

Hyde Street Quick-Build Project - Open House - Comments Received - June 7, 2023 - June 23, 2023

ID	COMMENTS	SFMTA RESPONSE
1	Less lanes will actually make more people drive faster when openings appear in the street which you have now made more congested with fewer lanes. The reason that you have so many accidents on this stretch of the road (I am actually surprised there aren't more) is because of my neighbors walking out in the middle of traffic at all times of the day, plus the double parking.	SFMTA has evaluated several road configurations (also called road diets) and have shown speed reduction in some cases. For example on Taylor Street, severe speeding decreased after the project was installed. Vehicles traveling over 30mph decreased by 31% while vehicles traveling over 40 mph decreased by 94%.
2	Option 1 would have a really small impact on parking, which I imagine folks will like. I don't personally own a car, but I can see parking being an issue for the community broadly.	Comment noted
3	Hyde is a necessary travel corridor for vehicles and is named in the Van Ness BRT Project as mitigation for eliminating travel lanes on Van Ness Avenue. Your phony "Vision Zero" garbage does not disclose the type of accidents alleged or who was at fault. Making driving more difficult and miserable will not resolve safety problems of drunks and junkies wandering into traffic.	Comment noted
4	The car lanes north of Eddy would be really wide, just like those on Taylor. That concerns me because wide lanes cause drivers to drive faster, and the whole point of this project is to slow them down.	SFMTA has evaluated several road configurations (also called road diets) and have shown speed reduction in some cases. For example on Taylor Street, severe speeding decreased after the project was installed. Vehicles traveling over 30mph decreased by 31% while vehicles traveling over 40 mph decreased by 94%.
5	This proposal misses an opportunity to add a much-needed parking protected bike lane.	Hyde Street is a street with multi-story buildings, therefore requiring 26' of clear width for emergency response operations. While staff considered this design in the early design phase, staff does not recommend this design due to it not meeting SFFD's minimum clear width requirement.
6	I'd support it if you included protected bike lanes on both sides and/or closed all of Hyde Street to cars.	Comment noted
7	This would be an improvement, but I prefer option 2 because of the protected bike lane	Comment noted
8	The main issue on that section of Hyde is drivers' bad and unusual behavior. We need changed that will scare them into being safer.	Comment noted
9	Needs a protected bike lane. Pitting transit against biking is bad for safety, mode-shift and climate goals. Take space from cars.	Comment noted
10	We need designs that ACTUALLY prioritize pedestrians, cyclists, and transit, like truly protected bicycle lanes ALL ALONG HYDE ST from Market to California. Also, we need SF MTA to shift its values so that there is actual enforcement of rules like not letting cars block bicycle lanes (right now, there is ZERO enforcement and 311 has been "gathering evidence" for YEARS!!!) and illegal right turns on red where prohibited.	This Hyde Street Quick-Build project is proposing a transit only lane from Eddy to McAllister. The Muni 19 Polk bus routes travels inbound on Hyde Street between Eddy and Market within the project corridor. Other buses that travel along the project corridor include the 27 Bryant, 21 Hayes, three Golden Gate Transit regional bus routes (101, 130, and 150). The design also proposes pedestrian safety improvement, including painted safety zones, left turn safety improvements, and a road diet.
11	Don't make any more changes please.	Comment noted
12	I would want to learn more about "left turn safety treatments." Car traffic can already be bad on Hyde and this might make it worse. What about parking? Also, cars already double and triple-park ALL THE TIME on Hyde with no repercussions from MTA or SFPD--reducing lanes and this plan doesn't account for those cars who park/stop illegally. Especially with Hastings/SF Law construction, there have lately been lines of trucks backed up from their site to Turk St--where this plan indicates there would only be two lanes. Sometimes PG&E is also there taking up a full lane.	Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to extend the center median to encourage slower turns and increase driver awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in average speed (1.7mph slower) and a 71% reduction in the likelihood of a car turning left at speeds over 15 mph. The project team is proposing left turn safety treatments at Hyde and Ellis, and at Hyde and Eddy.
