

Proposed Design Comments

I strongly like the protected bikeway because I bike on Bayshore regularly (as recently as yesterday) and it's currently a dangerous hellhole designed by homicidal maniacs. I always like removing parking, but I also like the two lane option because Bayshore is so wide and fast, and reducing traffic lanes would make it easier and safer for pedestrians to cross the street. That said, my preference might be to keep the third traffic lane if it was converted to a transit-only lane.

I like the narrower traffic lanes. I like the protected biking space that would make biking to the Mission more direct and safer. I like more protection for people walking at intersections.

the barriers between cars and bikes need to be either k-rail or strong bollards that will keep cars out and cyclists protected.

I LOVE the direct connection between Bayshore and the Hairball! Car speeds are terrible on this stretch, so removing a traffic lane and adding parking protection is important. Please include good connection to the Hairball. Closing the slip lane from Jerrold to Bayshore would really really increase safety here.

I would like to see what the transition looks like south of this section, where the southbound bike lane is on the west side Bayshore (alongside the southbound car lanes)

A protected bike lane is the most important thing. Narrowing the roadway is better than removing parking as too many lanes encourages speeding

Please protect the bike lanes with concrete or some other physical barrier besides flex posts.

The most dangerous part of my bike riding on Bayshore is getting to WB Cesar Chavez from NB Bayshore. Currently no options other than using the car lane, which involves crossing multiple lanes of NB Bayshore traffic. There is a way to get to the EB CC bike path, but because CC is divided from Bryant to Kansas there is no adequate connection to WB CC.

I like the protected bike lanes with traffic next to them, as this further protects the bike lanes from moving cars.

I like the separated bike lanes. Safer for cyclists and also safer for pedestrians.
This is a vital north-south corridor for people riding bikes and it is incredibly unsafe, with freeway ramps, speeding traffic, and no physical protection. The protected bike lane is badly needed.
-Option 1 and 2: love protected bikeway! key concern will be how it connects at the intersection with Jerrold -Option 2: I like the removal of a lane as traffic calming, which also potentially mitigates concerns people will have about loss of parking -Option 3: this shouldn't be an option
Really like the protected bike lanes, it can feel pretty scary there
Increased safety and through-put support for active transport should be a priority in new projects on Bayshore, followed by transit access. Parking and automobile through-put should be reduced.
Protected bike lanes should be concrete/Jersey barriers.
No protected bike lane
reduce car access (less parking helps)
Bike safety and protecting from cars, not getting doored not hitting bikes with cars
Parking protected lanes would slow traffic and make it safer for people on bikes and walking
Bikes need a protected space, as far from the speeding cars as possible.
Lane sizes could be reduced to encourage lower car speeds Protected bike lane should be bollards, not flexi-posts
Make it safe for people to bike, walk, take public transit
Drivers are nuts around there. Need to separate bikes from cars.
fully protected lanes are essential to encourage more people to use sustainable modes

1. I'm concerned about the connections from north to south. I would like to be able to bike on Bayshore more but the connections to N & S are so horrible that it is hard to get there, in addition to be dangerous when I am there. 2. Also concerned that two-way lane may be too narrow. 3. They appear to not be fully protected. While parked cars are helpful, both options also need concrete or bollards to fully protect bicyclists.

a fully protected two-way bike lane is the top choice but at the very least there should separated bike lanes and safety measures

If you are going to put in Bicycle Infrastructure, only put in fully protected bike lanes.

My understanding is that two way bike lines on the same side of the road are hazardous. Car drivers usually only look one way (to the left) if turning right so will not see cyclist coming from their right.

Doing nothing to slow down drivers. The speed limit should also ber reduced.

Protected bike lanes are a must! We should also look to narrow lanes and reduce car lanes to slow down traffic.

Soft hit posts provide very little safety. If upon installing them they should be replaced with more substantial protection if they are run over. Two way bike way seems problematic - how to bikes get from far side of usual traffic flow to other side for two way? seems unlikely to be safe and efficient for bicyclist.

Bayshore is on SF's "High Injury Corridor" list, meaning it is one of the city's streets with highest incidence of road user injury/death. Bayshore is a 6+ lane road with high vehicle speeds, wide intersections, freeway on/off ramps, and an unprotected (paint-only) bike lane which appears and disappears at random. Protected bike lanes would dramatically improve safety.

Need to ensure that vehicles do not block bike lane. Need concrete barriers in this area– safe-hits are useless against large trucks, etc.

Please do as much as possible to reduce car dependency â€” remove parking, narrow lanes, etc. and use this public space for more equitable, safer, and sustainable modes like walking and biking. Don't just use paint and plastic straws â€” use concrete and actual physical infrastructure.

Cars ignore soft hit posts. They will park in the bike lane. Use actual bollards. Southbound cyclists need a better connection between Jerrold and the Hairball.

Any kind of bike lane option between Oakdale and Jerrold would be helpful in order to avoid the detour via Barneveld and Loomis.

Love having the protected bike lanes! Wish the light timing for left turns off Bayshore were longer because they're hard to get through on a bike. Yes to protected left turns for bikes- I turn off Bayshore going south onto silver and works love an easier turn!

Concrete medians are great for safety. Two way bikeway can be used to reduce speeding and create safe passage for active transpo users. Protected bike lanes can reduce vehicle lane width and calm traffic.

The cycle track is GREAT. Would be better to remove a driving lane than the parking lane. Also unclear if/how this would connect to the Hairball Improvement Project.

I like the idea of a protected bike lane here. My route going north requires me to turn right on Oakdale and left on Loomis. The intersection at Oakdale and Loomis is very dangerous as a biker during afternoon commute hours because drivers run the stop sign and almost hit me.

Doing nothing continues to make this street unsafe for all users.

Riding a bike on barneveld can be scary because of the number of large trucks and other industrial vehicles going through there so I like any options that protects cyclists on bayshore. I don't care that much about parking on that stretch but it may be important to some people.

Bikes currently feel low visibility. This road is useful for cars to go fast but we need better pavement and safety for bike commuting too.

Removing driving lanes should be a goal of this project while fully protecting the bike lane.

I like the protected bike lanes because Bayshore Blvd is currently a death trap. The bike lanes will provide traffic calming that makes all road users safer. I like the idea of getting rid of parking. Parking is bad for the vitality and safety of cities and we should not be giving it away.

It's unclear how southbound bicycle traffic will get to these proposed bike lanes from Cesar Chavez or Potrero

People are literally dying in crashes. We urgently need to have safe protected bike lanes. There are people who cannot afford to drive and are not served by the bus. They don't deserve to die simply trying to get to work.

I like improvements to bike safety, improvements to pedestrian safety

No build is totally unacceptable. I would come to Bayshore a lot more to shop and dine if it were safe for me to ride my bike or scoot there.

Two-way bike lane will take some getting used to but is worth it. Get rid of all parking necessary to do this. There are tons of surface lots.

Could not rate some pages as the slider did not appear on the mobile version of your site. I wanted to rate three separate bicycle facilities as 5s

I would love to feel safer biking on Bayshore All of the bike improvements would be a huge boon

I am concerned about the switch-sides bike will have to do at Oakdale. Between Oakdale and Jerrold, traffic moves almost like the freeway. Anything to get the bikes further away from the cars would be better, even considering using part of the hillside at the bottom of Bernal Hights.

1. I fear these 'quick-build' improvements will take too long. 2. I like the attention paid to safety of pedestrians and bicyclists.

bike lanes for 2 directions seem inherently unsafe especially when as narrow as shown here and with little "escape space" to the sides (as would be the scenario here). Also in combination with more and more electric bikes, I cannot imagine feeling safe on such a bidirectional bike lane.

I'D RATHER BE SAFER WHEN RIDING A BIKE I like all the proposals here Let's make it safer for everyone
Just keep us safe from gang-type drivers who speed and drive in suspicious cars (darkened windows all around)
The protected bike lanes and a road diet would make Bayshore a much more safe and pleasant road. My daughter goes to American Gymnastics on Bayshore and even though this protected two-way bike lane is across the street, it would be far better than the current bike lane layout " it is a debacle during class pickup and dropoff, with constant double parking in the bike lane. (Making that area in front of AG loading only would be even better.)
The protected lanes are useless if not maintained and cleaned. For example, the two way protected lane on Cargo Way is often filled with debris, broken glass, and random sticks and leaves. On Bayshore, it'll be worse.
It's hard to tell if the "fully protected" idea is soft hit posts or bollards. Bollards would be best. Don't build something cars can destroy. Build something that will destroy cars if they infringe on bike/ped infra.
I don't really like that there's nothing addressing SFMUNI or taxi service lanes here. I also don't like that there's still a blind-eye turned towards Cesar Chavez: as a pedestrian or bicyclist, getting on and off that street from Bayshore is a nightmare.
Like: Dedicated car turning lanes to make turns across oncoming traffic Dislike: road is generally real wide and people cross multiple lanes at a time.
Protected bike lane

Prefer to reduce travel lanes and maintain parking, as less cars means safer streets. Parking-protection means we get a wall of cars to protect the bicyclists too.

Physically protected bicycle lanes of travel will make it safer for folks commuting by bicycle, and encourage more folks to do the same which will help the city meet its climate action goals - and save lives!

LOVE the protected two way cycle lanes. How fast can we build? :)

Two way bike lane is a great option, but narrowing the 3 vehicle lanes and protecting the bike lane with only posts is going to invite accidents involving car-bike collisions in the bike lane. Reducing to 2 lanes retains parking, protects the bike lane from any accidents, and will likely calm traffic to be safer for pedestrians and other drivers as well

I love the bicycle and pedestrian safety improvements. I neither walk or bike there because it isn't safe. Even driving there is scary and having pedestrians and bicyclists safer would draw me to the area more even as a driver.

Reducing congestion and improving safety are key for quality of life and safety in a marginalized area. Providing biking and transit options would be a huge improvement in safety for the area that has been dominated by high speed traffic (and/or congestion)

please use concrete barriers, not knock-down posts. Drivers always drive over those and into bike lanes

Creating safe, two way travel for bikes and cars

Bayshore is absolutely hellish right now for anyone not in a car. Last time I was on bayshore I told myself I'd avoid it at all costs going forward. These changes are huge improvements! One criticism: numerous, wide lanes with no traffic calming will still create fast and dangerous streets, especially intersections.

lots of vehicles going very fast means people on bikes need parked cars to protect them, not just plastic poles. right now it's the most convenient route but the scariest!

Having speeding cars next to bicyclists is not safe and feels violent.

Having a safe way for bikes to ride opposite traffic would be a huge improvement

The no project build is unacceptable, this is an unsafe corridor to bike on.

Expand bike and pedestrian infrastructure here and citywide. We'll never meet our climate and vision zero goals without far more aggressive efforts, even if it frustrates car owners (of which I am one).

reducing the speed, and even reduce it to a two way car lane might make some space for a bigger and nicer sidewalk

I am more of a driver than a biker because the existing street designs in San Francisco make biking too dangerous for me, for many trips I would otherwise like to make. I like that the non-null proposals offer a path forward to making me and others like me comfortable enough to use our bikes.

Two-way bike lanes can be challenging at intersections. They are better than current situation however!

Protected bike lanes = great Remove parking = great Reduce speeding with speed cameras = do it now everywhere in SF. People are dying

Remember. I'm begging you. Remember joggers.

Bike lane is not protected and scary to ride

Dislike no build – super dumb that I currently have to turn off Bayshore and take Loomis instead. It's not like Loomis feels safe - lots of heavy trucks, poor pavement, and sketchy intersection crossings (left turn from Industrial to get on, at Oakdale, and Jerrold - they all feel super sketchy because cross traffic is often speeding).

Your idea of a protected bike lane is to use plastic bollards. PLASTIC bollards are easily run over, easily destroyed by cars. Speeding drivers on Bayshore are maniacs.

Three lanes of traffic in a single direction will encourage much higher speed than two lanes, and bollards are not sufficient protection for the cyclists from errand cars especially at higher speeds. The protected bike lane both reduces the likely speed and provides more protection for the bikes. I'd generally prefer having the protected lanes on both sides of the road, instead of a two-way bike lane... but I can imagine there are some challenges with the split traffic at Potrero and the complicated intersection at Cesar Chavez. I'd like to know how the southbound bike route works at Oakdale.

