



South Van Ness Avenue Quick-Build Project – Virtual Engineering Public Hearing

Comments and Questions Received and SFMTA Staff Responses

Date Updated: October 15, 2021 2:00 PM

Response ID	Date Received	Comment	SFMTA Response
1	Oct 13, 2021 9:17:59 am	This project is desperately needed. As someone who lives along South Van Ness, I can attest to rampant speeding and dangerous driving along the corridor. I shouldn't have to feel unsafe on my own block - and my neighbors likewise shouldn't be put at risk. I fully support the project - yet I also urge the city to do far more to make South Van Ness a walkable, bikeable and liveable street. This could include sidewalk expansions, protected bike lanes, scramble crosswalks, prohibiting right turns on red, or other improvements meant to protect neighbors not in cars. Please, please implement this project and help keep us safe.	Sidewalk expansions are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. Right-turning collisions have not been observed to be significant, but we will continue to monitor patterns during the evaluation period of the project and consider further changes if needed.
2	Oct 13, 2021 9:38:09 am	Have you considered bulb outs, chicanes/lateral shift, and drop off zones for commercial/passenger vehicles? I think these could be very helpful additions in this and future Vision Zero quick build projects.	Sidewalk bulbouts are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. One of the goals of this project is to improve curb management, so we are communicating with businesses to examine loading patterns and find ways to minimize double parking. Any curb changes would come as a second phase to the project. Chicanes/lateral shift is not currently included within the project proposal, but during the evaluation period we will determine if there is a need for further traffic calming measures.
3	Oct 13, 2021 12:49:16 pm	- Were raised crosswalks that act a speed humps at intersections even considered for this? - The distance pedestrians must cover has not been reduced. There should at least be bulb-outs for pedestrian crossings.	Sidewalk bulbouts not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. Pedestrians, however, will be given more time to cross as part of this proposal. South Van Ness Avenue does not qualify for raised crosswalks or speed humps according to SFMTA guidelines as it is above the threshold average daily traffic maximum of 7,500 vehicles per day and is not classified as a "Local" street as defined by California Caltrans Roadway System guidelines.
4	Oct 13, 2021 2:42:54 pm	Proposed lanes are extremely wide and are a waste of precious shared right-of-way. I'd like to see a quick-build alternative incorporating a parking-protected bikeway (given the great success of the quick-build treatment on Howard/Folsom), in light of the glacial progress on protecting the parallel Valencia bike route.	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups.

5	Oct 13, 2021 2:44:22 pm	Why do you need to coordinate curb management with businesses? Can we just increase the price of parking along South Van Ness so that there's at least one empty space per block, right now, without needing to hear from businesses first? Can you make the sidewalks wider so that the travel lanes are smaller? Can you put objects in the roadway (medians, plants, light fixtures), so that cars slow down to avoid hitting them? Could you turn some of the crosswalks into raised crosswalks to avoid speeding? Could you change the material of the road to brick or cobblestone in some places, to encourage drivers to reduce speeds? Folsom has lights timed to 13mph. The other day while driving on Folsom, I had a truck shine his brights at me, then swerve across the double yellow to pass me. He then sat at the next four lights right in front of me, seemingly unaware that he wouldn't be able to advance on the road faster than 13mph. I don't think that traffic light timing is enough on its own to slow down cars, people see a speedway and they drive like it. Could you consider reducing the number of places where cars can turn left onto South Van Ness Avenue, similar to the restrictions that exist on Market Street? Many times cars try to make the turn onto South Van Ness even after the light has turned red. Especially on 20th Street, which is a "Slow Street", we should be discouraging speeding and high vehicle throughput.	Sidewalk expansions are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. South Van Ness Avenue does not qualify for raised crosswalks according to SFMTA guidelines as it is above the threshold average daily traffic maximum of 7,500 vehicles per day and is not classified as a "Local" street as defined by California Caltrans Roadway System guidelines. In addition to coordinated signal timing, the lane reduction is being proposed to address a pattern of speeding along South Van Ness Avenue. Raised elements or medians are not currently being considered because emergency vehicle access needs to be maintained. There are also no turn restrictions included in this proposal, but left turn calming measures are being considered at intersections with high foot traffic such as 24th Street. Other future design modifications may be supported by post implementation data collection and feedback from community members and the San Francisco Fire Department.
