Injury Network. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
721	Less car dependent infrastructure would be amazing	Comment noted
722	How does this align with vision zero goals?	The Lincoln Way Quick-Build Project is within San Francisco's Vision Zero Quick-Build Program.
723	unless you're willing to do what it really takes to make it safe you will have more fatalities and injuries like what happened at 9th and Lincoln. Without enforcement of the no turn rule, you're basically doing a make work project that spends money and does nothing	Comment noted. While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
724	Need the additional support of police monitoring the fast cars, illegal speeding, U-turns. etc.	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
725	Thank you for moving this forward!	Comment noted
726	Please add a sidewalk to the GGP side of the street	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
727	Much more bicycle infrastructure on the cross-streets. Make Lincoln safer for people who cross it on bicycles into and out of the park.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-Build project is proposing improvements for pedestrian safety along Lincoln Way; side-street improvements to bicycle infrastructure may be included in future projects. We encourage cyclists to use existing bicycle infrastructure such as JFK and MLK Drives.
728	I think we need more efforts to reduce the amount of speeding on Lincoln Way. Many drivers treat the road like a drag strip.	Comment noted
729	Leave it be, quit wasting money	Comment noted
730	This should have been sent to homeowners in the affected areas cuz many do not do social media and these decisions repeatedly get pushed thru with out our input	We apologize if you were not reached by our outreach channels. Postcards were mailed to approximately 3,500 residences, emails sent to several thousand people who had signed up for updates, posts to our social media and reached out through Supervisor Engardio's and Supervisor Melgar's channels and social media. Thank you for participating!
731	Before anything is done, the data about mobility in the Sunset district is completely wrong. This is what I found on you survey details: "According to the San Francisco County Transportation Authority's "District 4 Mobility Study", everyday 58.6% of community members choose to walk to destinations, while 24.5% use transit and 14% use a bike everyday to move around the district. No way 58.6 % walk to their destination. Or 14% use bikes. The sunset is one of the districts with car transportation as the primary means of getting form place to place. Until you get the data right, there no reason the make changes based on bad data. As a 30 year resident and my wife as a 65 year resident of District 4, we know that his data is completely false.	The District 4 Mobility Study conducted by SF County Transportation Authority was a survey of transportation choice of residents in District 4, which covers a much broader area than outer Lincoln Way. This data shows the modes of travel people choose for any purpose each day. Data from American Community Survey shows commute to work data, which breaks down much along the lines you might expect.
732	Except for eliminating parking, all of the ideas are good ones.	Comment noted
733	Do everything to reduce traffic speed.	Comment noted
734	Especially on days when the Great Highway is closed, it's increasingly difficult to just get across the Park out at the western end. Often when Chain of Lakes is inexplicably closed, you have to drive all the way back to 19 th and Park Presidio just to cross the Park, then drive all the way back to where you want to go. On big party weekends in the Park, we can be literally stuck out here , unless you join the queue on 19th , often backed up as far as Ortega.. Please keep that in mind as you make it harder to get around out here.	Comment noted
735	Wish we could also make the median down lincoln more attractive with plants and not just concrete	Project scope and budget will not support landscaping improvements at this time.

736	Get the 25MPH street signs up soon and ask SFPD to radar more frequently and pull over speeders. I'm nearly every day and only heard them pull over speeders one time. It's also good SFMTA revenue generation. Open up the larger great highway again.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
737	Thank you for trying to make our neighborhood safer. I know all the driverless cars in the 'hood follow all the rules!	Comment noted
738	Provide transit access on Lincoln west of Sunset for disabled and elderly to enter Golden Gate Park via Chain of Lakes Drive. San Francisco chooses to ignore the needs of disabled/elderly in access to Golden Gate Park, as evidenced by the closing of JFK to any disabled or elderly citizens & instead celebrating the abled.	This project will improve pedestrian safety on Lincoln Way. Modifications to transit service is outside of the scope of this project. We encourage people to communicate needs around transit and accessibility to Muni via 311.