13	Instead of painting buffers, consider angled parking to physically occupy street space so scofflaw drivers feel less comfortable speeding. Add bollards to protect people walking, especially at bulbouts.	Adding angled parking does not meet the SFFD clearance width requirements. If we were to add angled parking on one side of the street we would need to remove street parking on the other side to meet clear width requirements for emergency responders.
14	Please make more bike lane	Comment noted
15	The SFMTA can not continue to take away the road to motor vehicles. This just create bad driving habits. That I see every day. People want to use there personal cars. The SFMTA can not fund muni and vision zero is not being achieved. Stop using nonprofits to speak for this neighborhood.	Comment noted
16	Painted safety zones sounds nice, but we currently have something like that on Hyde and Golden Gate. Someone is almost always parked in the zone and they do not seem to be ticketed by police.	The Painted Safety Zone on Hyde at Golden Gate needs much needed maintainence, including new flex posts and paint. This PSZ will be updated as part of the Hyde QB project. This should help deter parking in this zone. You can also reach out to our Parking Control Operator at 415-553-1200. Parking Control Officers can issue parking violation to the vehicle for parking in a red zone.
17	This area really needs more dedicated north/south mobility lanes, it's a dangerous place to navigate on bike, scooter or other mobility device. I am also worried that the widened parking/loading zones would encourage continued speeding in the remaining vehicle travel lanes.	While staff will not be recommending a bike lane as the preferred design for this quick-build project, agency staff are still dedicated to continue working with the Tenderloin community to identify a future north/south mobility lane.
18	Widen the sidewalk.	Widening sidewalk is costly and not something the SFMTA can do as part of a quick-build project that involves mostly paint and post improvements. Sidewalk widening would need to be considered under a capital improvement project.
19	Really, you guys are a bunch of idiots. By reducing a hugely busy thoroughfare through this dense neighborhood from 3 to 2 lanes, you are going to create a congestion nightmare. Polk street is a mess since you re-designed that street. Cars are backed up, blocking intersections because people are trying to make the lights. That's going to be ten-fold on Hyde. It's going to be a parking lot during commute hours and beyond. That means more cars sitting idling, spewing pollution into a working class neighborhood. The amount of road rage is going to go way up, just as it did when Polk street was redesigned. You already removed more than 160 parking places from the neighborhood in recent years in redesign efforts - and then whine there isn't enough money to support transit. Yeah, you removed 160 meters! Now more than ever, there are people anxiously circling the blocks searching for parking, getting edgier and more dangerous. Because you removed the parking. How many parking places will now be lost to this Hyde Street redesign? Your infomercial says 4 between McAllister and Market. How many total? How about talking to residents and putting a whole breadth of comments on your webpage in addition to the ones that support your plan. This city just continually craps on the working families in this neighborhood -- especially those who have to drive to work. I've lived in the Tenderloin on O'Farrell and Hyde and I have yet to see one project that actually makes anyone's lives easier. Not one.	We've conducted traffic counts and modeling, and based on our results, we don't anticipate any major traffic impacts by reducing Hyde from three to two general travel lanes.
20	Paint is not enough. Parking Protected lanes make more sense.	Hyde Street is a street with multi-story buildings, therefore requiring 26' of clear width for emergency response operations. While staff considered a parking protected design in the early design phase, staff does not recommend this design due to it not meeting SFFD's minimum clear width requirement.
21	I think the TOL will bottleneck traffic	We've conducted traffic counts and modeling, and based on our results, we don't anticipate any major traffic impacts by reducing Hyde from three to two general travel lanes. Keeping transit lanes clear is an ongoing challenge. Through the Hyde Street Quick-build project, we will be developing a new color curb plan that includes additional loading zones that should help deter some double-parking behavior. In addition, if we colorize the transit lanes between Market and Eddy streets red, we estimate that violations would decrease by 50%. We also have cameras onboard all of the buses (including the 19 Polk, 27 Bryant and 21 Hayes) that provide our parking control officers with footage to issue violations to motorists that illegally park in transit lanes. SFMTA is also testing newer solutions that could improve the accuracy of our enforcement activities.