Looks like plastic bollards which drivers seem to be happy to ignore :(please consider the use of k-rails or other, more robust protections for the bike lanes. Putting a parking lane between bikes and traffic is a start though!

More biking space, more transit, and less space for cars

Protected bike lanes are always optimal.
While I am myself a daily bicycle commuter and am voting heavily in favor of improved bicycling infrastructure I want to see emphasized that safer streets for bicyclists equates to safer streets for all. I think a lot of safe streets messaging gets bogged down in pitting one group of stakeholders against another. I am in favor of safer streets for bicyclists. I am also in favor of safer streets for pedestrians and transit riders—and everyone else. I think it's incredibly important to frame these as gains for all.
A two-way bikeway will make it much more attractive and safe for people to ride bikes and scooters. I like that this will be implemented and then evaluated, rather than waiting to implement until after public input (which doesn't give the public a chance to experience the improvement!). I like that there will be community engagement during the implementation process.
I think having a fully protected and CONTINUOUS, bike corridor is crucial to expanding safe and equitable access to cycling as a form of transportation in this part of the city. In order for a bike corridor to truly be safe, minimizing vehicle traffic interruptions is essential, and will in turn give citizens a real opportunity to adopt.
1. I like anything that protects bicylists more as we are a family of cyclers 2. Everyone is going too fast all the time 3. Lets just do less cars in general jesus people get some exercise
Safer for bikes!
My biggest focus is decreasing risk of older people and kids being injured.
Bike lanes on both side. Mimic what is done in front of Lowell's
The designs retain too much parking that could be better utilised for pedestrian, cycling, or business space.
1) I like protected bicycle infrastructure 2) I prefer maintaining parking to provide a buffer between speeding traffic and vulnerable road users
I love the idea of a 2 way protected bike lane corridor. It will enable people of all ages to safely travel.
If biked have their own lane I'd feel safer as a driver about not having a bike in blind spot and as a biker I'd be more likely to bike to a part of the city I usually only go by car
I love the 2 way protected lane concept. The way it's working on the embarcadero is amazing. The protected right turn lane does not work in most locations since most people ignore the no turn red light making it more dangerous to cyclists who think we will be safe from cars. The 1 way protected lanes will be a big improvement from what we currently have on bayshare but I saw nothing about improving the road

itself along with it. If they are the newly paved and raised lanes like on 2nd street that may help keep all the dangerous road debris off the lane. (Bay shore is a flat tire waiting to happen and most of us try to ride barnevald where we can to stay safer and avoid punctures)

I like anything that increases the separation between cars and bicycles to reduce the potential for collisions

Parking protected is better than nothing, but bike lanes should have more permanent separation like bollards or concrete medians etc.

For the proposed protected right turn, I don't want the right turn lane to cross the bike lane until the intersection itself (bike lane should remain protected and not cut between right turn and forward lane).

No left turns

- I do not think we need 3 lanes in a single direction here and love the idea of moving to 2. - I love protected bike lanes. - I don't love two way bike lanes without bollards down the middle because cars use them.

I like the protected bike lanes. I also like some traffic reduction since traffic is so fast and dangerous around there.

Fully protected bike lane, please! Paint is not protection.

1. Doing nothing and keeping things the way they are shouldn't be an option 2. Although I would rather remove all parking, keeping a lane of traffic and keeping some parking means impatient through traffic will likely go elsewhere instead of sitting in traffic, which would be a positive change in the big picture - although it is less than a half step. 3. Two-way bike lanes have been shown to work well around the world.

fully protected bike lanes are the only ethical and moral options.

The "protected" right turn lane looks very confusing. I think it would cause more accidents, because drivers who advance into what they perceive as the intersection will not stop again when they encounter someone crossing.

Protected bike lanes are the future and are important for the safety of all cyclists.

Love protected bike lanes. It reduces speeds and makes pedestrians safer

Two way protected bike lanes and protected turns for bikes is awesome! This also makes the street much more safe for people walking and taking transit. This is a super important bike route for a VERY diverse group of people who use bicycles - many of which have no other transport options. People have died and been seriously injured by this dangerous road design and fast car drivers

We need protected lanes to make eco options more appealing

Definitely have the row of parked cars protecting the bike lanes because those flimsy plastic strips don't stop cars well, and the current situation on a bike is scary

I don't feel safe biking in SF at the moment. Fully protected bike lanes would let me feel that traveling by bike wasn't putting my life at risk.

I like the Two way protected bike lane. Bikes intersecting with cars on large roads is one of the most dangerous and stressful situations for both bicyclists and drivers

I struggle with the bike lanes, because the existing bike lanes are often filled with pedestrians and trash. I don't feel especially safe biking in them. Soft posts are not a good idea here. With so many lanes and cars so fast, we really need bollards. My experience with parking protected is that I as a bicyclist need to watch out for pedestrians at any point. It's not ideal. If we have a good bollarded buffer between the parking and the bike lane, it shouldn't be all that bad, though.

The existing conditions on this stretch of Bayshore are very unsafe for cyclists. I don't feel there is much need for curbside parking on that section at all as most of the businesses have dedicated parking, but some do not. I worry that if all parking is removed from this section motorists will violate the separated lanes and park in the bike lane or on the sidewalk as I have seen happen.

Protected bike lanes avoid the plague of Uber/Lyft drivers and other car users idling in the bike lane. Enforcement of no parking in the bike lane would be much welcome.

The most reasonable for both safety of cyclist, maintaining parking, and flow of traffic is the fully protected bike lane with some parking. This gives cyclist safety and allows parking still.

This road needs a protected bike lane and the Parking spots should be removed to help traffic and increase it safety

It's not clear how the two-way bike lane would connect to the rest of the bike network at either end. The hairball is a major problem.
the No Build alternative is unsafe for cyclists. Allowing car users to determine a parking vs driving space tradeoff is fine as long as it does not come at the cost of safety for cyclists and pedestrians.
Fully protected bike lanes are a must in any new project in the city. Fully protected bikeways are good too! I'm also glad to see protected intersections being implemented as well, something that has been sorely lacking in previous projects.
Soft hit posts are not full protection!
I think going southbound on Barneveld/Loomis in lieu of a fully protected two way lane is fine *if* Industrial westbound between Loomis and Bayshore gets protection.
Keeps bike safe! We need the protection of parked cars, not soft-hit posts.
Protected bike lanes to the right of parked cars is terrific - it's a much safer option than having parked cars to the right of the bike lane.
I am strongly in favor of two-way protected bike lanes.
I bike north south on bay shore from tresses Chavez towards SFO. I like the protected lanes. I like medians to encourage slower car traffic. I like a line of parked cars separating bike lane from traffic.
Either proposed design is good. Limited use of parking in this area, and primarily used for long term vehicle/motorhome parking.
100% love bike lanes being added! I don't particularly care one way or another about the parking, but worry about fewer lanes and already speeding traffic.
I ride my bicycle on this route every day. I'm an SFUSD teacher working at George Washington Carver Elementary on Oakdale. I completely avoid riding on Bayshore right now because it would be a death sentence, but all of the alternatives are just as bad. For example, Barneveld is an industrial road full of heavy machinery and other drivers who do not look out for cyclists. Local businesses also constantly use the existing bicycle lanes as parking for their work trucks. This is especially true in the bike lane where Jerrold meets Bayshore. The company at that corner effectively considers that bike lane to be extra parking for them. So as with the rest of the city, these ideas are only as good as their enforcement. You could build a million miles of bike lanes around the city but if cars are allowed to park in them they're useless.
We need bike lanes, and they need to be protected. Flex posts will work to start, but bollards are what would protect us.

Without providing a solid barrier, there is nothing preventing cars from using the "protected" bike lane as more parking. Floating parking to protect the lane is a good start, but you might need some sort of attenuators etc at driveway openings to keep cars out.

Protected bike lanes make ALL the difference. Having a buffer of parked cars and protective infrastructure make it so much more reasonable for people like me, who have no car, to get around. Being able to get around the city without fearing for my life is everything.

Cars and bicycles should be separated by a barrier of some kind

Just to be able to feel safe while biking

Protected bike lanes, particularly in this area, will quickly become unusable unless they are wide enough to support regular street sweeping. (indigent people and litter will make them dangerous) - example: the protected bike lane on bayshore between Industrial and Paul. As a result, I would strongly prefer the floating parking option. This gives cyclists more space to avoid obstacles and allows a street sweeper to fit.

Better bike safety

Ensuring pedestrian and bicyclists safety by adding barriers for protection and making crossing more visible- is the most important aspect of this project for our family- i like the protected bike lane.

This is very exciting! Biking through the Hairball is a nightmare. IIRC it's necessary to bike in the middle of traffic going northbound, or do some strange crossings with low visibility. I support any efforts to make that better. The left turn out of the Lowes parking lot is extremely dangerous. A taco truck often parks right there, reducing visibility. And the cars obviously go pretty pretty fast. Any efforts to slow traffic there will be great. I'm relieved to see that the two-lane bike lane would not extend to Lowes, because southbound bikes would be extremely vulnerable going past all those entrances.

Bike lane good. No bike lane bad.

Very excited to visit businesses here more often now it will feel safer by bike

Please protect cyclists and pedestriand

Two way bicycle traffic is difficult to get behind but any protected bike lane is better than none.

i like dedicated/safe space for bike riders i don't like plastic bollards - prefer permanent bollards that can't be driven over or parked on

<p>We need protected bike lanes, and to slow down the drivers, so we can have better transit whether it's by foot, bike, muni, or car.</p>
<p>Is there a schematic to view? Two way bikeways are not my cup of tea as I commute along the Embarcadero. Can we not keep separate?</p>
<p>Two-way cycletracks can be really nice, but if it's not straight (i.e. because it has to zig-zag around bus stops or at intersections) can create opportunities for head-on collisions especially on hills.</p>
<p>More access to different modes of transport mean more options</p>
<p>Safety for all users of the road should be prioritized. The options that protect cyclists need to be chosen so that we can prevent any potential injuries. Giving up a little bit of parking or some lanes of traffic seems like a small compromise to keep everyone safe</p>
<p>I would love to see a cycle track on Bayshore! Build it and they will come</p>
<p>1. Bikes as physically separate from automotive traffic as possible 2. Disincentivizes driving 3. Just shuts off automotive capacity. Fast and painful change.</p>
<p>In favor of protecting cyclists as much as possible - do this by moving the parking over one lane so there are parked cars protecting cyclists from speeding drivers. Please add concrete and bollards to the bike lane to prevent illegal parking in them.</p>
<p>We need protected bike lanes. Period. Biking anywhere along bay shore and Cesar chavez is a nightmare right now. I live off cesar chavez</p>
<p>1. Poorly designed road that lets people drive too fast. No bike lane but the same could be said about 3rd Ave. 2. It's a mess when it intersects with 101</p>
<p>Bike lanes should also have some delineators in the center of the lane to prevent entry by cars</p>
<p>The focus needs to be on safety, not vehicle throughout. Speed kills. Install fully protected bike lanes and remove a lane of speeding traffic.</p>
<p>I strongly support protected bike lanes.</p>

I dislike the idea of leaving Bayshore the same - it is very dangerous to bike on. I like having separated bike lanes, protected by bollards and parked cars (or actually concrete would be preferable)

I really like the idea of providing as much protection to bikes and pedestrians as possible. Bayshore parallels the highway, if people need to move through the area fast, they can take the highway. Better to ask a driver to give up 5 minutes or a parking spot (many businesses have dedicated parking anyway) then to ask bikers and people walking to give up their lives.

Protected bike lanes are great! The parking adds an additional layer of protection and should act to calm traffic a bit.

would prefer concrete protection of bike lanes as opposed to quick builds.

Protected bikeways are the key to making biking safe. The only way I can imagine my kids comfortably biking on bay shore. Build! Protected! Bike Lanes!

Fully protected bike lanes and parking to further protect the bike lane from moving car traffic. Most of the businesses I frequent in bay shore have parking lots so parking in the street is not a priority.

Protect the bike lanes.

The quick builds are nice, but they haven't been being converted to concrete fast enough. Cars will often park on top of and break the plastic posts. It would be nice to see concrete (ha) plans for upgrading them after the quick build is done.