739	Get rid of safe streets... It just causes traffic to go around a different way... Mainly back to Lincoln... All he does is congest the traffic in one area and no one really pays attention to slow streets	Comment noted.
740	What about stopping all traffic in all directions at 9th and Lincoln so all pedestrians cross at one time?	The project explored feasibility of installing a pedestrian scramble at 9th Avenue and learned that underground conduit was insufficient in diameter to accommodate the extra wiring required for this treatment.
741	Maybe get rid of parking on some of Lincoln way to make it safer for drivers	Comment noted. See response above.
742	I am glad measures are being taken to improve safety along Lincoln, particularly at pedestrian crossings into Golden Gate Park.	Comment noted
743	Traffic on 19th avenue crossing Lincoln way is too congested during rush hours, please extend the green light time for Lincoln way and Martin Luther King Dr to 20 seconds or longer.	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
744	Traffic patterns are very different on Lincoln depending on time of day and day of the week. Speeding and drivers changing lanes frequently make it impossible for pedestrians to cross safely. Bus shelters are too close to the roadway and offer no protection	Comment noted
745	Everything your office does ruins this city. I am sure you will take out all the parking on Lincoln in the next stage, take out one of the lanes and make everything a bike lane. You have ruined SF! I hate all your stupid HOV lanes too. Everyone at your office should resign or be fired for how you have ruined this city and all the small businesses due to lack of parking. Open the Great Highway too.	Comments noted.
746	Please don't slow down traffic. Lincoln is so congested during the weekend. Park street closures have dramatically increased traffic in Lincoln	Comment noted
747	speed bumps. That's the only way you are going to discipline drivers. It's painful but this is what happens when you closed Kennedy.	Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit (30MPH) such as Lincoln Way. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps on side streets: https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
748	Just don't remove parking spaces	Comment noted.
749	consider upgrading the soft post treatments to something similar to what the Presidio of San Francisco has done along Lincoln boulevard	Comment noted. Please consider forwarding an example of the treatment you are referencing to our project email: LincolnQB@sfmta.com .
750	The lack of dedicated Muni lanes is pretty disappointing. It's rough being on a 7 Haight stuck in traffic.	Comment noted
751	Drivers often don't slow or stop at crosswalks, so fresh paint isn't going to cut it. If you're able to add push-button-enabled red lights at crosswalks, that will make it much safer for crossing pedestrians.	Comment noted. Most pedestrian signals are not actuated on Lincoln Way because of Muni travel time requirements.
752	Looks good! The project has my support!	Comment noted
753	Forgot to post this earlier: Lincoln at 41st is still treacherous for those of us entering and exiting the park as peds/cyclists. Motorists, by and large, speed excessively while also not obeying stop signs (much like down at 45th), but more egregious. I've nearly been hit here on my bike twice since 2020. It's scary & it sucks. Raised crosswalks, ped/bike stop lights would help greatly.	SFMTA Traffic Engineering is managing construction of a new traffic signal on Lincoln Way at 41st Avenue. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
754	PSA: "Walk at the green, not inbetween" - see 1970s New York pedestrian safety PSA	Comment noted.
755	Traffic enforcement has been severely lacking. These are important improvements but enforcement is key	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
756	Thank you for your work. I hope this gets done quickly and thoroughly!	Comment noted
757	No - thank you!	Comment noted
758	looks good but it's a little hard to tell exactly what the changes mean. there should be a zoom meeting where the changes can be explained and neighbors can give feedback	We have given many presentations to community groups and other stakeholders. We are happy to provide a presentation for you. Please request at LincolnQB@sfmta.com .
759	Separated grade for pedestrians and traffic. Decrease the number of lanes of traffic and increase the width of islands for pedestrians crossing the street and dedicated bike lanes or Muni lanes.	Comments noted. While these improvements are currently outside the scope and budget of a quick-build project, we will keep these suggestions in mind for future opportunities.