22	glad to have transit only lanes and fewer driving lanes, but this does nothing for folks on bikes/scooters. People living in the neighborhood do NOT drive cars, so two lanes with loading buffers is for people visiting or working here, not locals. There are ZERO safe bike routes north-south in the Tenderloin. Taylor St did this design and it is a joke for people biking.	The project team assessed numerous design alternatives as part of the Hyde Street Quick-Build project, including a few bike lane options. Design Option 2 was proposed given the limited scope of the quick build and constraints along the corridor (e.g. bulb outs, transit operations, emergency response needs, and parking/loading). For example, Hyde Street is a street with multi-story buildings, therefore requiring 26' of clear width for emergency response operations. While staff considered a parking protected design in the early design phase, staff did not recommend this design due to it not meeting clear width requirement for emergency responders.
23	I use my car during work and it's very hard to park already, this sounds like it may make things worse... at least for me.	Impact to parking is very minimal for Option 1, which is the design staff will be recommending to the Board in October 2023. The proposed design would include color curb changes to add additional commercial and passenger loading to provide more space for loading and deter double parking behavior. A total of six general meter parking spaces along the six block project area would be removed to support a left turn pocket and transit operations.
24	Fewer travel lanes is great! But people will just drive in the TOL and probably drive faster because tule followers won't drive in it so there'll be more space to speed.	Keeping transit lanes clear is an ongoing challenge. Through the Hyde Street Quick-build project, we will be developing a new color curb plan that includes additional loading zones that should help deter some double-parking behavior. In addition, if we colorize the transit lanes between Market and Eddy streets red, we estimate that violations would decrease by 50%. We also have cameras onboard all of the buses (including the 19 Polk, 27 Bryant and 21 Hayes) that provide our parking control officers with footage to issue violations to motorists that illegally park in transit lanes. SFMTA is also testing newer solutions that could improve the accuracy of our enforcement activities. We have recently developed a transit lane compliance strategy that focuses on three major areas: education, engineering, and enforcement.

25	I would want to learn more about "left turn safety treatments"	Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to extend the center median to encourage slower turns and increase driver awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in average speed (1.7mph slower) and a 71% reduction in the likelihood of a car turning left at speeds over 15 mph. The project team is proposing left turn safety treatments at Hyde and Ellis, and at Hyde and Eddy.
26	My preference is for Design #2, but I have no reservations about design #1	Comment noted
27	There are no buses on Hyde so the transit only lane would just fill with double parked cars.	MUNI lines 19, 21, and 27 travel along Hyde Street. Golden Gate Transit lines 101, 130, and 150 travel along Hyde Street. Private commuter shuttle buses travel along Hyde Street.
28	I prefer option 2, but option 1 is an improvement over existing conditions.	Comment noted
29	The car lanes north of Eddy would be really wide, just like those on Taylor. That concerns me because wide lanes cause drivers to drive faster, and the whole point of this project is to slow them down.	SFMTA has evaluated several road configurations (also called road diets) and have shown speed reduction in some cases. For example on Taylor Street, severe speeding decreased after the project was installed. Vehicles traveling over 30mph decreased by 31% while vehicles traveling over 40 mph decreased by 94%.