Love the protected bikelanes and protected right turns; need physical separation to have genuine safety gains. Would also like to see some traffic calming measures. Possible to create BRT for transit? (Or somehow prioritize transit lanes?)

Protection of bikers behind parked cars

1.) I like when bike lanes are as protected as possible - protection via parked cars is pretty good. Even better would be a curb step-up, like how it works in Copenhagen. 2.) Wider sidewalks - Bayshore is currently super hostile to pedestrians 3.) Humans > cars. The primary flow

metric we should care about is humans per hour, not cars per hour. And we should have zero tolerance for any designs that afford dangerous driving (the status quo).

Two-way bike lane adjacent to traffic lane is optimal. In my experience, a separated one-way bike lane adjacent to parking (e.g. 2nd St. in SOMA) still leads to lots of close encounters with pedestrians. That being said, any separated bike line is better than what currently exists on Bayshore.

The detour to avoid the section without bike lanes on Bayshore is not good with too many intersections, huge trucks, and gigantic streets that encourage speeding. Bayshore needs a complete bike lane.

I think it would be great to see better protection for people on bikes than soft-hit posts. Parking also should be the lowest concern when it comes to prioritizing safety of people walking/biking and improving transit priority.

Strong preference for the most protected bike & pedestrian infrastructure possible

Bayshore has too many car lanes and too much street parking. There should be fully protected bike lane(s) running the length of it with protected intersections and no mixing zones for turns.

The build between Jerrold and Oakdale is especially important. Currently cyclists are pushed onto Barneveld which has a dangerous intersection near Burger King. Additionally, where Barneveld meets Jerrold in the morning the northbound lane on Barneveld is consistently blocked with large semis dropping off recycling. Further, Barneveld has a high concentration of RVs and doesn't feel safe if a cyclist were to break down (flat tire or similar)

Need something stronger than flex posts and paint to protect people

Need more traffic stops on those who disobey the traffic laws

Even though I am primarily a motorist on Bayshore (motorcycle) I don't think paint is enough protection for bicycles there

i like treatments that improve safety for people walking and bicycling, particularly physically separated bike lanes and protected turns.

Make it safer for bikes please
Like the parking protected bike lanes. Like the protected right turn intersection. Don't like keeping 3 lanes of traffic one way. Leads to high speeds and more crashes.
Having actual lane protection for cyclists is a major safety improvement. Using parking as lane protection is even better since there's multiple layers of protection. Keeping things as they are is the worst option.
Love the parking protected bike lanes. Hate the idea of its staying the same
I'm in favor of either option that provides protected bike lanes. I do drive but not often in that area, so I am not sure whether it's better to remove parking or a traffic lane to do so.
protection from traffic for bikes
Safety for bicyclists and pedestrians should come first
Protected bike lanes that are adjacent to the sidewalk are crucial to making people feel safer biking. This will help connect neighborhoods and get people actively moving, leading to better health outcomes.
I feel like folks will still try to park in the bike lane or in front of the entrance to the bike lane but having a bike lane in general is a huge improvement.
No bike lanes!
The bollards should be concrete or metal, not the useless plastic junk used in the rest of SF that cars can simply plow right through. Pedestrians and cyclists need real protection from vehicles.

1. Protected bike lanes are necessary and needed on all roads if we actually want to have 80% sustainable mode share by 2030. 2. Reducing parking de-incentivizes driving. 3. I wish the barrier was a plant strip (like the kind on Fell St) so we can make the cycle-way more pleasant and also help remove asphalt wherever we can.

I like making bicycling safer!

Protected 2-way bike lane looks like the best option

I like it best when bike lanes are protected from traffic with either plantings (best!) or parked cars, especially with the temporary studies that just have flex posts/paint. I'm all for reducing lanes of traffic too as that would slow speeds along there. People drive SO FAST along there and it's in part because they have so many lanes to weave in our of traffic.

You can remove most parking but you NEED to keep some spots for loading and unloading, ADA, and commercial loading. Designate a couple red-spots for emergency vehicles too so that SFPD doesn't park in the bike lane.

I don't care about having parking or no parking on Bayshore; the most important thing is the protected bike lane.

Whenever we can separate traffic that travels at different speeds into their own protected lanes I very much support that. I also love the improvements to prevent accidents when cars turn

Better trafic spacing. Safer.

1. Like: Providing a safe DIRECT bike route down Bayshore instead of the creepy Jerrold-Oakdale detour. 2. Like: The rendering seems to show a hard bollard instead of a flex post. GOOD! (And especially important if parking is removed.)

Protected bike lanes are key through there

I would love this section to be less terrifying for bicycling & it might mean I could bicycle to work

1. Better protection for cyclists 2. Maintenance of parking (less important but still useful)

I like that bikes are protected

Making bicycle lanes does not automatically make the neighborhood safer. There are far greater issues including homelessness. Pedestrians and bicyclists do not feel safe in the neighborhood and thus would not use these lanes. This will only cause more traffic, which is already present.

We absolutely need more bike lanes, the question is just whether to make the bike-adjacent lane for traffic or for parking. I would favor parking - the parked cars serve as an additional buffer for bikes, and narrowing the roadway will discourage speeding.

Median barrier: anything that makes drivers feel safe means they will speed up. Speeding and unsafe driving is rampant! Instead of a barrier, add central islands, narrow lanes, chicanes.

I like that parked cars help protect people biking from fast moving trucks. though when such cars are absent biking will still feel exposed with just plastic posts.

More bollards and/or Jersey barriers! Prefer parking not because car parking is better than car travel, but because it provides space that can be appropriated for further purposes like bikeshare docks and bus stops.

Please use more than soft-hit posts, even in a quick build. Visual separation is one thing, but use the more substantial bollards like K71s.

I like the protected bidirectional bike lanes. The intersection improvements. Also pedestrian safety improvements. I commuted by bike to alemany farmers market from tenderloin by bike for a year to work at the COVID testing site there. Bayshore Blvd made my commute feel so dangerous but the alternatives were so much more difficult. Really badly need these!

I like fully protected bike lanes, bulbouts to reduce car speeds, and I don't like on-street parking.

I like the protected bike lanes, I'm concerned that they wouldn't be enforced and would end up as additional parking though, pushing bikes into car lanes, unless they have solid bollards or something to keep trucks out. I like the pedestrian protection and protection from right turns, I think it would make me more likely to bike w/cargo buggy to Flowercraft & Lowe's instead of renting a car for those trips.

The protected bike lane makes me feel safer while biking down Bayshore. Lane narrowing will also help reduce speeding, and the center median should reduce head on collisions.

I like protected dedicated bike lane don't mind removing parking or one lane.

I like the protected bike lanes, prioritizing bikes over cars, and making cross walks sacred for pedestrians.

Would make biking much safer

1. Having both bike lanes on the same side increases visibility and safety 2. reducing the lane size will decrease speed (option 2) 3. maximizing bollard space makes bicyclists feel safer

Two-way bike lanes keep cyclists safe and the removal of car lanes will reduce speeding. Win-win

I want to maximize bike safety. Current route is unsafe. Parking can be used as a safety buffer.

Fully protected bike lanes are amazing and necessary. Also love the effort to make pedestrian crossings clearer and safer. Walking in that area is awful today and generally I just feel unsafe if I'm not in a car. These improvements can change that.

Protection for the bike lanes is key – even beyond the quick build, please use jersey barriers or cement. There are huge trucks with blind spots using Bayshore, and many drivers are distracted. Thank you for prioritizing this important work for our community!

Appreciate the expanded and safer travel lanes for bikes. Reduces vehicle volume and pollution and hopefully vehicle speeds too.

(1) Protected bike lanes (real protection, more than plastic sticks that can be easily run over) (2) Infrastructure that indicates where cars go in relation to bicycles at key intersections

Oakdale and Jerrold are super scary to bike on. There are tons of speeding cars, people block the bike lane all the time, glass everywhere, doors opening. This is also a side of town which could really benefit from some better infrastructure and connection with the rest of SF.

Physically separated bike lanes are key. Otherwise it is not safe. Reducing number of car lanes should reduce speeding and improve safety. Timing lights for cyclists should also help reduce speeding.

Protected bike lanes and pedestrian area

We need to improve transportation safety in the city and these plans would support that. This is a section of town that people are more actively passing through than parking, so could afford to exchange protected bike lanes for parking.

Bike lanes protected by parked cars are great

I like the options that provide physical separation between cars and bikes in ways that make it difficult for drivers to abuse (by illegally parking or driving in the bike lane).

Removing traffic lanes for bike lanes is fantastic. Removing an additional lane for street parking is an improvement but surface parking is inefficient and should be eliminated. Ideally two full 11' lanes are removed to extend the pedestrian sidewalk to include grade separated bike lanes.

Like "more protected bike lanes! Like "slowing down car speeds

I like better protection of bike lanes, including bike lanes next to the sidewalk (not between traffic and parking spots where people have to cross the bike lane to park) and further separated from moving traffic via a lane of parked cars.

lanes are narrow enough, making them narrower causes more sideswipe collisions.

Not having any bike lane on that stretch of road is extremely dangerous, but removing all of the parking would result in folks just parking in the bike lanes. Ideally I'd like to see all parking removed in favor of bike lanes, but the reality of this part of town is that you have to leave some room for parking or your nice bike facilities get taken by cars. (See also: Slow Street on Lane St.)

There is excess capacity in the Oakdale to Jerrold, resulting in rivers speeding. Reducing a travel lane can reduce speeding. Please time the traffic signal along this section of Bayshore Blvd, to help with Muni traveling faster, and reduce driver frustration of waiting at every light, resulting in drivers flooring it from red at every signal. Driveway safety is huge here, as low visibility is bad for all users of the road.

Protected bike lines are really the only way to keep cyclists safe from cars.
#NAME?
I am somewhat concerned about the addition of a concrete median, as motorists often feel free to speed when the two directions of traffic are robust physical separation, and we should aim to reduce motor vehicle speeds as much as possible. Can the space that would be used for a median be repurposed for a wider bicycle lane? In any case, fully protected bicycle lanes are the way to go here.
Protected bike lines is a must-have.
I drive, walk, bike and MUNI this area often, and like how this improves visibility for everyone: 1) the two-way bike lane will be much safer for cyclists and 2) improve visibility and expectations of the presence of cyclists for drivers. In addition, 3) protecting bike lanes with parking in between makes drivers, MUNI and cyclists feel safer on this particularly wide, busy, and often fast-speed street.
Existing conditions are horrible for biking, and make even walking/biking on the sidewalk uncomfortable. Would really like to see protected intersections here as well (painted bike lanes thru intersections alongside crosswalk with corners protected from turning cars.)
Not sure how i feel about bayshore development, biking on barneveld is better. Improvement to cross cesar chavez into mission from bayshore is preferred use of resources. Even just fix the lights under the freeway overpass, it doesn't feel safe at night.
I want actual bollards for protected bike lanes, not just plastic flex posts
The more protected the bike lanes the better. I love protected bike lanes
1) Reduce the number of travel lanes, which reduce overall speeds and improve safety. 2) Implement a parking protected cycle track, which will improve overall safety and maintain some parking.
Love the double protected bike lanes (ie: bollards and parking between bikes and the driving lanes).
Biking feels very very dangerous right now and I have had many close calls. I am a defensive cyclist and try to avoid getting into dangerous situations (I stop at all stop signs and defer to cars.) Drivers on Bayshore Blvd scare me!