760	PLEASE put a flashing beacon at 2nd Ave and Frederick!	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
761	Doesn't seem like enough new measures, more of the same	Comment noted
762	Make it accessible for drivers of cars. I am just Seybold can only walk about a block and a half even though that's as far as I live from Golden Gate Park. The elderly and disabled need to be taken into account. We cannot walk, ride bikes, or get on muni. Do not leave us stuck in our homes because you want to get rid of cars.	Treatments proposed through this Quick-Build Project will make walking safer along Lincoln Way, an improvement likely to benefit older community members and people with a disability along with all pedestrians.
763	Start enforcing parking violations	While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
764	Any safety improvement for walkers and bikers is well worth it.	Comment noted
765	Ultimately, it's speed that is causing the most danger. It's also lack of enforcement of existing traffic laws. The majority of the traffic violations are being caused by a small group of drivers who are not afraid of consistently breaking traffic rules. The increase I've seen of running, stop signs and running red lights is a big reason. There is an overall breakdown of respect of existing traffic laws and an increase in speed overall.	Comments noted. While SFPD has been shortstaffed and unable to prioritize traffic enforcement, we encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department. In some cases, SFMTA will recommend targeted short-term enforcement for certain violations (double parking, illegal parking) to our Parking Control Officers (PCOs)
766	Install traffic signal at 3rd and Lincoln.	SFMTA Traffic Engineering is managing construction of a new traffic signal on Kezar Drive at Lincoln Way. The new signal will improve the regulation of traffic and provide much safer crossing of Lincoln Way for pedestrians. For more details on that design, please contact project staff (LincolnQB@sfmta.com) for a referral to the correct traffic engineer.
767	STOP CHANGING EVERY ROAD - YOU ARE MAKING EVERYTHING WORSE ALL OVER TOWN LEAVE THEM ALONE !	Comment noted.

768	I agree with stop signs/signals to slow car traffic and increase pedestrian safety. As long as the two lanes of west-east traffic are not impeded or reduced. As a sunset resident, the car restrictions are increasing & as a senior I cannot get easily to other parts of SF. Parking is difficult & costly, so I often drive to Daly City/SSF to do shopping. With all the car restrictions, I find it frustrating to support SF businesses.	Comment noted.
769	Add more frequent bus service for the 7 line. Add a new bus line that goes from Ocean beach to to sunset on lincoln, there is currently a huge transit gap there.	Comment noted
770	Thank you for improving pedestrian safety!	Comment noted
771	More left turn safety all along Lincoln. Will help folks on connecting streets. Will discourage the "side show" style show offs at nite. We need the SFPD motorcycle cops to enforce the speed - especially westbound - on Lincoln. Could make a fortune!!!	Comments noted
772	Drop the speed limit from 30 down to 20	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
773	I don't like it. This will make Lincoln way even more crowded. There should be an equal responsibility between pedestrians and drivers. Pedestrians should look where they're going and if it's safe to do so. They can't just walk out in into the streets with no care in the world and expecting drivers to avoid them. That is too much entitlement	Comment noted
774	Anything that will slow down traffic on Lincoln is extremely welcome. Speed humps or raised crosswalks would be ideal. The intersection at 25th Ave is currently designed like a freeway on ramp and should be designed to prioritize pedestrians and cyclists seeing as it is an entrance to a city park. People getting off an eastbound 29 bus need to cross the street three times to get to the picnic grove across the street, this is unacceptable in a "transit first city."	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time. Speed humps or similar vertical deflection are unlikely to be prescribed for an arterial road with relatively high speed limit.
775	This is another great opportunity to show that our city cares for pedestrians and not just cars.	Comment noted
776	I feel reducing the speed limit on Lincoln is critical and will make the biggest impact on safety and usability.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
777	I feel reducing the speed limit on Lincoln is critical and will make the biggest impact on safety and usability.	Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43, allows local governments to lower speed limits on some streets but Lincoln Way is not eligible for speed limit review at this time.