30	I appreciate the additional safety measures, less traffic, and especially the dedicated transit lane.	Comment noted
31	Yes, I support more reliable transit and improved emergency vehicle response times.	Comment noted
32	Making TOL adds to safety for both transit riders and pedestrians. Limits public cars being parked in that zone/area.	Comment noted
33	I work with Residents in Tenderloin who would benefit from fast transit lane	Comment noted
34	will speed up bus service	Comment noted
35	I like the TOL, and intersection safety measures. Not supporting option 2 because it's not for outsiders to take parking from residents because we want to bike through their neighborhood.	Comment noted
36	I feel like parking spots are essential for the neighborhood	Comment noted
37	This project would help reduce multi-modal users from riding on the sidewalk, therefore addressing a major concern many of people in the community have. Particularly, some of the most vulnerable pedestrians - youth, seniors and people with disabilities.	Comment noted
38	I do think, though, bike lanes are a good idea. If you had a near-zero-tolerance for double parking, most of these problems would go away.	Comment noted
39	I don't own a car personally, but I can see how the loss of parking might be an issue for the community. I wonder if less available parking would increase the amount of people double-parking, and that disrupting traffic further (as there would only be two lanes).	Comment noted
40	Geary is an unsafe street to bike on. How will cyclists safely access the start of the bike lane? I support this option, and hope SFMTA will consider further extending safe bike infrastructure. Also, please use stronger materials than soft-hit posts. Many cities use heavy concrete planters in quick-build projects that are inexpensive, durable, removable, and provide more protection (and plants!).	Thanks for your comment. While we will not be recommending the bike lane option for this quick-build project. There is a current SFMTA planning process, the Active Communities Plan, that is looking at N/S bike lane options in the Tenderloin. Additionally, the Sutter QB project is considering a protected bike lane as part of their design proposals that could further support people who bike and roll trying to travel southbound to the Tenderloin and beyond.
41	Hyde is a necessary travel corridor for vehicles and is named in the Van Ness BRT Project as mitigation for eliminating travel lanes on Van Ness Avenue. Your phony "Vision Zero" garbage does not disclose the type of accidents alleged or who was at fault. Making driving more difficult and miserable will not resolve safety problems of drunks and junkies wandering into traffic.	Comment noted
42	Your anti-car slant is inappropriate, and you are clearly a mouthpiece for the San Francisco Bicycle Coalition/WalkSF falsely claiming to represent the public interest. According to MTA, fewer than 3 percent of San Francisco travelers use bicycles, while the vast majority use private vehicles for their transportation needs. Your "outreach" fails to consider drivers. You cast blame for the phony "Vision Zero" data without providing the types of collisions you allege and who was at fault. Without that essential data your claims are meaningless.	Comment noted
43	I'm concerned about the mixing zones at almost every block where bikes have to mix with left-turning cars, or even with cars going straight. This is an outdated and unsafe design, and it's why my wife feels unsafe riding on streets like Howard and Folsom despite the protected bike lanes there. On Hyde, these mixing zones are unnecessary and could be removed by removing the left turn lanes at O'Farrell and Golden Gate, and by adapting the designs of the PSZs and left turn safety strips at the other intersections, or even by not widening the car lanes. If signal separation is not feasible here, protected intersections should be considered, rather than mixing zones. Even in this proposal, the two car lanes north of Eddy are excessively wide. It seems unnecessary to me to remove all parking on the east side of Hyde if an entire car lane is being removed. Can't the width of the removed car lane be repurposed as a (parking-protected) bike lane, so that parking removal is only necessary south of Eddy where there is a transit lane, and the width of the car lanes can be more consistent and narrower? I personally don't care about preserving parking, but some other people do, and I would hate to see the bike lane be canceled due to political opposition to removing parking.	The project team assessed numerous design alternatives as part of the Hyde Street Quick-Build project, including various bike lane options. Design Option 2 was proposed given the limited scope of the quick build and constraints along the corridor (e.g. bulb outs, transit operations, emergency response needs, aging infrastructure, and parking/loading). Removing mixing zones would require significant signal upgrades that would necessitate further design work and resources that go beyond the scope of this quick-build project. Removing parking only south of Eddy was not feasible. Hyde Street is a street with multi-story buildings, therefore requiring 26' of clear width for emergency response operations. While staff considered a parking protected design in the early design phase, staff did not recommend this design due to it not meeting minimum clear width requirements for our emergency responders.