6	Oct 13, 2021 2:49:54 pm	Great. People drive much too fast on this road.	N/A
7	Oct 13, 2021 2:50:54 pm	Thank you for finally prioritizing the safety of SF residents who live on / near South Van Ness. South Van Ness is a deadly street. Stand on any intersection of South Van Ness for 5-10 minutes and you will see cars speeding through traffic lights at 50+ MPH. Many do not realize that most of South Van Ness is legally a residential street. I do not feel safe walking my child down the street. I am grateful the city is finally prioritizing the safety of residents over the convenience of SF drivers who have abused SVN as a thoroughfare to speed through the city as quickly as possible.	N/A
9	Oct 13, 2021 3:00:05 pm	No bicycle infrastructure? Seems kind of last century, don't you think?	South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Cyclists will also see safety improvements with the proposed designs when driver speeding is reduced.
10	Oct 13, 2021 3:00:57 pm	Protected bike lanes instead of turning lanes please. Center turn lanes inevitable just turn into parking	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Cyclists will also see safety improvements with this proposed design when driver speeding is reduced. The center left-turn lane is not intended to be a loading or parking area and the SFMTA is currently working with the San Francisco Fire Department to identify a solution that deters drivers from using it to park/load, so that emergency vehicles are able to access the lane at all times.
11	Oct 13, 2021 3:04:57 pm	I live on S Van Ness and greatly appreciate the quick build. It's treacherous to cross 4 lanes of traffic, and traffic speeds and turns haphazardly on red lights.	N/A

12	Oct 13, 2021 3:45:14 pm	It would have been nice to include protected bike lanes instead of a center turn lane. People who live midblock on SVN do not have any way to get safely to or from their front door on a bike and the 11.5ft wide travel lane will just encourage speeding. It'd be nice to see SFMTA really focus on transit and mode shift since those are the ultimate values stated by the city.	Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and thus compromised level of protection. South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Crash data shows high injury rates for these groups. Cyclists will also see safety improvements with this proposed design when driver speeding is reduced. Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding. However, the project will be monitored during the evaluation period and further modifications are possible if a need is demonstrated.
13	Oct 13, 2021 5:28:37 pm	I am concerned about this road diet. The proposed lanes are quite wide. In fact, they are wider than what currently exists. I'm concerned this will not lead to significantly less speeding. Not all double parking is due to businesses. Rather than rely on them requesting, it seems more prudent to create more dedicated loading/drop off zones throughout. I don't understand, given how wide this road is, why you wouldn't take the opportunity to put in bike infrastructure. There is absolutely enough room for a protected lane.	Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding. However, this would be monitored during the project's evaluation period and further modifications could result if a need is demonstrated. Parking-protected bike lanes would require removing a very high percentage of available parking along South Van Ness Avenue to maintain sightlines at the many driveways along the street, resulting in a perforated and compromised level of protection, and thus are not being considered at this time. South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission with established bicycle infrastructure. We encourage cyclists to utilize this existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Cyclists will also see safety improvements with this proposed design when driver speeding is reduced.
14	Oct 13, 2021 5:59:14 pm	This corridor is dilapidated in general, a stain on the neighborhood. I would hope the city takes this opportunity to both improve the lanes as well as fill the pot holes which are extremely dangerous.	The Department of Public Works is planning to repave the more degraded segment of South Van Ness Avenue (14th Street to 17th Street) in 2022.
15	Oct 13, 2021 6:18:30 pm	Good stuff! Long overdue. This will greatly improve bicycling conditions on SVN also (and no, not everybody is going to go on the very pleasant but slow Shotwell magical mystery tour when trying to get from one place to another.)	N/A
16	Oct 13, 2021 8:33:06 pm	I think removing a travel lane and having the turn lane is great. But I'm concerned about the wide lanes near the intersections. This is still a massive street to cross as a pedestrian, and this will continue to pose a lot of risks. Can more be done to slow turning vehicles and reduce crossing distances?	Sidewalk bulbouts to reduce pedestrian crossing distances are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. However, pedestrians will be given more time to cross as part of this proposal. Additional measures to calm turning vehicles could be considered if during project evaluation and monitoring there is a demonstrated need.