778	I support these pedestrian, bike, and transit safety improvements as quickly as possible.	Comment noted
779	Keep up the good work!	Comment noted
780	While not being a quick-build, a sidewalk on the northside of Lincoln Way would be appreciated	The north side of Lincoln Way is the jurisdiction of SF Recreation & Parks. We encourage you to communicate the need for a sidewalk on the south side of the park.
781	Thanks for making feedback easy and maps clear	Comment noted
782	Please don't remove parking spaces as this will affect local businesses in a negative way	There are variables with daylighting that affect their impact on parking. At several intersections, daylighting already exists and is only being "refreshed". Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park. Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering this is proposed across a 50+ block corridor with over 100 approaches. Furthermore, the number of proposed daylighting spaces is subject to change and won't be confirmed until designs are finalized following the Open House period.
783	1. YOu do not need additional crosswalks at 21st, 29th, 31st, 35th and 47th. There are other crosswalks, many traffic light or stop sign controlled, just one block away from each of these new proposed crosswalks. These will increase injuries and fatalities. FOR CERTAIN. Better would be to put in signs that say "not a crosswalk" or "no crossing" which I have seen at many dangerous intersections in the city. Folks should just walk one short block (these are very short blocks) to cross. Also, there are no park entrances where these new crosswalks are planned, so where are these people walking to? They need to walk that extra block to enter the park anyway. Also, if you put these new crosswalks in, people WILL enter the park in those currently inaccessible areas, DAMAGING the park. It will also encourage additional living in parked vehicles along Lincoln, and the litter, garbage, waste that such living situations generate. 2. For all crosswalks on lincoln way, cars are allowed to park too close to the intersections, so that drivers cannot see pedestrians as they enter the crosswalk. Red no parking zones should be extended at least 2 car lengths, maybe 3, so that drivers can see that there is a pedestrian approaching, so that they can stop in plenty of time and avoid rear endings by cars behind. 3. For all uncontrolled (no stop sign or light) crosswalks, yellow blinkers should be put in the street that can be activated by pedestrians. 4. Time the traffic lights better.	Comment noted. Please refer to the response above.
784	Thank you for doing this. I'd hope if the numbers support the changes (fewer accidents/fewer collisions etc) some changes could be rolled out to other streets (6th and Judah where cars blow through stop signs frequently)	Comment noted
785	PLEASE OPEN MARTIN LUTHER KING DRIVE THROUGH THE WEST END OF GG PARK. THEN I COULD TO THE WEST END WITHOUT USING LINCOLN WAY.	Comment noted.
786	I am worried about an increase of traffic and slow down on Lincoln way and increased traffic on Irving and Judah closing the great highway has increased traffic on neighborhood streets and I would hate to see that happen with Lincoln	Comment noted.
787	Nothing on Lincoln Way needs to be updated or changed. What does need to happen is fully opening the great highway so there is less traffic on Lincoln Way. The proposed changes on this site were not easy to navigate. It seems that it was purposefully made challenging. There was also no clear understanding of how this project will impact the residents on and near Lincoln Way. It is a highly biased presentation.	We apologize if the outreach materials were unclear or confusing. We are happy to provide a presentation for you. Please request at LincolnQB@sfmta.com.
788	This is a critical artery. Please don't make changes that add to congestion.	Comment noted

789	Much of what SFMTA does seems designed to make navigating around the city more difficult (and not just for drivers). There is nothing wrong with Lincoln – it's a very convenient east-west thruway with minimal cross traffic. The one thing I've always thought might make sense is to have left-turn signals at 9th and Irving, (allowing cars on 9th to turn west onto Lincoln for one thing and vehicles coming out of the park to turn either way)	Comment noted. A left turn phase at Lincoln Way / 9th Avenue would require a left turn pocket and the roadway does not have width for additional lanes.