44	I understand you considered two way bike lane and dismissed it but I'd urge you to consider it again. I'd also urge you to close all of Hyde Street from Market to Geary and beyond. I'd also urge you to create a protected bike lane from Market to Jefferson street	Comment noted
45	I love that it goes down to two lanes, adds a bus lane and a protected bike lane. This would be a huge improvement.	Comment noted
46	Pitting transit against biking is bad for safety, mode-shift and climate goals. Take space from cars. We should have both bike and transit lanes and if that means no driving lane, I support that too.	Comment noted
47	Same comment as before: please extend protected bike lane to California. Please ACTUALLY enforce traffic laws.	Comment noted
48	(Same as the above re: all the traffic/car issues). Protected bike lanes in the TL just end up being places where cars stop (running over those white markers) and where people leave trash and hang out. Scooters don't even use them and instead endanger pedestrians on sidewalks.	Comment noted
49	Do you have any plans to ensure that the street loungers (and their trash and other shrapnel) will not spill into the bike lane? I walk down Hyde regularly and it can often be difficult to navigate the sidewalks due to all the people congregating on the sidewalks. I don't know if its possible to prevent the bike lane from being obstructed with junk, but that would be helpful.	Sidewalk & street cleaning services is lead by SFPW. SFMTA works closely with SFPW street cleaning operations to ensure protected bike lanes are clear of debris and trash. Please contact 311 to report trash/debris in bike lanes by visiting <a href="https://sf311.org/">https://sf311.org/</a>
50	Two way bikeways (people use them that way anyway, so prepare for it!)	Comment noted
51	PLEASE fix the intersections to allow the bike/scooter lane to pass through the pedestrian bulbouts like a normal protected intersection. The bike lane can continue along the existing curb with a concrete/protected buffer area at the corners where pedestrians can wait to shorten crossing distance.	The project team assessed numerous design alternatives as part of the Hyde Street Quick-Build project, including various bike lane options. Design Option 2 was proposed given the limited scope of the quick build and constraints along the corridor (e.g. bulb outs, transit operations, emergency response needs, aging infrastructure, and parking/loading). Removing mixing zones would require significant signal upgrades that would necessitate further design work and resources that go beyond the scope of this quick-build project.
52	Stop take away Parking spaces, this just adds to more cars circling for parking and hurts business or future businesses with loading. And removes the ability for disabled parking and white zones.	Impact to parking is very minimal for Option 1, which is the design staff will be recommending to the Board in October 2023. The proposed design would include color curb changes to add additional commercial and passenger loading to provide more space for loading and deter double parking behavior. A total of six general meter parking spaces along the six block project area would be removed to support a left turn pocket and transit operations.
53	You seem to what to put bike lanes on each street in the neighborhood. But you never complete a full route instead you do partial routes.	Hyde Street connects to several existing bike facilities, including Golden Gate, Turk, Market, and 8th Street. There is also a quick-build project along Sutter that could potentially connect bike/scooter users to several southbound destinations.
54	The road is not that steep until Post St so extending protection for cyclists to Post St would be nice. Can the bike lane be two way?	Staff considered an east side running two-way mobility lane; however, this design would require significant signal upgrades that would necessitate further design work and resources that go beyond the scope of this quick-build project. Two-way operations may also negatively impact transit operations by requiring additional signal phase time for turning vehicles to avoid conflicts with contraflow movements.