There is an intense urgency to discourage fossil CO2 emissions which are dooming our climate, and everything that slows or discourages fossil fueled automobile use would be sensible public policy.
Any divided or protected bike lane is great, especially if it can have a parking buffer with traffic.
The narrowing of available space for cars is great, and reduces the incentive to drive on this stretch at high speeds. The willingness to use parking to protect alternative transport methods is also great.
Lane reduction-Like Bike facilities should be consistent on both parts of Bayshore.
Clear accessibility standards, rideshare, commercial, public transit dropoffs space, and designing for bikers and pedestrians equally.
I strongly prefer protected bike lanes - I feel so much safer (both as a driver and biker) when there are physical divisions between cars and bikes.
Prioritizing bike safety is essential – certain roads are patently unsafe for bikes, making bike commuting highly undesirable.
its scary riding over there now protected bike lane preferred parking overrated
Please add the completed vision for protected bike lanes! I only drive through Bayshore Blvd but feel frightened for the safety of everyone who bikes here! I am very comfortable losing parking spaces if it results in fewer bike related accidents and pedestrian deaths due to dedicated two way bike lanes.
Really appreciate the effort to make biking safe in Bayview! Bike to work on 3rd and it's terrifying. Would absolutely bike around the neighborhood more often if it felt less dangerous for bikers.
I don't see any options presented in the survey, but one thing I'd like is protected bike lanes and plenty of bike racks to lock bikes. Also timed lights!
I drive, and I park in the area to go to the Farmers Market, the Old Clam House, and Flowercraft but I know we all need to drive less, so my opinion is: remove as much parking as you need to do the job.
1) Protected two-way bike lanes always feel much safer. 2) Reduced lanes will help reduce vehicle speed (regardless of what the set speed limit is) 3) Bayshore Blvd could be a great pedestrian-centric corridor if the fully protected bike lane is constructed
Status quo is dangerous and will not increase cycling or safety.

Bike lanes should be protected.

For the businesses present, i think it would be a good idea to incorporate parking into whatever plan you decide.

I like protected bike lanes, and would be able to bike much more than I do now. Without them, I fear for my life on all city streets.

There is a lack of safe routes in this area to bike so many times I opt to take my car instead. Having protected lanes would make it much more likely for me to cycle to my destination.

I don't see the options in this format. So I can't answer. I like protected bike lanes though. And greenery to make riding more plea

Protected bikes lanes would be amazing, even at the expense of reduced parking on Bayshore. There is lots of parking on Bayshore at businesses already. I say this as someone who walks, bikes, and drives on Bayshore regularly.

Moving parking away from the curb to protect the bike lane removes the risk of being doored. The same type of bike lanes that were implemented in SOMA is great.

Fully protected is essential for bike lane(s) No right turn by car is required to avoid "slip" lanes Separated parking needed in order to eliminate cars using bike lane/double park

Protecting cyclists is how to get more people to bike instead of drive, which should be an objective for environmental and traffic improvements.

Need stronger bollards or a curbed median to protect the bike lane from parked cars and delivery people stopping

To do nothing is to leave the area unsafe for everyone because it leaves cyclists unprotected and encourages higher speeds.

finding a balance between increased safety for bikes and pedestrians while minimizing the loss of parking

Love all protected bike lanes because car drivers cannot be trusted to drive safely. I have no problem with eliminating parking for this. There are plenty of parking lots nearby.

We need to make cycling safer in this city if we want to reduce climate change. This means creating protected bike lanes that insulates cyclists from dangerous encounters with cars.

I like the idea of reducing speed. I don't like the idea of taking away parking spaces for cars. Visibility for pedestrians is good.

Protected bike lanes appear to be the best way to keep cyclists safe. If cyclists are safer then pedestrians also will be.

The existing northbound bike lanes on Bayshore are a death trap. I bypass them entirely and still use loomis exactly as I did prior to bike lanes coming to Bayshore. Prioritize loomis safety improvements instead of extending these further.

- I don't like the removal of vehicle lanes for more parking space because it'll create more traffic congestion. There is no need for more parking space in the bayshore area due to the large amount of parking lots surrounding it. - I like the addition of a two way protected bike lane because it gives cyclists more overall lane space - I like the pedestrian bulb outs so it's easier to see pedestrians

The proposed projects have more priority about the livability and safety of the streets. More foot and bike traffic will mean increase in business as more people can be in area than cars and parking. Cleaner air in the city, and safer for both drivers and pedestrians

Why protect the bicyclist ? They are slow and take up a whole lane when there is no bike lane. They do not adhere to stop signs & insist on having the right of way which is probably why fatalities have happened. How is the Bayshore going to survive with restricted parking because you're taking away lanes from us motorists. I would not want to do business where there is no parking ! Also, why would you build a permanent median which makes turns more difficult and unsafe for us drivers. Bicyclists barely know how to conduct themselves and now you want to accord them all these rights and privileges that they do not deserve.

Like: isolated bike lane. Reduced parking. Slower traffic.

Do not like lack of protected bike lanes, cyclists need safe space to ride where cars aren't allowed and are physically prevented from entering. The best option is the one where the parked cars provide a barrier, in other parts of the city even with plastic flex posts cars still constantly drive in or park in bike lane forcing cyclists into the traffic I like that this reduces space for cars, it will reduce demand for driving and encourage cycling, but it will also encourage a speed reduction because of narrower lanes for the cars, and possibly due to having the bike lane moved to the right, may also cause cars to slow down because they will be driving right next to opening car doors instead of having a bike lane between them and parked cars

I like the protected bike lanes on both sides and parking spots away from the curb. At American Gymnastics, it's a nightmare both in terms of getting my kid out safely because no drop off zone but also may create danger for kids crossing bike lane), the other parents double parking which is a major risk for my husband who has been hit twice on his bike on Bayshore. Can we make it safer for kids and bike riders? Can there be a drop off zone? Then put double bikes on north bound side. Other concern is that drivers going north cut around traffic and blow the light and do crazy u turns by the Lowes.

I like lane reduction/road diet I do not like flimsy plastic protection for bikes. I do not like not addressing bike situation under freeway which is horrible.

no protected bike lane all the way. too many people crossing the bike lane

Please add a concrete separation between the road and bike lanes, not just plastic barriers. If you don't the businesses on Bayshore will definitely park in the bike lane and on the sidewalk.

I want as much bike space as possible to encourage mode shift.

1) this a solution in search of a problem. Bayshore is a major thoroughfare into and out of the city. Traffic is already congested and has only gotten more so since the last street change that reduced lanes. These actions will only further frustrate resident's and drivers and make the streets more dangerous. All changes to Bayshore should be focused on reducing congestion by improving the flow of cars, not restricting it
2) Bayshore should not be for bikes. There are alternative streets that can be used by bikers to move north and south, such as Loomis St.,

which would require nothing more than paint. What biker with common sense would want to ride on bayshore under any conditions. Loomis street alternative will provide bikes with a safe protected pathway. 3) Why should tax paying residents of San Francisco subsidize the indulgence of the elite few. Any expenditure directed toward supporting entitled selected few biker who would even consider using bayshore to transit is a waste of taxpayer money. Biker have benefited from, so called, street improvements with bearing any of the addition cost either in dollars or lost productivity due to forced congestion. Drivers are required to be licensed, cars must be registered, and drivers must carry insurance. Biker avoid all of these expenses and in addition street reconfiguration is totally subsidized by motorists and SF taxpayers. Taxpayers who predominantly get no benefit except the privilege of waiting in congestion. If any changes are made bikers should pay for them through licensing fees, registration fees, and insurance fees.

I like the protection offered to cyclists. It'll make me safer.

There are two big problems not addressed. 1. Hazards for cycling of camping/blocking/debris in bike lanes. 2. Still too scary to use Bayshore to make a left onto Alemany at Oakdale. I take my kid the wrong direction down a short stretch of San Bruno because the thought of going Bayshore to Alemany at Oakdale is just too dangerous.

Fewer travel lanes will help to further calm traffic, which is why the suggested design in 13 is my preferred design.

Improve public transit and road conditions in this area instead of bike lanes. Not a common enough area for bikers to put such a change into. On the other-hand, there are TONS of cars driving into this area as it leads into multiple neighborhoods.

The types of businesses in this area require cars to pick up the goods or deal with cars. The area could use higher density businesses, but that won't work economically if the parking goes away.

Like either proposal for improving bike safety. Do not like that there's no mention (yet) of widening the sidewalk near Jerrold, where it's very narrow and obstructed by poles.

- I think bicycle infrastructure is the future, and we need to build towards a post-carbon future. -I think Bayshore provides a critical north-south link for SF bike commuters, esp. in neighborhoods such as Silver Terrace/Portola/Bayview/Viz Valley that traditionally have less bicyclists. This project will encourage new bikers in this city, and I'm all for it! -I think the median idea is great, as it has been shown drivers tend to slow down when there are more obstacles on the road. Bayshore drivers are notoriously speedy, so if this can be improved any way, I love it.

Protected bike lanes are essential for creating a city where multimode transportation is possible.

I would love more bike protection in/around Bayshore, as I often commute in this neighborhood and feel unsafe much of the time. It's also great to move parking so we are less at risk of being doored.

While you could make a lot of changes to North Bayshore Loomis St is a much safer alternate.

[#12 & #13](https://www.google.com/maps/dir/San+Francisco+Lyft+Driver+Center,+Bayshore+Boulevard,+San+Francisco,+CA/Beronio+Lumber,+2525+Marin+St,+San+Francisco,+CA+94124/@37.7428741,-122.4089574,16z/data=!4m14!4m13!1m5!1m1!1s0x808f7f6962db2b67:0xbbb297808e6d27bf!2m2!1d-122.4066256!2d37.7374587!1m5!1m1!1s0x808f7facfb532cbb:0x3289ad77e880528f!2m2!1d-122.4022428!2d37.7480412!3e1) the width between the parking and bike lane should be less, like 3ft and have 10ft for the double bike lane.

I like the reduction of vehicular dominance, fewer vehicles. I like the safety. I like the introduction of infrastructure that brings humans and neighbors back onto their shared space.

1. Parking protected and separated bike lane is the safest option of the three presented.

Bike lanes are more important than parking.

Need to improve the bus travel time through area. Bus gets stuck at Industrial every morning from 8-830am.

Protected bike lanes, protected pedestrian areas, timed lights!

some parking is important. I live on Mission Street and I know the loss of parking there has been difficult and especially impactful on small businesses.

I think the bike lane should be wider and it needs to be very well protected to keep cars out; they will use it for parking if they can get in. Also it will need very regular cleaning; that street is a broken glass mess!!

This project is not needed. There are already bicycle lanes which are rarely used. Pedestrians are safely on sidewalks. Their only risk is when they illegally jaywalk. It will make traffic in the area worse thereby causing more accidents. The MUNI on Bayshore already has pedestrian loading zones. Oakdale already underwent traffic renovation. So STOP the money drain. Repave the streets and paint the crosswalks. Put traffic cops out and collect some revenue from ALL noncompliant traffic violators... pedestrians, bicyclists, and motorists.

Why was there no project build for the last option? The protected bike lanes would be fantastic and very appreciated!

Bike lanes are great!!

I like seeing more protected bike lane and additional pedestrian safety measures.

We took our daughters to American gymnastics every week and the dangerous conditions to cyclists and pedestrians there by the speeding cars, double parking in the bike lanes, and the general oversized car infrastructure needs to be seriously changed. There are many cyclists there but should be more but it is a deathtrap in its current set up, car lanes must be removed, bicyclists should be completely protected, and there should be no way to park a car in the bike or pedestrian facilities.

I prefer using floating parking for bike lane protection because it adds greater distance between cyclists and moving cars. I do not like that the "full protection" appears to be flexible bollards. Real full protection should have rigid metal bollards or, better, a full concrete barrier.

(1) "protected" with soft posts that are easily run over by cars is a misnomer. (2) speed is likely to still be very high, which is especially bad in combination with #1 (3) getting from the hairball to Bayshore is still likely to be fraught

Biking on that road is currently dangerous. Many inexperienced cyclists are put off using this route currently.

The number two issues that discourage people from biking instead of driving are first safety and second fear of getting the bike stolen. I like that we are addressing the first issue with parking protected bike lane. I don't like that there is no top view of the layout. Parking protected bike lanes tend to get blocked by motor vehicles parking in the entry to the bike lane at intersections. I know it's a quick build but would like to know what the plan is if it is deemed successful, as in could we please finally get concrete jersey barriers or steel bollards after the 24 months (or sooner) instead of the flimsy flex posts that disappear and need to be replaced after 1 month.

Sidewalk parking is out of hand in this area. There is absolutely 0 enforcement. Ace Plumbing on Jerrold parks on the sidewalk from 9AM to 6 PM every day. The intentionally drive over the plastic posts on Jerrold. If the entrances to the bike lanes are not hardened with steel/concrete they will just be parking lots for the businesses.

Remove parking up & down Bayshore to prevent transients from camping out. I agree removing one lane for bikes. But bicyclists are known to be just as dangerous to pedestrians

I like the protected bike lanes. That area is super sketchy.

