

**Jones St. Quick-Build Open House Survey Comments**

**March 28th - April 15th, 2022**

	<i>Q3: Why is this your preferred option?</i>
1	Because it allows for movement of more people on Jones St. I live on Jones St. Biking on it is totally unsafe. I have done it anyway because I'm forced, but it is scary.
2	Using space to encourage micromobility and make it safer is better than not using it for anything, as option A does.
3	Improve safety for biking, and move scooters off sidewalks.
4	The TL is extremely dense and needs all the non-car space and right of way it can get. I would support the wholesale removal of cars from Jones Street.
5	There is a lack of north-south bikeways in the Tenderloin near Union Square. With electric-assist devices becoming more available, there is greater demand and need for a safety for people biking and rolling.
6	Given the condition of the street and the general unpleasantness of the neighborhood, I doubt many cyclists use that route. At this point, changes need to be measured and slow.
7	Option B at Jones and Golden Gate is too confusing and will cause traffic backup and angry drivers. It looks unsafe for those using the green lane. When you remove a lane the rampant double parking in this city will now create a much bigger problem. Double parking must be stopped and the white/yellow/red zones will need to be strictly enforced in this area. Strict restrictions need to be placed on left turns as well.
8	Tiene para viajar en bike
9	it sounds doable in short time, change can happen soon, which i like
10	increase safety for peds
11	safety
12	please focus on ped safety
13	biking is important and sustainable
14	bike lanes are real lanes
15	para mejorar la calle y la ciudad
16	great access for bikes / scotter so they don't run over people
17	great bike access
18	please be awake for the right safe street for people
19	safer for bikers
20	encourages public transport and discourages use of single ride vehicles
21	sere interante por el usos de bici
22	i bike a lot
23	because it would help

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24	There is not a single safe bike route northbound through the entire Tenderloin despite the neighborhood having some of the lowest car ownership in the city. Sidewalks are narrow, and the Jones - even with two general travel lanes - feels wide and overbuilt. I think it's important to do more than just say we're a "transit first city" and that we care about equity of the people who live and travel to the Tenderloin. We need to actually give people who are not in cars a safe way to get around, and Option B seems like the bare minimum. Though I'm almost hesitant to support it based off of how dangerous, antiquated, and car-first the mobility lane design is.
25	because I bike through the area often - I also have friends who live on Jones street and mostly bike/walk in their neighborhood. There is no safe north-south bike route through the TL and Taylor street was a huge failure to add a bike/mobility lane. :(
26	I need bike lanes to go to the masjid and halal restaurants
27	I think a bike lane is very beneficial, but I am worried about it entering into traffic lanes. That seems a bit unsafe.
28	We need more bikeway/ mobility lanes.
29	Throughout the city, we've seen that unprotected/paint bike lanes do nothing to protect bicyclists from cars or ensure that drivers cannot double park in the bike lane, forcing bicyclists to merge with vehicle traffic - which is terrifying and dangerous. Any bike lanes that SF installs moving forwards should meet higher standards and do more to protect bicyclists. Take away the lane of parking & create a protected bike lane with physical barriers that are not flex posts, please! Additionally, the wild maneuvering that bicyclists and cars would have to do by merging and switching lanes when cars turn left on to Golden Gate is simply unsafe. Someone is going to get hit and die, and it will be entirely preventable. There has to be a better way. Having the bike lane on the left side on Golden Gate would resolve this unnecessary dangerous conflict.
30	The bike lane actually makes use of some of the space rather than painting lines where drivers will just continue to double park as shown in one of the pictures.
31	Anything that helps me safely navigate the TL outside of a car. No more cut-through traffic!
32	Is the paint you are using to create the bikeway magic? I don't think it is and so it will become a double parking lane and totally useless and very dangerous for bicyclists. (See Valencia Street) Do not congratulate yourselves on this terrible, terrible design.
33	More room for non-car mobility should always be the priority.
34	Paint on the ground does NOTHING to keep pedestrians and cyclists safe and you know this. Stop prioritizing motorist convenience and comfort in a neighborhood where nearly 80% of its residents are car-free. Put physical infrastructure in the ground to keep people safe from cars!
35	Helps bikes travel safely
36	Providing more dedicated space for people on bikes and scooters is important for their safety. A protected bike lane would be far superior than just a painted lane, though.

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37	My preferred option would be one that actually protects bicyclists. We need concrete protected bike lanes immediately. Putting more paint on the ground won't get us any closer to vision zero.
38	Because I walk this area every day and have seen several people get hit by bikes buses and cars.
39	Absolutely crucial to have a bike lane on Jones. The Tenderloin still has zero north / south bike infrastructure. I bike on Jones regularly, and this would make me feel much safer while I do so.
40	Feels safer and weighs different needs equitably
41	Paint is completely pointless. Drivers just ignore it. You have to put something in their way.
42	The alternative has no non-car wheeled mobility path and wastes useful street space because of it. Rather than a useless buffer around parking lanes, that extra road width beyond the travel lanes should be consolidated to provide a biking/rolling/scooting route, which our city desperately needs more of.
43	Want mobility lanes too get scooters off sidewalks
44	Bike-lane (though it should be protected)
45	Narrows road, dedicates a lane to non vehicle traffic
46	The Tenderloin needs more safe bike/scooter routes
47	Bike lanes are direly needed in the Tenderloin. I lived at Geary & Leavenworth for 9 years, and to go anywhere by bicycle I had to ride on dangerous streets to get to the nearest bike lanes (on Polk or Turk/Golden Gate)
48	More physical infrastructure is better.
49	No bikeway and no Mobility Lane
50	We need bike lanes on Jones so I support this option.
51	Part of the bicycle lane between Golden Gate and Turk Streets doesn't look safe to me and I worry that it could cause vehicle collisions between bicyclists and drivers.
52	An unprotected mobility lane is maybe in some way better than nothing.