55	Green bike boxes at every intersection where multi-modal devices and motor vehicle lanes merge.	Comment noted
56	The problem is more the mental state of my neighbors than it is about the cars. If you don't truly define the problem, you'll never get a solution.	Comment noted
57	Get an "outreach" team that focuses on the reality of traffic in the north-south corridors since Van Ness Avenue eliminated traffic and parking. According to MTA data fewer than 3% of San Francisco travelers use bicycles as their mode-share. Most people need to drive to get to work or other destinations. Focus on the needs of the vast majority who drive, instead of recreationists.	Comment noted
59	I love the fixes for the Market/Hyde/Grove intersection, providing a way to get from Market to Grove. I ride this route home from work every day, and being able to make this turn would make my commute much safer and more pleasant. I'm happy to see that this change is included in both design options.	Comment noted
60	More Safe Streets and faster construction with less time spent on outreach, please!	Comment noted
61	Please consider taking space from cars and not replacing it elsewhere. Less space to drive = less induced demand.	Outreach is an important part of our quick-build work in the Tenderloin. We plan to use what we learned from our outreach efforts for Hyde as we continue working on traffic safety projects and initiatives in the neighborhood. Thank you.

62	Yes, and it's about Polk St, which is what cyclists use in parallel to Hyde St. Polk gas extremely partial and inadequate bicycle lanes. Cars are constantly blowing through the "no right on red" signs, and constantly double-parked in front of Brenda's and in front of Ike's Sandwiches. It's dangerous and yet it's the only street we have. PLEASE TAKE THIS SERIOUSLY before yet another person is killed by a car.	Comment noted
63	General appreciation of the community members leading this effort to make sure that this project moving forward	Comment noted
64	Clean up the sidewalks first by removing all the drug dealers and fixing the city's broken referral system from people experiencing homelessness, then look at street improvements...	Hyde Street, like many streets in the Tenderloin, are in need of various responses to improve quality of life and safety. The SFMTA's Quick-Build program is responding to the current traffic safety challenges on this street, especially for the most vulnerable users of the road.
65	I hope there will also be a renewed effort to ticket people who are double parked. It's bizarre that the police rates of issuing traffic citations are so low. Instead of arresting poor people for drug use in the neighborhood I would much prefer that the police enforce speed limits and double parking prohibitions.	Comment noted
66	Bollards. We need more bollards!	Comment noted
67	SFMTA should consider wooden sidewalk extensions, as were used for the temporary 49 stops during BRT construction, as an item in the quick-build toolbox. Extending the sidewalk would be a great use of the space regained from the eliminated travel lane to provide benefits to the residents of the blocks and make some of the narrow sidewalks easier to navigate in a wheelchair.	Sidewalk widening may be possible with a capital improvement project.
68	Please figure out a project to provide a safe northbound bike/scooter lane in the Tenderloin/Union Square area. We are not all tourists or riding in Ubers...the buffer zones do not feel safe for people outside of cars!	Comment noted
69	Reducing the number of lanes will likely just cause more accidents on other streets and more traffic will now flow through those other areas. This proposal appears to lack a holistic city and neighborhood scale view of the problem and instead seems to suffer from tunnel vision on one specific area.	We've conducted traffic counts and modeling, and based on our results, we don't anticipate any major traffic impacts by reducing Hyde from three to two general lanes.
70	Hyde Street is still not safe for pedestrians. The open drug markets and tents are an issue where sometimes I've had to walk on the street in traffic to avoid the drug dealers and tents. Also, Hyde Street is extremely dirty. The presence of Urban Alchemy and sidewalk cleaners has helped, but it's not enough.	Comment noted
71	More yellow zones for the delivery trucks.	As part of the quick-build proposal, the project team will be extending existing yellow zones and adding new yellow zones along the project area to support various commercial needs along Hyde.
72	Less paint and more concrete! Drivers are selfish and will ignore paint and plastic sticks	Quick-build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid and construct, quick-build projects are constructed within weeks or months and are intended to be evaluated and reviewed within the initial 24 months of construction. This quick-build project does not preclude Hyde Street from receiving capital funds in the future.