790	I'm encouraged with the left turn treatments and safety zones, and wish there was a way to add a small median or divider on the cross streets to really force drivers to slow down and square up their turns because there is some really dangerous driving by cutting the corners. In the long term it would be great to improve lighting on the crosswalks at the cross streets where a lot of the high speed turn conflicts arise.	Comments noted
791	I have read the letter which was sent to you by WalkSF about this project, and I support all of their recommendations.	Comment noted
792	Patrolling for speeding and blowing stop signs would be great	We encourage community-members to submit requests through 311 for traffic enforcement to SF Police Department.
793	I appreciate the work you're putting in to make the city more amenable to people and not only cars. Not many cities are willing to do it so keep fighting the good fight.	Comment noted
794	Please make this street safer for walking and make the bus faster	Comment noted
795	More cameras so more reckless drivers can be held accountable.	Comment noted
796	A very necessary project to make this corridor safer for all residents.	Comment noted
797	Blinking lights activated by pedestrians crossing Lincoln Way between Kezar Triangle and Second Ave would slow down traffic, especially cars coming eastbound.	Rectangular rapid flashing beacons (RRFBs) are outside the scope and budget of a quick-build project.
798	Can't wait for this to happen as a frequent traveler on Lincoln to and from home, work, and other appointments with my family.	Comment noted
799	Excited to make sure that Lincoln gets the attention it desperately needs. It's a dangerous traffic sewer and encourages terrible driving.	Comment noted
800	When will measures be taken to make Fulton safer?	The Fulton Street Safety and Transit Project installed improvements including daylighting, painted safety zones, transit bulbs and bicycle infrastructure. For more information, please visit: https://www.sfmta.com/projects/fulton-street-safety-and-transit-project .
801	Please make Lincoln safer for pedestrians and cyclists crossing over to Golden Gate Park, one of the best things about San Francisco.	Comment noted
802	In the future I'd recommend having checkboxes for each type of improvement instead of asking for feedback in open form fields like this.	Comment noted
803	People's lives are at risk, stop prioritizing parking over kids and do some real improvements!	Comment noted
804	Speed cameras should be out all over SF once they are legal.	Comment noted
805	Thank you for taking action! Do it fast please	Comment noted
806	To be clear, I'm generally supportive of this work. Thank you for continuing to invest in our safety. I walk along Lincoln and cross it every single day for both commuting and entertainment. Your efforts are well received, I just want to be honest with where I see gaps.	Comment noted
807	I hope there will be transparency with the results of the survey. And you really should take into account how your changes affect the people who actually live in those neighborhoods. The slow streets in the sunset were a disaster. Why is 12th Ave. still a slow street?	Comments noted. Lincoln Way is outside the Slow Streets Program. For more information on Slow Streets please refer to the webpage: https://www.sfmta.com/projects/slow-streets-program .
808	More traffic light for this street is needed in general	Comment noted
809	Any & all traffic calming measures should be implemented.	Comment noted
810	Thank you for your work on this. I've seen so many close calls on Lincoln at intersections with crosswalks where there are no lights or stop signs.	Comment noted
811	Thank you for addressing this.	Comment noted
812	https://tungwaiyip.medium.com/lincoln-blvd-crosswalk-safety-52a64a88eca7	Improvements to 19th/Lincoln will be included as part of the 19th Avenue (CA Route 1) Combined City Project. For more information please visit their webpage: https://www.sfpublishworks.org/19th-Avenue
813	Please do more to make SF safe for those who walk or cycle. More slow streets and pedestrian only streets. More bicycle lanes fully separated from motorized traffic.	Comment noted.
814	Why in the world can't a car turn left at Lincoln when coming down 7th?? This means they have to turn onto Irving street which isn't meant for through drivers.	At 7th Avenue, a concrete median island with channels allows bicyclists to cross Lincoln Way. While allowing southbound drivers on 7th Avenue to turn left on Lincoln Way seems reasonable, this proposal would require evaluation and funding prioritization. The Lincoln Way Quick-Build Project does not have scope or budget for concrete intersection changes. We will refer your suggestion to our Operations division for consideration in future projects.