18	Oct 13, 2021 10:42:08 pm	I strongly support efforts to reduce speeding and improve safety on South Van Ness. I'm concerned that this project, by widening the travel lanes, will encourage, rather than dissuade, some kinds of dangerous driving. I hope additional efforts to discourage speeding, such as narrowing lanes and adding automatic speed and red light camera enforcement can be incorporated into this or subsequent projects.	Speed cameras are not currently legal on city streets. Red light cameras are expensive infrastructure to install and are beyond the capabilities of this project's budget. Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding. However, this would be monitored during the project's evaluation period and further modifications could result if a need is demonstrated.

20	Oct 14, 2021 5:49:49 am	I support removing traffic lanes and providing additional pedestrian crossing time – and feel we need so much more – now - before someone else is killed by a speeding or turning driver on this street. We need added painted safety zones to narrow the crossing distance at intersections. These are an inexpensive feature and will go a long way. We need travel lanes to be narrowed, especially at the intersections where most crashes happen. We need protected left turns – These turning drivers are often turning at high speeds to get the turn in and avoid oncoming traffic. They are not focused on pedestrians (I know - no kidding). We need No Turn on Red. Right turn pedestrian crashes are a leading cause of injury and fatality here. These turns are illegal at all traffic lights in Manhattan and at 101 lights across the country's capital. This progressive city must do the same.	There are a number of existing painted safety zones along South Van Ness Avenue at select intersections where higher turn volumes occur, which will be maintained. Installing additional signalization for protected left turns is a major capital improvement and thus not feasible within this project given its budget. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe, but protected turns could be considered later as a separate major capital improvement project if there is a demonstrated need. Furthermore, the lane reduction would remove a turning conflict for left turning drivers since they would only need to cross one lane of traffic instead of two. Right turning collisions are not currently an issue per the crash patterns observed along South Van Ness Avenue, but we will continue to monitor turns during the evaluation period and consider additional painted safety zones or other measures as needed.
21	Oct 14, 2021 8:26:30 am	It takes forever to get to work and most streets (like Mission and Valencia) are very slow. Van Ness is the only street that saves me a little bit of precious time to get to work. I drive the street nearly every day and I don't feel it is a dangerous street. I don't understand why we would get rid of TWO lanes of traffic slowing things down even more. Unfortunately due to the nature of my job, I am not able to take public transport. Please oppose these changes.	Based on volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the proposed changes. The project, however will have an evaluation period following implementation during which travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then modifications to the design would be considered.
22	Oct 14, 2021 8:54:38 am	The 12.5' drive lanes and 15' center lane seem unnecessarily wide	Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding, and have already been narrowed based on community feedback received after the initial project plans were shared. Traffic speeds will be monitored during the project's evaluation period and further modifications could be considered if a need is demonstrated.
24	Oct 14, 2021 10:55:37 am	The Cesar Chavez road diet has made that busy artery much safer for residents and children attending the several schools and child care facilities along its length. South Van Ness is in dire need of a similar treatment. Day laborers, residents, people using the busy post office at 23rd, and small businesses needing loading zones will all benefit from these proposed changes.	N/A
26	Oct 14, 2021 12:38:49 pm	I live on South Van Ness between 20th and 21st Streets. Since through traffic was stopped on Mission Street, South Van Ness has become a freeway. Every time I cross the street, I fear for my life. Outdoor dining areas on the street in front of restaurants make it more dangerous, because drivers turning right can't see the crosswalk they're about to turn into. Also, please anticipate that people are going to park their cars in the middle lane, like they do on Valencia, and that slower traffic on South Van Ness is going to prompt some drivers to try to go faster on the side streets, Capp and Shotwell, and probably Folsom. Please measure the effect on these streets, and be ready to take action to respond to safety concerns.	Permanent Shared Spaces guidelines specify a 20-foot gap between the dining area and the crosswalk to maintain crosswalk visibility. The SFMTA Shared Spaces program is working with businesses individually to ensure there is compliance. The center left-turn lane is not intended to be a loading or parking area and the SFMTA is currently working with the San Francisco Fire Department to identify a solution that deters drivers from using it to park/load, so that emergency vehicles are able to access the lane at all times. Volume counts will be collected on parallel streets to South Van Ness including Capp, Shotwell, and Folsom both before and after project implementation to determine if spillover has resulted from the project, and further traffic safety measures will be considered if needed.