73	I'm not comfortable voting for the second draft because it takes parking away from residents. Perhaps there is another street for a bike line, but taking parking from residents for those who want a thoroughfare? Outsiders should not make that decision for the residents.	Comment noted
74	Start by placing pedestrians and bicyclists first, design a beautiful system around them, and only then, decide how to safely fit cars in the remaining space. Compromises for bikes and pedestrians are unacceptable anywhere in the city, but especially in such a dense neighborhood.	Comment noted
75	Parking - These designs will limit parking which seems unfavorable for community residents.	Comment noted
76	Bike lanes	Comment noted
77	More watcher safety of people in the community	Comment noted
78	Cleaner and Safer Sidewalks	Comment noted
79	More Parking	Comment noted
80	More Parking	Comment noted
81	There are many emergency vehicles that stop on Hyde. If we go to two lanes and one or two lanes get blocked by vehicles, it is a chaos.	Comment noted
82	Our CBP is concerned with pedestrians coming to theatres and other cultural institutions. We are also concerned with the viability of the Farmer's market	Comment noted
83	Hope that the closure doesn't increase traffic	We've conducted traffic counts and modeling, and based on our results, we don't anticipate any major traffic impacts by reducing Hyde from three to two general lanes.
84	If a bike lane is installed, will you actually enforce it unlike how you treat Turk & Golden Gate?	Staff will not be recommending a bike lane as part of the Hyde Street Quick Build project.
85	Prefer bike lanes to get devices off sidewalks	Comment noted
86	I will always support people and children safety	Comment noted
87	I think both designs are extremely important.	Comment noted
88	On time bus schedule	Comment noted
89	Fully fund Muni. I need public transit. Help the working class and lower class	Comment noted
90	Need assistance City Agenda Calendar, for 2698 Pacific Ave, SF, CA 94115	Comment noted
91	Vehicles that drive over curb, specifically the NW corner of Hyde and Turk St	Comment noted
92	Noise made too early in the area	Comment noted
93	It made me evaluate the bus stuff, thanks	Comment noted
94	More parking. Clean the smelly streets. I don't feel safe here. I take shower from how dirty I feel living here.	Comment noted
95	we need parking	Comment noted
96	Promote this neighborhood. Cleanliness. Respect Manners.	Comment noted
97	Stop all the drugs please!	Comment noted
98	Hopefully it makes a difference. Add more buses to the route	Comment noted
99	Safety for pedestrians is most important	Comment noted
100	Unsafe to walk outside after 5pm	Comment noted
101	I would like to see and support designated lanes/spaces for senior/disabled transport.	Comment noted
102	Farmers market support. The farmers market (hot) is a community resource, providing fresh food twice a week to the immediate neighborhood and beyond. To maintain it, need parking for farmers and clients. Has been so for 40 years.	Thank you for your comment. Our curb team is working closely with the Farmers' Market to help meet loading/parking needs along Larkin, Hyde, and nearby.
103	Scooters, etc.	Comment noted
104	Scooters, etc.	Comment noted
105	Limpieza de las calles	Su observación ha sido anotada
106	Limpiar las calles por	Su observación ha sido anotada
107	mas seguridad	Su observación ha sido anotada
108	no todo es tabion	Su observación ha sido anotada
109	Will there be an ease on car traffic to make this doable? With 3 lanes it is already insane and to take one away could make it worse.	Comment noted
110	It takes half hour to find parking now	Comment noted
111	Self driving vehicle lane	Comment noted
112	more public security	Comment noted
113	I would like to see and support designated lanes/spaces for senior/disabled transport.	Comment noted
114	Scooters must also use the bike lane to avoid accident on the sidewalk	Comment noted
115	Scooters not use the sidewalk to avoid accident	Comment noted
116	Free the sidewalks of all obstructions. Make the streets and sidewalks clean and safe for pedestrians	Comment noted
117	Please use extra \$\$ for better living amenities and let's change the entire city's perception of Castro	Comment noted
118	Please make bike lanes	Comment noted