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	<i>Q7: Comments or questions about the project?</i>
1	The unprotected bike lane proposed in option B looks genuinely dangerous. Other cities are able to build high-quality, protected bike infrastructure even in places with complex curb access needs. I wish SFMTA would try harder to make this work, and be willing to give up some parking spaces if needed.
2	There is still a significant need to accommodate people biking and rolling in the northbound direction. Even though it's uphill, people with e-assist devices are using these streets. Please revisit Taylor Street or even Leavenworth Street to provide that much-needed connection.
3	Two comments. First, pedestrians need to be reminded to be alert when crossing the street, not looking down at their phones. Your pictures on this page show 2 people crossing while looking at their phones. This is a problem I see daily while driving here. Second, a lot of the reckless driving I see stems from frustration over traffic conditions in the city. Drivers should be diverted to major thoroughfares to exit the city instead of passing through areas like the TL. Traffic conditions on major thoroughfares needs to be improved. On a side note, traffic cutting apps like Waze actually make this whole situation worse.
4	this is great
5	como benifica a la comunidad
6	if you can make the whole community safe and people would be happy, good job
7	esta muy bien la propuesta
8	keep doing a good job
9	I'm really sad to see how car-first Tenderloin quickbuild designs continue to be. It is clear that the value of a parking space is more important than the value of a human life, at least that's what these designs say.
10	I live across Market in SoMa and am frustrated with the outreach for TL projects that excludes people living very close but technically outside the neighborhoods borders. More outreach should be done to target folks living in SoMa/Union Square since we spend a lot of time in the TL. thanks.
11	Is there potential to reimagine the bike line in some way so that it is a bit safer
12	Paint is completely worthless. Drivers will just park on top of it. Build a protected bike lane that narrows the street between parked cars to actually force drivers to slow down. PSZs are still needed at intersections along with materials to physically keep drivers out of them.
13	30% of San Franciscans are car-free and the majority live in the Tenderloin. It's become a car sewer for cut-through traffic instead of a neighborhood!
14	Go back and make a protected bike lane. Vision Zero goals & the global warming crisis demands it.
15	Paint on the ground does NOTHING to keep pedestrians and cyclists safe and you know this. Stop prioritizing motorist convenience and comfort in a neighborhood where nearly 80% of its residents are car-free. Put physical infrastructure in the ground to keep people safe from cars!

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16	Painted bike lanes, especially between moving cars and parked cars whose doors can open at any moment, are not safe. Please protected the bike lane with posts, put it next to the sidewalk, and keep it out of the door zone.
17	Allowing street safety to be watered down for inflexible first responders and vague "curb access needs" is insulting. Drivers make this street deadly for cyclists and pedestrians, and the only way to stop them is with concrete, not paint.
18	Very excited to see the project when completed. Great outreach and educational discussions
19	Unprotected bike-lanes are murder, you know better than this and to do it in a neighborhood with so many vulnerable people who scooter/cycle because they have no other options is especially horrific.
20	The bike lane in its current form will serve as a place to double park. Please reconsider the parking protected option, or remove parking altogether.
21	Please improve the mobility lane design and make it a two-way track (aka protected bike lanes). We NEED a northbound option here since the Leavenworth and Taylor quick builds did not include mobility lanes. I ride to doctor's appointments here and it is needlessly scary because proper infra was left out on Taylor. Also, even as a one-way lane the current design includes dangerous mixing zones.
22	I'm very disappointed that the proposed bike lane wouldn't be protected. There's room for a protected bike lane on Turk and Golden Gate, why not on Jones? The design for the last block leading up to Golden Gate also looks really scary, with a block-long mixing zone. A bike lane on Jones will be a great addition for being able to bike safely in the Tenderloin, but bike lanes are needed on other streets too. Jones is a one-way southbound, so a northbound bike lane should be added on Leavenworth or Taylor. Getting from the Jones bike lane to any of the SoMa bike lanes will be awkward, because Jones doesn't connect to anything across Market. You could turn left on Golden Gate to cross Market onto 6th Street, but 6th doesn't have a bike lane. Adding bike lanes on 6th Street to connect to Jones/Golden Gate, or on Hyde Street to connect to the existing 8th Street bike lane would make for a much better-connected bike network.
23	Post more flyers in neighborhood on utility polls.
24	I appreciate staff's hard work on this project, but it's unfortunate that parking removal and replacement with loading zones and a protected mobility lane was not considered. What is the rate of car ownership in this community compared to those who walk, take deliveries, and use mobility devices? Overall, this outcome appears driven by staff's learned helplessness and SFMTA leadership owes it to staff (and residents) to fix its relationship with SFFD and its approach to emergency access, equitable parking removal, curb management, and protection for vulnerable people.
25	no