28	Oct 14, 2021 1:07:36 pm	Lots of cars speeding so fast on this street, cars squeal tires at green lights like they are at race track. Very unsafe for anyone trying to walk. Unacceptable safety conditions, many homes and families on South Van Ness.	The proposed changes for this project have the goal of reducing driver speeding along the corridor.
29	Oct 14, 2021 1:29:01 pm	There's a lot of potholes & uneven streets between Mission st & Potrero, from Ceaser Chavez up to Market. S Van Ness is the quickest & easiest way to get thru to the freeways & bridges from the Mission district. Not only does SFMTA need to move on with this project but also improve the streets & lanes all over the said area. S Van Ness acts like a freeway on ramp after 16th, so make sure to take into consideration that traffic will always be apart of San Francisco streets, especially since Market closed & there's so many one way streets. Why is this important? Uber & Lyft drivers from outside of SF work here, so there's a lot of confused drivers, even with a map & directions. Also, cyclists & pedestrians don't away follow the traffic rules. From walking & texting to cyclists not making full stops at lights & intersections.	The Department of Public Works is planning to repave the more degraded segment of South Van Ness Avenue (14th Street to 17th Street) in 2022, and also plans to repave segments of other streets in the area over the next couple of years. The intention of this project is not to deter drivers from using South Van Ness, but to reduce speeding. From the volume data that has been collected along South Van Ness Avenue and subsequent traffic modeling of the proposed lane reduction, we do not anticipate the travel time along South Van Ness to significantly increase as a result of the project's proposed changes. The project, however, will have an evaluation period following implementation where travel times and changes in delay will be monitored. If significant delay is observed during evaluation, then additional changes will be considered.

30	Oct 14, 2021 1:39:31 pm	We need to protect pedestrians more at intersections by adding medians and making right turns go slower.	There are a number of existing painted safety zones along South Van Ness Avenue at intersections where higher turn volumes occur that slow right turning traffic. Right-turning collisions have not been observed to be significant, but we will continue to monitor patterns during the evaluation period of the project. Raised medians are not feasible along the corridor as emergency vehicle access needs to be maintained, but other measures could be considered if supported by evaluation data and the San Francisco Fire Department because emergency vehicle access would be affected by medians.
31	Oct 14, 2021 1:57:14 pm	Intersections need shortened crossing distances. There should be bulb outs and center and center safety islands for pedestrians.	Sidewalk bulbouts are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capacity of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. A raised pedestrian refuge island is not feasible at intersections as the available roadway width on South Van Ness Avenue for a refuge island would not conform to ADA guidelines. However, there is the potential for future improvements if supported by data collected during the evaluation period and feedback from community members and the San Francisco Fire Department because emergency vehicle access would be affected by center islands.
33	Oct 14, 2021 3:20:37 pm	Is there anyway we could also include a bike lane as well with painted lines? With sustainability efforts and with SVN being so well situated in the mission, a safe bike lane could really improve the neighborhood for everyone (especially the many folks who can not afford a vehicle).	South Van Ness Avenue is not currently part of San Francisco's Bike Network (https://www.sfmta.com/maps/san-francisco-bike-network-map), but there are many streets running parallel to South Van Ness in the Mission that have established bicycle infrastructure. We encourage cyclists to utilize this existing infrastructure. This project is addressing the urgent need for driver and pedestrian safety along South Van Ness Avenue. Cyclists will also see safety improvements with this proposed design when driver speeding is reduced.