I don't know if I like two-way bikeways. I never remember to move to the left side of the street on Cargo Way, for example, which means I end up stuck in the general travel lane with huge trucks.

The second option (to retain some parking spots) feels like a good compromise. The reality is that there is plenty of parking for the businesses in the area in addition to all the on-street parking on Barneveld Ave and Loomis St. I do not like option 3 at all. I bike through that area every day to get to work and it does not feel safe at all, especially in the afternoon when biking north back to the mission. We need to expand the protected bike lanes all the way to Marin St.

Protected bike lanes are essential for bike safety

Protected bike lanes

I like improved street markings (painted crosswalks). I dislike removing lanes of traffic or removing parking.

I'm skeptical of the proposal to add a concrete median between Oakdale and Cortland, because I'd rather see concrete used to build bike lanes. If there's enough money to pour concrete to protect cars from other cars, why isn't there enough money to pour concrete to protect bikes from cars? I don't like the idea of keeping Bayshore between Oakdale and Jerrold the way it is, because it's super scary and unsafe to bike on right now. There's a detour via Barneveld that's less unsafe, but it's not great, and it's confusing and hard to navigate. But I would want to know how the two-way bike lane would connect to existing bike lanes. Would southbound bikes need to cross over to the other side at Oakdale? How do northbound bikes get from Jerrold to the Hairball? Would northbound bikes get a protected turn lane at Oakdale, like the one proposed at Industrial?

Improving safety for people using different modes of transportation is my top priority. That means pedestrians, cyclists, and people on public transit.

less parking, protected bike lanes

Parking is more or less worthless – the places that need parking already have it dedicated. The two way bike lane seems like it could be confusing for crossing traffic to get to businesses on the other side of the bike lane.

walking and biking should have more priority over car traffic

Two way bikeways are undesirable and unsafe compared to dedicated lanes for each direction.

Protected bike lanes save lives; parking spaces don't.

Love the fully protected design, hope it can be made permanent with concrete.

protected bike lanes encourage hesitant bicyclists!

The status quo option does not include safe biking facilities as an alternative to driving. The fully protected bike lanes are better for cyclist safety and prevents small traffic issues when parking. The two way bike lane is a good way to save on road width.

Like: 1. protected bike line is a great initiative 2. Increases safety for all participants 3. Enhances neighbourhood Dislike: 1. Plastic bollards are not enough. Needs metal bollards or better a curb 2. Not enough trees - consider drought proof tree line streets instead of parking

Bayshore needs a road diet, and this is a great step in the right direction. Wish the options called for more greenery (planted or landscaped median), but likely does not fall under the quick build umbrella.

Love the idea of protected bike lanes. Please make sure they are separated with something more than just paint.

Bike lanes are much safer when they are separated. Create two bike lanes—one for each direction—instead of a two-way lane.

There is nothing good about the "do nothing" plan. Two lanes of car traffic is more than enough. The floating parking plan keeps some parking while protecting bicyclists. This is better than retaining three lanes of traffic in one directions. In Oakland, speeding drivers illegally use the transit lane to bypass traffic congestion, so you would need a way to physically exclude cars from a dedicated transit lane.

Prefer separate bike lanes for each direction compared to a single two-way lane, which is not as safe

Reduce the posted speed limit. Reduce the number of traffic lanes. Add bulbs and other traffic slowing devices

Right turns still risky for bikers proceeding straight

I like the protected 2 way bike lane. Even further delineation between the cars and the bikes would be better.

More spaces for bikes, safer right turns and more visibility for pedestrians

1. Like the metal bollards shown for the fully-protected bike lanes. All bike lanes should have concrete and metal bollard protection along their full length. 2. Skeptical of the "protected right turn" shown that's similar to Polk and Hayes. Would prefer to see a full protected intersection, with concrete islands narrowing the intersection more significantly. 3. Understanding that the streets crew is not capable of flatwork or curb work, would like the quick build to incorporate prefabricated concrete elements (e.g. parking space wheel stops; K rail), or if not that then tall rubber facsimiles, or if not that then at least armadillos.

Love the safer biking and parking removal. Thank you for considering people rather than just cars

I love the improved bike safety and access. I always think it's important to improve pedestrian safety. I don't care as much about parking, seems like most businesses have parking lots anyway.

Make it a connected network. Intersections are very scary with fast moving traffics. Protected intersections and continue the protected bike lanes further.

Fuckin' drivers are goddamn insane. They rip thru bay shore like it's a raceway. I've gotta cross there and I've got a disability! Scares the shirt off me.

I like providing safe access to bicyclists with a protected lane, because this would enable me to bike to the Bayshore Caltrain without feeling besieged.

This isn't supposed to be a freeway! It isn't safe as it is now, and inspires unsafe driving/speeding.

I use bayshore blvd as part of my commute to work - it is the scariest section of my commute. Most business along it have ample parking in lots. Having a protected bike lane would make me feel much more safe and I don't feel that the parking spaces will be missed.

Fully protected bike lanes stop cars from driving and parking in the bike lane (which happens very often). Moving the bike lane to be next to the pedestrian walkway makes sense and stops cars trying to park from crossing into the bike lane. A safe and protected bike lane encourages people to bike more and drive less, reducing traffic.

Protected bike lane would be a game changer

I like that the city is thinking about that corridor. I like the idea of protected bike lanes. I like the idea of removing car spaces.

Making cycling safer! It's hella danger now.

Protected bike lanes are amazing. I bike with my girls (ages 5 and 2) where we feel safe

I prefer the parking option since it would create a buffer between the bike/pev lanes and the fast moving cars.

Keep it the way it is. It's a busy corridor for traffic and already congested. Taking away lanes would exacerbate the problem. If possible, add timed lights like on Great Highway or 19th Ave to improve flow. If you really want to enhance safety, remove the camps and vehicles that are parked there semi-permanently.

Generally not a fan of two way bike lanes

I'm concerned that adding parking will increase traffic. I would want some research to be done to ensure that adding a bike and parking lane will not cause big issues. That being said, removing all parking is problematic and makes it so people (who may or may not be equipped to do so) need to walk longer to get where they need to go.

1) protected bike lanes - like 2) better crossing/visibility for pedestrians - like 3) removing street parking - like All free street parking (aka, car storage) should be eliminated. I don't get to store my couch on the street, so car owners shouldn't be subsidized either.

Separated bike lanes will make it safer for my kids (I'm a mom of four) to ride and connects us to many after school activities. We will be less likely to drive to these activities. I hope to create a city in which teenagers don't rely on cars and have the freedom to bike safely.

Very concerned when SFMTA wants to do something given their track record of incompetence.

I think that using anything less than concrete barriers on this road to separate the bike lanes will be immediately used as a parking.

Like protected bike lanes and reduction of parking spaces

Options that reduce traffic lanes and create more bike visibility are great. Riding a bike along these roads feels unsafe due to the speed of traffic, the inconsistent bike lane patterns, and lanes that intersect with highway on/off ramps. Real bike separation (more than flexible bollards) would be great to see!

Love the two way protected bike lane. I would love to ride my bike around the city more but car traffic makes it feel so scary, and it's objectively unsafe. More protected bike lanes would let me make way more trips by bike

Protected bike lanes are best More bike access across city Under served area for bike options

I definitely like the protected bike lanes and pedestrian visibility improvements. The parking lane separating traffic from the bike lane is an excellent idea to both protect the bike lane and not affect parking too much.

Let's focus on making the roads safer for people and bikes. Cars have a place, but they are dangerous especially in this area and most of the emphasis needs to go to bike and pedestrian safety. Thank you.

Still needs some form of calming
Bikers are so vulnerable on bay shore, protect them please!
None
Protected bike lanes are the best way to bike cycling infrastructure and a cycling culture.
Do not decrease car lanes as bay shore is already crowded most of the day. Keep the way it is.
losing parking spots is not ideal- bayshore is like the wild west: traffic rules are optional for most so I hope Real, physical Protection will be made for bike lanes (plastic poles will be down in a month!)
I like the improved safety.
Car speeds cars entering & exiting driveways. Car driver's going around vehicles stopped for pedestrian or turning in front of buses. Ignore of stop light & crosswalk
Protected right turns don't work. People don't obey any traffic laws in the city and it just means that as a cyclist I have a false sense of security and get caught off guard. There needs to be more sidewalk access for carts carrying large amounts of cans for recycling center. Every morning people are in the bike lane with these carts. The road surface is in such poor condition that it's is dangerous to bike on. There needs to be ways to clean the streets because there is so much broken glass in the protected north bound bike lanes that you can't ride in them. Abandoned carts, slumped over or passed out people, and excessive amounts of trash are also a problem in this area. The protected right turn after lowes is more dangerous than any part because people aren't looking. We refer to the access from bayshore to Potrero or Cesar Chavez as the death sprint. Potholes cracks and cars. You try to get out ahead of the traffic, but people drive nuts too. Trying negotiate that intersection is definitely not safe. Happy to chat or be an advocate. Kenjsc@gmail.com
protected bike lane! please make it truly protected with concrete barriers, not just "vertical paint" plastic sticks
I like the addition of protected bike lanes because currently it feels so unsafe that I avoid biking there. I also like prioritizing pedestrian safety. I don't really care about parking spots or reducing traffic lanes - I don't think that will have a huge impact on drivers, and I think the tradeoff in bike/pedestrian safety is worth it.

The two way separated bike lane looks pretty safe. I think two comparable examples are Cesar Chavez and the Bernal Cut. Cesar Chavez has a separated bike lane, and it does make the otherwise very dangerous road somewhat bikeable, but it is not pleasant and I actively avoid biking there. Meanwhile the fully protected bike lane on the Bernal Cut feels very safe and comfortable despite the day traffic. Hopefully the two way separated lane would feel more like the Bernal Cut.

Cycle lanes go from one on either side of Bayshore Boulevard to a two way bike lane only on one side.

Protected bike lanes are a must-have for bicyclist safety. It will encourage more people to get their butts on bikes for short trips rather than using cars.

Though I advocate for protected bike lanes separated by parked cars, I'd prefer consistently using one way bike lanes in both the NB and SB directions. Drivers need to be trained about bicycle awareness and switching implementations impedes driver awareness.

I don't like two-way bike lanes unless they run the entire length of the transit corridor. Crossing from two lane to one lane is challenging.

Hate the option that leaves things unchanged. Would love to see expanded transit options

I live near silver & bayshore. This project needs to account for the reality that drivers are more aggressive and dangerous compared to the rest of the city and regularly violate vehicle law (I've also lived in the mission & lower haight). As someone who walks and cycles traffic calming should be an important part of this project. This includes: 1. Daylight intersections so that cycles/pedestrians can see aggressive cars and take measures to protect themselves 2. connect this project to other cycle highways like the hairball, the almeny maze, and ceaser chavez so that cycles are protected throughout thier trip 3. use perminant, strong barriers like concrete to protect cyclists when parked cars aren't present as this area tends to empty out at early morning/overnight.

double protected bike lanes are going to be blocked by parked cars/tents

Protected bike lanes are the best to use. And having parking to the left of the isn't bad but we live in a city and prioritizing car use isn't effective. Protect right turns us great too

Fewest amount of moving cars possible is great.

Definitely should not be kept as is.

Fully protected bike lanes are the only solution to preventing car on bicycle collisions, and resulting injuries and fatalities.

Prioritizing bicyclists and pedestrians in a city is of the utmost importance, so any effort that adds/enhances bike lanes and protects people is very welcome in SF. We have been prioritizing cars over people for far too long and that needs to stop.

