

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

28	16-Dec	LW	Leavenworth, like many TL streets, is dangerous and neglected. Changes like these help rectify that.	Comment noted.
29	16-Dec	LW	It's frustrating to see design options that do not include any measures for bicyclists. People who bike from SoMa/Mission Bay via 7th Street have no comfortable way to access the Tenderloin/Tendernob to this day, especially with bike facilities removed from the Taylor Street project. Grades and hills are no longer an excuse to exclude bicycle facilities since more and more people are using e-assist devices.	Comment noted.
30	16-Dec	LW	I support any project that will make our streets safer for folks outside of a car.	Comment noted.
31	16-Dec	LW	Increasing the amount of space for pedestrians is really important in this part of the city.	Comment noted.
32	16-Dec	LW	Option B is much preferable to A or C because the space freed up from lane elimination is placed against the sidewalk for pedestrian use, and the cars and soft hit posts are directly alongside the traffic lane, discouraging speeding.	Comment noted.
33	16-Dec	LW	The primary effect of Option A appears to be confining and thus making slower and more careful, the use of road space by cars. Option B leaves open too much space for swerving and merging... could it be improved by adding a buffer zone between drive and parking lanes on the right side as well? Then it would have the best features of both A and B. Option C simply gives away what would otherwise be useful street space—that wide buffer zone would indeed be useful adjacent to the sidewalk.	Comment noted.
34	16-Dec	LW	I see a lot of illegal and unenforced parking on Jones, and therefore am skeptical of Option B. Option A has safety benefits and takes space back from cars. Option C helps with loading problems I know exist on that street.	Comment noted.
35	16-Dec	LW	Option C could be easily redesigned to include a bike lane instead of a buffer (on the right side preferably). As proposed, the buffer will be used by bicyclists and scooter riders, but on the side of the street that might not be expected by motorists.	Thank you for this comment. The 27 Bryant will return in mid-January 2021 with a new route alignment, running on Leavenworth and Jones streets.
36	16-Dec	LW	I think we should return more street space to people on their feet and not in a car.	Comment noted.
37	16-Dec	LW	It's fantastic to see this dangerous street space be more safely and appropriately reapportioned. Adding space for people outside of cars is good, but most important among the benefits of the proposed ideas appears to be the calming of traffic and reduction of lane changing, turning, merging, etc.	Comment noted.
38	16-Dec	LW	Were other options considered? Like what? What kind of limiting factors exist on this street?	Thank you for this comment. The three Leavenworth design options were determined after extensive vetting internally and with our city partners.
39	16-Dec	LW	Please please please include space for bicyclists. It is much needed and sorely lacking for Tenderloin and Tendernob residents like myself.	Comment noted.
40	17-Dec	GG	Hello! We operate a business at the corner of Golden Gate and Hyde. When we originally spoke with SFMTA we were hoping to keep our red curb on both sides and later build a parklet when outdoor dining is once again allowed. Our ideal is red, but the first space or two, like on the other side of the easement, we may want a yellow zone. If you do put metered parking spaces in front on GG, we will want to make the curb a white zone for delivery drivers, etc.	Thank you for this comment. The red zones on Golden Gate Ave and Hyde Street will be maintained at both corners.
41	17-Dec	GG	Golden Gate Avenue has been a freeway for years and needs safety improvements that better serve Seniors, Families and people with disabilities who mainly walk in the community. Also, Golden Gate is a major connector for bicycles but it is also very dangerous. We welcome this Quick Build!!!!	Comment noted.
42	17-Dec	GG	These are dangerous streets for non-motor vehicle users. Having both driven and cycled along this route many times in the past 5 years, I have always been conscious of my elevated probability for being involved in a collision while on it. I strongly believe that the changes proposed by this project will improve the safety of this route.	Comment noted.
43	17-Dec	GG	safer for peds and cyclists	Comment noted.
44	17-Dec	GG	We also have been speaking with SFMTA about including a bike corral and walking zone on Golden Gate, none of which I see here.	Comment noted.
45	17-Dec	GG	SFMTA's team has been incredible! Very responsive and very committed to supporting the community. In an ideal world this Quick Build will lead to safer streets and one day, streets that are closed to cars and traffic so that people can safely move around the most dense neighborhood in San Francisco without fear of death and or serious injury.	Comment noted.
46	17-Dec	GG	Thrilled!!!!	Comment noted.
47	17-Dec	LW	The streets of the Tenderloin are packed. Most people are not wearing masks — the vast majority of people you see. We need physical distancing space desperately so those of us who do wear masks and want to stay 6 feet away from others have a chance to do so.	Comment noted.
48	17-Dec	LW	We need more space to walk.	Comment noted.
49	17-Dec	LW	If you do expand the sidewalks please ensure the extra space is not taken up by tents and encampments or drug dealing operations. The Tenderloin has been a complete disaster this year.	Comment noted.
50	18-Dec	LW	the traffic and risk are both horrible. As a pedestrian who lives in the neighborhood, and as someone who cares about a peaceful environment, and as someone who wants everyone to be safe—something's gotta be done and soon.	Comment noted.

51	18-Dec	LW	Option B most greatly limits the car volume that passes through, this will also slow traffic—both are helpful. Thinking about how the traffic flows and how difficult it can be to cross Leavenworth safely, Option B is the only one that makes me feel more confident about my safety as a pedestrian. Also, the option of increasing parking doesn't sound to me like a good idea. Yes, the city needs more parking, but many parked cars placed together in this neighborhood just creates an environment for detrimental debauchery and less safety for pedestrians, especially women.	Thank you for this comment. None of the Leavenworth options shared will increase parking.
52	18-Dec	LW	Hey! Kudos, this is a great out-of-the-box project. I hope that this will be received well by the community who live here (I think it will be!) and I suspect people who are constantly driving around the city might complain. I think it's okay if they complain, as long as folks are more safe. I also hope that this kind of project and re-visioning will be expanded throughout the Tenderloin in ways that can help promote safety and decrease the intensity of drug sales/purchases/use in the open. I know it's complex, but this is a promising way to move.	Comment noted.
53	22-Dec	LW	Traffic goes way too fast on Leavenworth mostly because the traffic light changes have greatly interrupted the flow of traffic on this street. I prefer to see these buffers turned in to bicycle scooter lanes on purpose and not just a place to stick no four wheeled modes of transportation.	Comment noted.
54	22-Dec	LW	It is more of why do I hate what you did to Jones St. The concrete barriers are ugly period. They don't accomplish the social distancing objective because the curb makes too much of a discontinuity between the street and the sidewalk. This discontinuity tends to keep everyone on the sidewalk. But mostly the jersey barriers belong on a highway not in a neighborhood. Can you imagine putting these up in Pacific Heights or Russian Hill neighborhood? If not why put them in the TL?	Thank you for this comment. The concrete barriers on Jones Street provide a more stable alternative compared to plastic, flex posts. The "k-rail" provides more of a barrier between moving vehicles and pedestrians using this space.
55	24-Dec	GG	I am all for supporting residency projects.	Comment noted.
56	24-Dec	GG	I wouldn't like if they can add-on balconies.	Comment noted.
57	24-Dec	GG	I am a senior and looking for an affordable residential property in this area. I have gotten no car, so I need to take a bus.	Comment noted.