34	Oct 14, 2021 4:12:36 pm	I'm very excited to see fewer traffic lanes implemented. I'd love to see additional steps taken to lengthen pedestrian crossing time, whether it's by giving them a walk signal before the light turns green (like is implemented along Dolores) or shortening the distance they need to travel. I think more steps can be taken to make the road seem smaller – if the road width stays roughly the same, but with fewer lanes, the visual feeling of being on a Big Road might persist and do little to deter speeding. I hope that high-injury crosswalks are being reviewed especially with mindfulness toward increasing visibility and awareness of pedestrians, and reducing speeds. More left turn controls might help with this.	Part of the project proposal is to modify signal timing along South Van Ness Avenue to give pedestrians more time to cross. Early walk for pedestrians (when they are given a walk signal before the vehicle light turns green) has already been installed at a majority of crossings across South Van Ness Avenue, but we are proposing to include them for every crossing as a part of this project. Other suggestions will be considered during the project evaluation period if a need is determined for modifying roadway widths. Left turn calming measures are being considered at intersections with high foot traffic such as 24th Street pending approval from the San Francisco Fire Department.
35	Oct 14, 2021 4:58:28 pm	You should add speed and red-light cameras as well.	Speed cameras are not currently legal on city streets. Red light cameras are expensive infrastructure to install and are beyond the capabilities of this project's budget. During the evaluation period, if there is a demonstrated need for further action to discourage speeding, then additional measures will be considered.
36	Oct 14, 2021 5:10:51 pm	Please also disallow turning right on red both onto South Van Ness and from South Van Ness. Honestly cars frequently don't follow these rules so rights on red should be banned throughout the city, but starting on SVN would improve pedestrian safety in my opinion!	Right-turning collisions have not been observed to be significant, but we will continue to monitor traffic patterns during the evaluation period and consider further measures if there is a demonstrated need.
37	Oct 14, 2021 5:12:07 pm	As a resident who lives on SVN, I am all for options for reducing speed and traffic on this thoroughfare. The reduction to single lanes concerns me though that it will cause more issues than benefits. We constantly see people double park (Lyft/Uber, deliveries, etc.). Reducing the through lanes to only one in each direction doesn't seem to provide a solution for this issue. People stop wherever they want to stop, and even if designated zones are identified, people will still stop wherever is most convenient for them.	Due to double parking in the right lane and left turn maneuvers in the left lane, South Van Ness Avenue today often functions like a roadway with one lane in each direction, causing thru drivers to suddenly change lanes to avoid delays. The center two-way left turn lane would separate out left-turning traffic, and wider through-lanes will accommodate maneuvering around double-parked vehicles. We are also working with businesses to find ways to minimize double parking.
38	Oct 14, 2021 5:30:39 pm	Will the middle lane be used for wealthy privileged people to park their cars overnight like on Valencia? What's the benefit to non privileged residents.	The center left-turn lane is not intended to be a loading or parking area. The SFMTA is working with the San Francisco Fire Department to identify a solution that deters drivers from using the center-left turn lane to park/load, so emergency vehicles are able to access the lane at all times.

39	Oct 14, 2021 5:48:46 pm	I am in favor of the road diet proposal described in the quick build project. I would also support other traffic calming measures, such as lowering the speed limit on South Van Ness and building bulb-outs. I am a long-time San Francisco resident who has lived in both the south and north Mission District, and other parts of town. I mainly walk, bike, ride public transit, and also occasionally drive and take taxis.	Sidewalk bulbouts are not within the scope of this Quick-Build project as they are a major capital improvement that require funding beyond the capabilities of this project's budget to implement. Quick-Build projects use low-cost, easily implementable materials that can be installed in a relatively quick timeframe. The speed limit is currently 25 mph (the minimum allowed on city streets at this time).
41	Oct 14, 2021 6:57:01 pm	Any double parked vehicle will entirely block the only thru-lane in this new design. How will you ensure there is no double-parking? The new design will make it extremely difficult for any resident of a building located before a stop light to exit their driveway/garage, since the only thru-lane will often be full of cars when the light is red or have moving cars when the light is green.	The goal of the proposed lane reduction (road diet) is to reduce speeding, which will allow for more gaps in traffic for vehicles to exit driveways. We are working with businesses to discuss their loading needs and some additional loading spaces could be installed along South Van Ness to reduce double parking in a second phase of legislation for the project. The lane widths proposed also allow vehicles to more easily maneuver around double parked vehicles.