<p>Cyclists & pedestrians really need more protection. Prioritizing design for them, over cars, is important.</p>
<p>This part of our city is very unsafe for pedestrians, bike riders, and people who take transit! These streets can not only be safer, but they can carry more people on transit, by bike, and on foot because people will be more likely to travel on these streets when they are not as scary and unsafe.</p>
<p>a two-way bikeway on Bayshore Boulevard from Jerrold to Oakdale avenues is the way to go!</p>
<p>Protected bike lanes top priority. Removing parking spaces as well because road travel is fast and parking on streets like that is dangerous. Though removing traffic lane for parking would slow traffic naturally</p>
<p>Bicycling in the current configuration is fairly terrifying. The bike lane is inconsistent and in a new configuration should be wide enough for street sweeping to occur. If it is a narrow barrier bike lane, it will become a wasteland of trash.</p>
<p>I use Bayshore daily. A protected bike lane while retaining some parking would greatly improve safety while still appealing to Bayview residents</p>
<p>I'd prefer the option to remove a travel lane entirely. Having parking on the street, in my opinion, would actually encourage drivers to drive more slowly.</p>
<p>" gives us south-siders a better option for getting around the big hills in Bernal Heights etc so we can get to the shoreline neighborhoods and shopping areas in the southeast part of SF " sets up a better connection between the Bay Trail and the hillier south side of town via flatter roads like Alemany, which would bring more attention and hopefully \$\$ to make Alemany a truly protected, safe bike boulevard on the south side " I guess the only thing I'm concerned about is how the new infra would work with Muni access, but otherwise looks great</p>
<p>You should do 1 way on each side instead of both sides hogging 1 lane. The middle turn lane should be retained whenever possible, you could remove parking spaces and shift the lanes to the right when near a business or intersection.</p>

1. I like that this routes bicyclists along Bayshore itself. The current circuitous route (Jerrold / Barneveld / Loomis / Oakdale) is not direct. 2. I'm concerned that the auto repair shops along Bayshore will store vehicles in the proposed bike lane and block it. 3. I would like this to be extended north from Jerrold to Marin, so southbound bicyclists don't have to use the sidewalk. This could be done by removing the slip lane from Jerrold onto NB Bayshore, which would also improve pedestrian safety.

I don't like when there is no room for a bike lane. More room for bikes is needed to protect bike safety.

Heavy traffic, poor roads, no protected lanes

1. Love the Protected bike lane 2. Love the Protected bike lane 3. Love the Protected bike lane

I commute by bike every week and it's been a nightmare for dodging traffic. Bayshore is not an extremely busy road, BUT unsafe. I welcome any measure of improving safety.

Stricter enforcement of punishment for cars parked or driving in bike lanes

Plastic bollards are not a safe enough protection for bikers, from traffic. Raised curb, parking, or other vehicle interdiction is much preferred. cyclist and pedestrian safety is a priority, so i do not like preserving the street as is.

Can there be no right hand turn on to industrial at all?

1. Safer for pedestrians 2. Safer for cyclists 3. Reduce traffic

It is very dangerous to drive, bike, or walk on this section of Bayshore. I've seen many accidents happen and I get nervous when I am there. I like the emphasis on making it safe to bike and walk.

I prefer when bike lanes are on both sides of the street and not right next to each other, it's jarring to have to worry about going the "wrong" direction

Bikes need PROTECTED travel, cars abuse the bike lanes. Bollards, curbs, or parking-as-barrier is essential to protect cyclists! As a driver, I want cyclists better protected. I also want traffic to slow down and be less crazy. We're all better off if cyclists and pedestrians and transit are prioritized!!

Bayshore is a scary mess - I like the idea of reducing travel lanes for cars, this will make it feel more bike friendly

I like 12 and 13 because they will improve cyclist safety. I dislike 14 because keeping Bayshore between Oakdale and Jerrold the way it is does nothing to improve cyclist safety and it is very unsafe presently.

Full protection for bicyclists and pedestrians needs to be priority

Promoting foot traffic and greenery.

Protected bikeways make it safer for all vehicles

PLEASE have protected bike lanes. I am not a cyclist (I drive), and it always frightens me to see the lack of protected biking conditions for cyclists. I have seen far too many near misses of accidents between cyclists and cars because of the parking locations and lack of protected bike lanes and/or protected right turn lanes. Also like more visible crosswalks - so many folks running across Bayshore while cars speed down the road. Appreciate the city paying attention to this area of the city!

Removing the street parking for the children's gymnastics center and the garden center (both of which I frequent often) would be a challenge for accessibility. I LOVE the bike lane from Oakdale to Jerrold.

fully protected bike lane! Currently you have to be pretty hardcore to bike on Bayshore.

This is really an artery for connecting many residences to the rest of SF. I know that people in the neighborhood would be LESS likely to drive if bayshore were safer for biking, and this would have benefits extending beyond safety, which is primary, and into removing traffic and parking congestions in destination neighborhoods.

Safer bike lanes!

1. Protected, *two way* bike lanes are the best way to protect bicycle safety. They should be the default option for all bike lanes. 2. Don't use plastic bollards, they're pointless and are constantly ignored by drivers. Please install real concrete barriers.

The physical barriers/pylons really help with bike confidence. I prefer a bike launch on each side but also like the two way bike on the northbound side. Traffic is super fast on this road and lots of business entrances/exits create a super frightful biking experience. Also need to focus on tire slicing debris here too.
I love the bike lanes that are fully protected by parking spaces.
While I like any improvement to bike infrastructure here, without consideration for cars turning safely into business lots or other roads it'd be useless.
The "protected" bike lanes are only "protected" by plastic bollards that also affect drivers as they clutter up one's field of view - concrete abutments might be worth looking into ?
The more fully protected bike lakes are the safer it will be for everyone. This could be a model for the city. Let's do it!
I like the fully protected bike lanes, this make commuting on bicycle safer. From a safety perspective, all motor vehicle and bicycle routes should be separated.
I like the protected element of the bike lanes, and improving the connection with Cesar Chavez.
I LOVE protected bike lanes. Makes me feel safer as a driver and safer about my husband and daughter traveling by bike.
Don't see any options.
I like the improvements for bike safety.
Prioritizing bicycle safety and efficiency
More protection for cyclists, please!
Safe bicycle corridor Reducing parking with hope to eliminate dumping and/or vehicle abandonment Encourage walking and hopefully build a better environment for business/shopping
Poor sitelines
I like the idea of a two way bike lane.
Better prioritize muni. Bikes are nice but less important. Parking should be cut as much as needed. Parking isnt important.
Protection for bikes

I definitely support a protected bike lane. It's unclear to me why it needs to be two-way (as in, wouldn't a bike lane going north be next to the car lane going that direction, and the bike lane going south be next to that car lane?). It's also unclear to me how much added benefit a 5' separation between the bike lane to the parked car lane would be versus a 3' separation. But, regardless of these two questions, I fully support a protected bike lane so any solution would be wonderful.

It's very dangerous. Do not leave bayshore as the status quo.

I bike from the Portola to the Mission weekly. Bayshore is terrifying and other parallel routes are worse. Protected bike lanes on Bayshore would keep me alive and biking!

floating parking protects bike lanes better

Bike lanes only work well if cars can't use it as temporary parking. The fully protected options work best

Please replace parking with protected bike lanes. I have friends who bike there, and I worry that they're going to be killed by a driver.

Love the protected bike lanes.

Please make bicycle lanes and make bike commuting safer.

Most of all I'm missing a solution for what to do once at the big mix of Bayshore/Cesar Chavez/freeway onramps. I love prioritizing bikes over car lanes. I want to make sure the bike way is connected well on each end. I think the two way bikeway might be really nice and get cyclists out of pollution and noise. (If there's space, add some greenery?!) I feel more comfortable around traffic than the average cyclist but the bike routes need to be efficient and well connected to work out - I'd rather elbow cars in an efficient way through the hairball than to do a big roundabout way with many stops.

As business owner at 430 Bayshore near Cortland, I'm all for safer bike access. All of us at our office just discussed the project, and we very much DO NOT like removing the two-way left turn lane between Oakdale and Cortland from the middle and replacing it with a raised median. Glad to be in touch for more input, thanks - ron@rosano.com / Rosano & Company

I love the increased pedestrian safety and two way bike lane. Biking here is terrifying right now. I would feel much safer with the improvements

I ride every single day on this street and protected bike lanes would be a huge improvement. No bike lanes with current speeds and road conditions would be a death sentence. Floating parking creates a much safer bike lane experience

Soft-hit posts don't protect cyclists. A parking-protected two-way bikeway is a better option, but please remember that if a bikeway is wide enough for a car, drivers will try to drive in it. Put a post (sturdy enough that drivers won't try to drive over it) between the two directions of bike travel to keep them out.

So-called "parking-protected" bike lanes increase conflict between pedestrians (crossing the bike lane mid-block, poorly visible to cyclists, to get to and from parked cars) and bicyclists, and slow bicyclists who have to watch for pedestrians crossing the bike lane or doors opening on parked cars.

Removing 1 lane of northbound traffic would be disastrous. Businesses on Bayshore park cars in far right lane of Bayshore and nothing is done about it. If northbound was just one lane, it would make for an unnecessary traffic nightmare

Would like a bike lane also, due to barely any traffic control on barneveld ave.

don't like deleting parking spaces. I don't think it's a highly traveled bicycle area. Other issues should be addressed like the highly congested Silver Ave overpass, due to a single left turn lane that should be changed to straight/left.

I like the focus on pedestrian and bike safety. I like that cars speeding is identified as a hazard. I do like the consideration of removing a car lane for the sake of safety. I don't like the removal of parking spaces as those small businesses need as much customer traffic and presence and without the spaces, their businesses will be impacted significantly with less customers.

- I like the lane reduction idea, due to positive correlations with pedestrian safety, walkability, and transit usage. - I love fully protected two-way bikeways and will go far out of my way to shop and do business in areas with such bikeways.

I like the idea of dedicated bike lanes and clearer places for people to cross the street. Although I don't like the idea that parking spaces will be taken away I hope for some dedicated bus lane space too.

More trees and landscaping needed on Bayshore

I like it new projects

Add a pedestrian crossing at 228 Bayshore Drive. It is too far to walk up from Oakdale to Bayshore and Marin Street.

Need much safer biking infrastructure. No need for all this parking on these major transit routes.

A concrete protected 2 way bike lane is the best way to protect our children and commuters who bike/scooter, etc. When traffic constantly rumbles by at 25-50+ on Bayshore, it's terrifying to ride in the street.

Crossing Bayshore to get to cease Chavez is a deathtrap

No Build. This is waste of money. Stop the quick build projects and work on hiring muni drivers.

I'm worried that two-way protected bike lanes are dangerous because motorists drive on this street like a freeway and you don't do enough to design protected intersections where bicyclists are most at danger and so bicyclists will get hit by turning drivers not looking for bike traffic the right way. Would prefer standard protected bike lanes with protected intersections, or at least bicycle lane paint through the intersection. Also, need to put a small curb between the protected bike lane and the car lanes. Not only does this better indicate where the bike lane is, it helps keep debris out of the bike lane because you guys will never clean these bike lanes enough and they will become dangerous with debris.

The no build option should be the first choice. Focus on Muni efficiency and safety.

Leave it alone. Please just focus on making Muni world class teaching all Areas of the city. Efficient reliable etc. stop with all these quick builds you are ruining our city and making traffic so much worse!

Pulling into the driveways of business will feel a lot more dangerous when we can't see bikes or pedestrians as well from being farther away and them being blocked by the parked cars

I think creating a safer bicycling environment is important for the city. I did not feel safe biking on that route from Bayshore Blvd to Cesar Chavez so always drove when I worked in the Mission district. I would rather have another open car lane than parking because I frequently commute on Bayshore Blvd but rarely park in that area.

I hate bike lanes to the right of parking lanes because 1) drivers turning right can't see bicyclists; 2) passengers aren't used to checking for bicyclists before they open doors; 3) especially on Bayshore boulevard, they are magnets for glass and other debris. I want to see a bike lane North from Oakdale on Bayshore

Parallel streets to Bayshore are much safer for bikes, why not improve those with protected bike lanes instead of dealing with the high traffic and freeway offramps associated with Bayshore. Barnaveld Ave and Loomis St already has bike chevrons which could be improved to make safer. Why insist on grouping bikes with the high traffic double lane roads in San Francisco?

1. Adjustements have already been made to accomodate bicyclist in this area. It is a main interchange for commuters accessing the highways. Plus there are very few if an bicyclist using the existing lanes... which have become lanes for people commuting trash and encampments. 2. Bicyclists can use the street behind Lowes (Loomis street) to transit. There is no need for them to cycle down Bayshore. 3. Pedesterian safety will increase if ALL people transiting by foot, bike, or car are taught the rules for safe transiting. It is not the vehicles responsibility only. Also get the mentally disabled people off the streets on and around Bayshore of the streets and into housing . That too can improve safety for all. But allowing them to be in the roads is a hazard that bicycle lanes does not address.

protected lanes as much as possible please

I more worried for silver ave than bayshore. There are too many accidents on silver ave between bayshore and palou due to lack of speed control. Perhaps speed bump&/stop sign will help

I'm not as big of a fan of two way bikeways as one way as it can be harder to get on and off the bikeway in the travel directions

I like the idea of protected bike lanes without losing parking, but I worry what that will do to traffic. The intersection at Bayshore/Jerrold/Hwy 101 is a mess - if this could help folks have clearly lanes, I'm all for it.