43	Oct 14, 2021 9:01:55 pm	I support the Valenciazation of South Van Ness.	N/A
44	Oct 15, 2021 11:05:34 am	Three lanes instead of four will make this street work a lot better for drivers, and they'll hopefully drive less fast. But the new lanes are also very wide, which I'm concerned will lead to cars driving faster. Especially at intersections I'm concerned that cars will drive around each other, because the lane is even wider there and the parking space next to it is missing because of daylighting. At minimum, those parking spaces should all be blocked off with painted safety zones, and other measures should be taken to reduce the very long crossing distance for pedestrians, like a median refuge or blocking off part of the center lane with soft-hit posts, like on Turk at Baker. The lanes should be narrower, and ideally that would allow for space for a bike lane or sidewalk widening. It feels like there should be space for that, because with the super-wide lanes there's so much extra width to go around.	Road diets implemented on similar streets to South Van Ness Avenue have been observed to reduce driver speeding. The proposed lane widths are not anticipated to encourage further speeding. Additional modifications to lane widths may be considered during the project evaluation period if there is a demonstrated need for further measures to reduce speeding or address collision patterns. There are some painted safety zones that already exist along South Van Ness Avenue, so those will be maintained. Raised elements or medians are not currently being considered along the corridor as emergency vehicle access needs to be maintained, and implementing a median with just paint provides little protection for pedestrians. However, there is the potential for future improvements if supported by data collected from the evaluation period following implementation and if supported by the San Francisco Fire Department.
45	Oct 15, 2021 11:16:05 am	the reduction in lanes from 4 to 2 will create a severe slowdown in traffic as SVN is a major feeder road to/from 101. Reduced lanes on Mission St. from Cesar Chavez to 30th street have created stop and go traffic and mis-use of bus lanes as cars try to move around the traffic. Traffic will simply move onto more residential streets like Capp and Shotwell to try to get around the slowed traffic, creating noise and pollution on those residential streets.	Volume counts will be collected on parallel streets to South Van Ness including Capp and Shotwell both before and after project implementation to determine if there is any spillover as a result of the project, and further modifications will be considered if there is a need.
46	Oct 15, 2021 11:40:53 am	Physical medians in some places would be helpful. I see cars speeding down the middle turn lane in places with this design.	Raised medians are not currently being considered along the corridor as emergency vehicle access needs to be maintained. However, there is the potential for future improvements if supported by data collected from the evaluation period following implementation and if supported by the San Francisco Fire Department.
47	Oct 15, 2021 12:02:52 pm	From the proposal to reduce injuries on this part of the high injury street network, it looks like many of the changes are focused on smoothing and facilitating traffic flow rather than encouraging alternate modes of transportation. The chances of someone walking or biking accidentally killing someone are so much smaller than someone driving a car - so why aren't we doing all that we can to facilitate these other truly safer options? I'd love to see a transit only lane, or a protected bike lane. Traffic lights should be times to pedestrian needs rather than enabling traffic flow. Can a small child walk across the street in the time allotted? If not, it should be longer. I think lanes should be narrowed, and there should be more physical barriers protecting pedestrians from fast moving traffic.	There is an existing transit only lane on Mission Street just two blocks parallel to South Van Ness Avenue. A parking-protected bikeway along South Van Ness Avenue would require removing a very high percentage of available parking along the roadway to maintain sightlines into and out of the many driveways along the street, and thus are not being considered. The project proposal includes updating the pedestrian crossing time to a rate of 3.0 feet per second corridor-wide, which is slower than the U.S. standard. Physical barriers are not currently being considered along the corridor as emergency vehicle access needs to be maintained. However, there is the potential for future improvements or modifications to the design if supported by data collected from the evaluation period following implementation and if supported by the San Francisco Fire Department.
48	Oct 15, 2021 1:48:20 pm	Do it! So excited.	N/A