Although I don't drive, I think the bike lane is a little too big.

Please explain how these projects will change speeding traffic. Anything, anything, that creates respect and safety for people who are not in cars! Sorry that quick build projects are so dependent on a human sacrifice.

Wider lanes with no parking are best considering there are lots of large trucks on this roadway. Street parking shouldn't be prioritized since most business on Bayshore have parking

The little plastic barriers are easily driven over. Some on the westside have been plowed down. Something more sturdy to protect cyclists.
One thing to consider here is the amount of can collectors who use the bike lane for their carts.

Concrete protection is better than parking. Parking protection is better than plastic posts.

Taking away parking will eventually migrate cars into neighborhoods where there is already nowhere to park. Taking away traffic lanes will create more traffic, congestion, road rage and anger in commuters. Nobody in this area rides bike, and no one wants to be on public transportation. Keep San Francisco how it was in the 80's & 90's before these transplants got here and stop messin the city up!!! Thats why so many people are leaving. Its F'in horrible!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

1. Parking is already a problem. Taking away lanes will affect parking.

1 - I like protected bike lanes by a row of parked cars. It makes me feel safe 2 - I don't like the implications of increased congestion on Bayshore 3 - I like two way bicycle lanes because it clearly delineates bicycle path of travel

Protected bicycle lane is going to reduce injury and improve safety.

Please build protected bike lanes here!!!

As a stopgap measure I like that it adds protected bike lanes; parking is not at all a priority over safety and I'm happy to give up any amount of it in that area, especially given the lack of residential impact. I do worry that SFMTA will under-maintain the new markings and posts – a

problem with the current design is that the markings are very hard to see. It's hard at cycling speeds to find the path bikes should take through these dangerous intersections, it's likely impossible for drivers to do so at typical vehicle speeds.

Want to be able to ride my bike safely.

I hardly ever ride my bike to Bayshore because it is scary. I never ride at night. I'd be more willing to use my bike if these improvements were made.

Either 2-way protected bike lane proposal sounds great, and far better than the current setup. The no project option would continue to put people biking/walking at risk and is unacceptable.

Many businesses on Bayshore seem to have off-street parking available, however for the businesses without, the side streets (Loomis, Barneveld) need major safety improvements and cleanup for me as a woman to feel safe parking on them if parking is taken away from Bayshore.

I prefer removing parking spaces to removing car travel lanes so that we don't use public land to subsidize private vehicle storage which encourages car use. Keeping the car traffic less congested and moving reduces emissions.

Two-way bike path would be great!!

I like the effort and investment. But I don't like the focus on bikes. The entire roadway would become much safer from simple fixes like re-paving, re-painting, adding adequate lighting and keeping the corridor free from trash and homeless people. There is not a huge need beyond simple maintenance and upkeep, which is increased Opex, not Capex one time and then forget about us for another 20 years.

Should factor in future double parking and possible blockage of bike lanes by ignorant drivers.

I like the protection the bike lanes provide. This forces the motorists to their own space and not to hog the road. This will reduce the rapid speed of cars with highway mentality to slow down to respectable speeds. I drive this weekly to Flowercraft nursery at varied times of day, cars are always driving too fast to get on/off the freeways. Please make note about parking around Flowercraft, locally owned nursery and their street parking has already been reduced by a bus bulb out, which I like and is proper. Possibly the large triangular media just south at Industrial could be modified to mitigate some parking loss.

There is a traffic in this area at all the times and reducing to 3 lines will affect more than Fix it. There is a minimum bike raiders on some of the sections may reduce side walk area and do one line bike instead

Prefer 2 lanes of transit with center left turn lane, maintaining parking to create a protected bike lane. Hopefully it will reduce speed on Bayshore Blvd making it more welcoming for pedestrians and bikes.

look at the photos, it tells the story, one bicycle and many cars, yet the proposal is to spend many dollars and years of disruption and construction to accommodate the bicycle. San Franciscans still require and use cars, please prioritize cars over minority users of bicycles on Bayshore, it's not a bicycle necessary artery.

Please use concrete or metal barriers, not flex post! These will be broken immediately and will be a maintenance headache and safety oversight.

I like that the project would encourage more people to use bicycles and keep them safe.

I don't care if you take away parking or not. Please just make a safe protected bike lane. I think those plastic bollards are not safe enough. I would prefer concrete protection. Drivers are truly unkind to cyclists and you literally need to save our lives.

Not enough consideration for reducing traffic speed

I (as a cyclist) really like the idea of a protected bike lane, and I think that keeping some of the parking is probably best for business owners in the area, so I favor the option of removing one travel lane to do so. I cannot speak much to the traffic levels in the area since I don't travel near there during busy times, but I suspect since it is running directly alongside highway 101 that most people should not be using this unless they are only making more local trips, so removing one lane seems especially reasonable to me for that reason.

I do not like that the facility type is different on either side of Oakdale. This seems like an unnecessary addition of a bike/vehicle conflict zone. I do like the reduction in travel lanes. There is not enough traffic to merit three lanes and the current configuration encourages dangerous driving behaviors. I do not like that option 1 only indicates bollards. These will do little to protect bicyclists when high-speed drivers make errors.

keeping it the same is completely unsafe and the reason I don't ride my bike on Bayshore often. And thing that gives bikes a protected bike lane is a win for safety, I don't care about the number of parking spaces being removed, I mostly care about the safety of cyclists and pedestrians using bayshore

Omg as a cyclist, the bike lane after the hairball (appropriately named) from Jerrold to Oakdale just DISAPPEARS. Out of thin air! A protected bike lane like there is by the Chase Center would make me feel safe and like I could actually bike on this corridor much more than I do. I take Bayshore from Silver to Industrial often but try to get off the road as quickly as possible because of how unsafe I feel without any protection and all the speeding cars! I love a two way completely protected bike lane, especially on one side because of the freeway offramp/onramp.

Make Loomis the bike route. I use it now instead of Bayshore between Industrial and Jerrold, except when i bike downhill on Cortland to Bayshore SB

I do not like losing parking for bike lanes

What you really need to work on for cyclists is to make the bike lane smoother (too many bumps and cracks...and junk); and the routing from Bayshore to Potrero is somewhat of a disaster. Sometimes I feel safer to just stay with the cars on Bayshore going directly to Potrero than using the existing bike lanes...
1. I have more to say on why we don't address more driver and pedestrian education instead of all the money going to traffic control measures. 2. I have searched and searched online for where I can find information about all the new traffic markings on our streets. the colors, the stripes, the pictures, etc. I don't know what half or more of them mean. Why is it so difficult to find? There must be a way to learn about these changes other than getting a ticket for not obeying local traffic laws when you have no idea what they mean. Please respond to me or put out some tv, radio and public signage public service notices (PSAs). mom2laney@gmail.com
I want a bike lane. Parking spaces are not necessary because the businesses in that area have off-street parking.
Providing a safe place for bike traffic away from moving car traffic would do wonders for both perceives and actual safety
LIKE: parking protection (feels much safer than being next to traffic) DISLIKE: soft-hit posts (use something solid) two-way bike lanes (each direction should get own (wide) lane
This road is heavily travelled by trucks. it would be nice to have pedestrians and bikes even further separated from this danger. The use of space seems less than ideal, and I tend to think a non "quick build" solution would be better... and produce a really nice N/S route through the city, avoiding big hills. The intersections also seem like the worst parts, and those aren't addressed that much.
Confusing. But I am s SO glad it is a discussion!
Protection for bicycles. Electric bike transport is on the way. Make room!

Protected bike lanes are critical Greater visibility for people walking is critical

I do not like how unsafe it is to bike along Bayshore Boulevard's current design. Every time I'm riding my bike there, I'm sincerely fearful for my life given the high speeds of traffic and the little protection offered to cyclists.

bad pavement- potholes bike lanes vanish exposing cyclist suddenly

1 I like the road diet and protected bike lane. It would help support slower speeds and increased safety for bicyclists. 2 I like any removal of parking along the NB curb of Bayshore. Specifically between Courtland and Jerrold. I've seen many close calls from drivers pulling into and out of those parking spaces and sightlines blocked from driveways along the street. Additionally a continuous bike lane to connect to Cesar Chavez and Potrero Blvd would be very useful for those biking along the Bayshore Corridor. Biking down Loomis is dangerous and filled with tractor trailers, the size difference between vehicle and rider, and road quality are not favorable to less experienced riders. 3 There is an additional bus stop along SB Bayshore between Alemany/Industrial and Silver (for SamTrans I believe) it's seems misplaced and is likely underutilized. Crossings are far from the stop and encourage jaywalking. A crosswalk or improved stop could assist in increasing attractiveness of the stop. This stop is at the end of a long stretch of uninterrupted road where many cars will speed before getting to Silver. The corridor was very obviously built for vehicles and not at a human scale. Any changes to make it more hospitable to people would be a welcome sight.

I don't like temporary concrete and plastic barricades. I want permanent solutions. I want beautiful trees and shrubbery and hedges rather than ugly concrete. Install the same high quality options that you would install in Pacific Heights - we deserve a beautiful, green, safe street design!

Need reliable and safe bicycle lanes through this area. A solution had to include this option to encourage all to use alternative transportation

They are good in themselves, but will only be usable if they are swept clean regularly, and are connected north and south to usable infrastructure at the Cesar Chavez and Alemany interchanges.

I do not like removing parking or lanes of traffic. I do not like a two way bike lane. I propose keeping it the way it is.

I do not like the protected right turn from bay shore, there are not enough bikes to justify this. I do not like removing traffic lanes. I do not like concrete median.

Bike lanes are always a problem because the people on the bikes don't stick to the lanes. They ride out into the car traffic and usually don't think the signal lights are for them

Currently very unsafe and stressful for bikers. There are already many alternate routes for cars that need to go fast. Slower streets can really transform the neighborhood and make it more pleasant, thank you for looking into this!

My number one complaint is that as nights get longer, the street lights in hairball never seem to work consistently. Very dangerous, as you cannot see pedestrians & bikes sans lights. Because of recycling center near Industrial, sometimes pedestrians & bikers are loaded down with big bags of cans & bottles, & since there is no sidewalk connecting north foot traffic on Bayshore to Potrero, they walk in street. That is my number two. Number three is that cars, trucks, motorcycles, & tow trucks drive way too fast on this stretch of Bayshore. I realize that these three options are not included in this well-thought-out presentation, but these are my top three list where I have had my extremely close shaves. Sorry I cannot be of more help.

I have a mild preference to remove a traffic lane as it's likely to lead to some traffic calming, improving safety here for everyone. A two-way bike lane is nice too.

1) fully protected two-way bike lane is a nice plan but could add to traffic 2) A two-way bike lane from Cesar Chavez to 3rd street would be better 3) There aren't many bicyclists on Bayshore & I don't see that changing in the future

Two way bike traffic is scary. It's unclear how option one and 2 are different besides losing 7 fewer parking spots.

When I bike, I switch to Barneveld and Loomis, which are good enough. That's why I don't have a strong opinion on what to do about Bayshore in this region.

protected bike lanes.

Please take in account the amount of homeless jaywalkers we have in the area that are a big contributor to the accident rate. Please take in account the speeders up and down Bayshore from nearby neighborhoods.

I would hate to lose any parking on Bayshore Blvd.

Like everywhere else in the city parking is very important. As an employee I am able to park in off street parking. However, our customers must park on the street. If they can't park they will not be customers.

Our business is sustained by having parking available for our customers. Without the parking, we'll go out of business.

Please stop taking away parking and driving lanes. This city keeps trying to force people out of cars and onto bikes and transit when that is NOT a viable option for many. It seems like SFMTA hates disabled people who rely on their cars for safe and reliable transportation.

parking is already scarce; speed from the Cesar Chavez off ramp onto Bayshore is a huge issue and not addressed; it's already difficult to work in the area due to homeless encounters – it's not safe to walk or ride the bus in current conditions

I Like business but at the Same time they don't have enough a lot of parking garages like for example if you go a restaurant or would like to see more bus stops for people to be able to sit down.

12. I dont like that there is still nothing secure between the people on bikes and the fast moving traffic. Those white road cones/sticks is an improvement to feeling protected, but the sound and speed of how close the fast cars are, is still intimidating and/or prohibitive for many bike riders 13. This is my preferred option bc it reduces the lanes of car traffic (thus slowing speed), and the parked cars keep a good distance between fast moving vehicles and people on bikes in bike lane 14. This is a bad idea bc its so dangerous for everyone right now – plus the condition of the road is pretty beat-up and full of potholes

Why are there so many lanes still preserved? Why is the bike lane not protected with something other than posts? They're barely any protection at all.

While retaining parking seems undesirable or unnecessary, for the protection of bike lane users it is very valuable, and it is also desirable to reduce the lanes of traffic for the sake of lower speeds, fewer conflicts, and overall safety.

protected lanes dont work for all neighborhoods- less visibility, debris less regularly cleared, pedestrians in lane but welcome some improvement regardless

I most often travel Bayshore by bicycle, so options 1 and 2 appeal to me and would dramatically improve my experience

Going south from Potrero to Bayshore has a couple of blocks where you have to ride on the side walk to stay on bayshore. I hate it. How are you adressing that?

Making the hairball usable for biking between Potrero Hill and Bayview is way more important than all these put together

I fine with removing parking because my memory is that all of the business between Oakdale and Jerrold have parking, or access via side-street parking. I don't like reducing the number of NB lanes because of potential traffic back-up.

Protected bike lanes that have been made around the city with the parked cars next to moving cars and bike lane next to curb are fantastic! I feel so much safer biking on them, would love to see them on Bayshore too.

Seems like bike lanes are more beneficial here than parking since most businesses have parking lots. However, 2-way bike traffic seems confusing to drivers in far right hand lane

Cars drive in two way bike lanes. I prefer one way. There are some other more subtle problems that need fixing. At intersections and with the turn onto barnveld all safety precautions fall away. The new onto the sidewalk end of alemaney is horrible and impractical and not usable

1. The infrastructure (lane widths, turning radius) needs to force traffic to slow down. Adding a concrete median has the opposite effect (reduces the perceived danger from oncoming traffic for cars, so they drive faster). I like the options that reduce lane widths. 2. I like the idea of a two-way bike lane on one side, because then it becomes wide enough to avoid obstacles, pass other cyclists, and be an actual piece of road rather than the typical gutter-lane that fills up with garbage. 3. There's not enough discussion about how to make the pedestrian experience safer. There needs to be physical changes to the road to slow cars down and make them notice crosswalks (rumble strips, cones, bollards, etc).

I just don't think we should leave any street as is. Our current infrastructure has failed us, both with meeting Vision Zero goals and climate goals.

I like the idea of better protected and paved bike lanes and pedestrian visibility measures. I also think based on the commercial nature of the area that it is important to keep parking spaces available to maintain ease of use for businesses. I have An overall concern about the type and amount of paint used for bike and bus lanes. Is this environmentally friendly or biodegradable since as it breaks down it washes into the sewer and out to the bay?

I love the fully protected bike lane and a removal of a car lane (which should hopefully reduce speeds)
1. Tackling some of the more problematic intersections. 2. The Alemany Silver Bayshore area still needs lots of work (coming off Alemany to head up into the Bayview) 3. Keep it up
I like the option that removes one northbound traffic lane. I believe the less lanes the slower traffic will go, the more community feel, and the more inviting the street scape is for users beyond car drivers (walkers, bikers).
The divisions of road into sections, lines and barriers confuse the hell out of drivers. The city has become like a maze when you drive. Lanes narrow, merge, etc. It becomes more dangerous for drivers.
1. At the speed at which cars & trucks travel on Bayshore, more physical barriers are needed for bikes. Cars consider Bayshore to be part of the freeway. 2. This is a good first step, but extreme measures are needed to slow down traffic.
i like safety, reduced speeding, and general improvements to Bayshore BLVD
parking-separated bike lanes would be great - big vehicle traffic is hectic on bayshore dislike: did i miss something about improvements to Bayshore & Marin? I think this is the most dangerous spot, mainly due to proximity to drivers gunning it to get on freeway

I don't feel that there is enough bike traffic on Bayshore Blvd to warrant these changes. Those that are on Bayshore do not adhere to safety anyway. They make their own rules.
I like the protected bike lane idea a lot. Bayshore can be an intense place to ride with distracted drivers, driving fast, esp. by Lowes.
We also need more tree canopy in this area, and better mixed zoning so we can have more pedestrian friendly shops and restaurants. As bayview and portala are in fact very residential, the current industrial wasteland and triple highway segregates these historically disadvantaged neighborhoods from more affluent / dynamic neighborhoods of Bernal and Mission, continuing the inequality within the city.
The existing condition is very confusing for both cars and bikes, so we can not keep the way it is. It is a high traffic road (connects to 101 and Cesar Chavez), and many businesses have parking lots along the road. So I don't think it needs parking.

1. Too many car lanes 2. I don't like both directions of bike lanes on the same side of the road 3. More sidewalk space would be nice
N/a
More bike protection!
Do not like Z Way bike lanes
I like fewer car lanes that are narrower - anything to reduce traffic speeds. High traffic speeds are the #1 cause of pedestrian deaths. Let's do everything we can to reduce traffic speed. Also, bike lanes need to be wide enough that they are not "bike gutters" - if large drains are located in the bike lane, then the lane needs to be wider so that bikes can avoid the dips. even better, smoothen out the dips.
I usually see enough bike traffic on Bayshore Blvd. And 1/2 of what I do see is riding their bikes and scooters on the sidewalk anyway,
Cars drive too quickly on Bayshore, endangering pedestrians and cyclists. The "No Project Build" would not help make pedestrians and cyclists safer. I would like to help make sure that the 9 bus can stay on time, which could happen with transit signal priority, in-lane stops or a dedicated lane.
Do NOT like the plastic posts. Must be a concrete barrier. This area has HEAVY industrial vehicles- plastic posts are useless and will get people killed.
I'm all for safety but Bayshore is a transit street and should give preference to cars, buses, and taxis Bike traffics should be secondary and whenever possible diverted to a safer backstreet like Toland or Barneveld

The proposed changes are great in the planning stages and the drawing room. But create confusion and makes accidents and pedestrian injuries more likely. An example of this can be found on Bayshore near the McDonalds, where there is a bus stop in a traffic lane. I have seen a number of accidents where cars actually run into the elevated bus stop island.

I like the idea of creating more protections for bicyclists. Bayshore has many parking spots for businesses so I can't imagine removing some of the street parking spaces would be a big impact. However, I would recommend working with businesses so that cars don't get towed if they park at Lowes if they're going to McDonalds, for example.

2 traffic lanes, some parking and protected bikeway seem most useful and like the biggest improvement.

-There is virtually NO bicycle traffic on this stretch of Bayshore. It is an industrial area; you need auto and truck access to buy and move most things sold here. Focus your bike \$\$\$ where there are more riders, current or prospective.

bike lanes are too narrow no hard barrier between bikes & cars

Removing one traffic lane could make driving and muni slower.

Bike lanes need to be protected on Bayshore. If you're confident that removing parking won't cause people to use the right-most lane for parking (like they do on third) or the bike lanes to park (like Valencia), then great. But if it takes keeping parking to actually have protected bike lanes, then so be it. Streets are a public resource. They're not there for parking lots.

Reducing the width of the lanes will make it more difficult for trucks and large vehicles to travel safely. Trucks need wide lanes to make turns.

I like that bicycle safety will be created by separated/protected bike lanes.

Floating parking spaces really keep bikers and pedestrians safer. Let's please making biking less of a health risk, from death.

I wonder who are the users of the parking spaces. Are they employees/business owners? Bayshore is an alternate route to 101 so I'm not sure eliminating a lane is a good idea. There is often a bottleneck at 24th and Potrero (typically southbound) and I wonder if these changes will ease or exacerbate this problem.

None of the proposals will make muni better or efficient. Best solution is to get rid of incompetent board directors, automate buses to get rid of idiotic drivers, selling muni to private business to make it efficient.

On these busy car centered streets it is even more important to have dedicated bike space to feel safe.

There's a lot of RVs and folks living in cars on Bayshore, especially around Paul Ave, I'm not sure where they'd go if you got rid of that much parking there. It would be frustrating if they began moving into retail and neighborhood spaces because the cars just sit there all day and it takes away mobility from locals. You'd be uprooting their lives just to clear spots for bikes, who quite frankly, do not obey street directions whenever we've shared the road with them, and frequently run red lights forcing drivers to hard brake. Our neighborhood should not have to make this many confessions for cyclists who do not follow traffic laws and act recklessly.

It's difficult to get to southbound Bayshore from Cesar Chavez so it would be great to have a two-way bikeway, as long as it was safe. I'd like to see more concrete protection though given the large vehicles that use the street and the narrow widths.

I like more protection for bike lanes because drivers go very fast on Bayshore and riding a bike needs to be safer.

Northbound traffic volume from Oakdale to Jerrold is not that high so the impact of 3 to 2 travel lanes will be low (no congestion expected). It would be good to retain some parking for local businesses.

The option that removes parking feels like it would leaves cyclists vulnerable. There's a lot of speeding happening on Bayshore and I'm worried that cars might end up crashing into the bike lane.

I do not think it is necessary to place bicycles on major car transit routes. I think bicycles could easily be accommodated on parallel streets.

None of the ideas address ways to reduce speeding. My experience driving on Bayshore is lots of speeding and reckless lane cutting that endangers everyone.

1. Need concrete barriers to protect bike lanes, otherwise EVERYONE will park in them, and do loading 2. Median in street should have trees for air pollution

I like the Idea of reducing accidents but I am against losing vehicle access and parking!

I liked the first proposal due to how significant the parking removal will be for pedestrian pathways and not have cars take up that space

Need more garbage cleanup to make crosswalks safer.

I feel that three lanes adds to the confusion and lack of safety. For this reason I see no benefit in keeping the third lane - other that if it were to become a dedicated bus lane.

Need to have parking, but have seen cars in the bike lanes, or parking areas are unclear. Prefer having bike lanes for ONE bike in favor of a little wide step for car parkers to enter and exit which will be more inviting.

Parking is plentiful, but there really are too many traffic lanes for pedestrian safety.

I like retaining some parking I would like to see visibility improved when exiting Lowe's. The buses block the view of bicyclists on the roadway.

Protected bike lanes are a must. Lives are more important than parking

I like the dedicated 2way bike lane Guarantees pedestrian/pets safety Slow down traffic in both directions

Not enough bikes travel along bayshore. The changes would create more vehicles traffic on an already congested stretch of road.

Bike lanes segregated from traffic is nice, but tends to cause more flats (DPW does not clean the dedicated bike lanes of glass and other trash). Please consider designating an adjacent street a slow bike-street to make sure everybody (driver, bicyclist or pedestrian) can get to their destination in a timely manner. One group should not have to suffer to cater to another group. Inconvenience \neq safety

Not enough of a traffic diet for Bayshore. Remove another lane of traffic and make it a bus lane. Don't like concrete medians – they encourage vehicles to travel faster, and they prevent better road design down the road (see Masonic, Divisadero)

me gusta que haya más opciones para circular a pie o en bicicleta y se reduzca la velocidad y el número de vehículos

Las ciclovías protegidas facilitarían el uso de bayshore con medios no-motores de transporte. Las conexiones de Bayshore con Industrial también mejorarían la seguridad de usuarios y peatones

Need to widen the roads not reduce them.

It's an industrial area, the only bikes that I see are from the homeless
This makes accidents more likely; Bicyclists should be ticketed
If it creates traffic jams I don't like the proposal, but I like that it improves bike safety

Like keeping people safe, don't like more traffic /by slowing speeds, don't like less parking

I don't like removing parking spaces

Don't like the parking loss, improvements will make traffic worse, waste of tax money

Creates less parking and creates more traffic