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

1. Hyde lanes will actually make 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.

2. 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 plan “Vision Zero” garbage does not consider the impact and safety consequences of double and junkies wandering into traffic.

3. The car lanes times of peak will be really wide, just like the Van on Hyde. This concerns me because side lane causes drivers to drive faster, and the whole point of this project is to slow them down.

4. This proposal is an opportunity to add much-needed parking protected bike lane.

5. If we put the protected bike lanes on both sides, then we will lose all of Hyde Street to cars.

6. This would be irresponsible that people oppose it because of the protected bike lane.

7. The main issue is that section of Hyde is driven by bad and unusual behavior. We need changes to make those people into good drivers.

8. Needs protected lane. Ridin’ around again taking bad for safety, mode shift and climate goals. Take space from cars.

9. We need designs that actually prioritize pedestrians, bicyclists, and transit. The only protected bicycle lanes ALL AROUND HYDE ST from Market to California. Also, we need SFPD to shift its focus to the enforcement of parking bays rather than parking in bike lanes.

10. There are too many ties of buses backed up from 4pm to 7pm.

11. Don’t make any more changes please.

12. I would love 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 track the whole TIME on Hyde with no repercussions from MTA or SFPD reducing the lanes and this doesn’t account for those cars who are parked on the road. Especially with Hastings/Lincoln construction, there have been huge increases of trucks backed up from the sea to Turk so where this plan indicates there would only be two lanes, SFPD is also there taking up a full lane.

13. Instead of parking buffers, consider angled parking to physically occupy street space so cyclists drive much safer and comfortable.

14. A bike lane is not sufficient. We need something to make the street safer.

15. The SFMTA can continue to take away the road to motor vehicles. This just create bad driving habits. That is every day. People want to use those personal cars. The SFMTA can fund more bike lanes, but we can’t have safe bike lanes or lower density if their safety is not being achieved. Stop using monopolies to speak for this neighborhood.

16. Parking safety sounds rounder now, but we currently have something like that on Hyde and Golden Gate. Someone is always almost parked in the case and they do not seem to be interlocked by police.

17. This area really needs more dedicated north/south middle lanes. it’s a dangerous place to navigate on bikes, scooter or motorbikes. I also worried that the widening parking/loading lanes would encourage continued speeding in the remaining vehicle traffic lanes.

18. Within the sidewalk.

19. We still will not be reconfiguring a bike lane as the preferred design for this Hyde project, agency staff also continue to work with the Tenderloin community to identify a future north/south mobility plan.

20. If we conduct 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.

21. Hyde Street is a vision with multi-story buildings, therefore requiring MB of clear headroom for emergency response operations. While staff considered a parking protected design in the early design phase, staff did not recommend this design due to not meeting SFDoT’s minimum clear headroom requirement.

22. This project team conducted thorough design alternatives as part of the Hyde Street Build-Out Project, including a few lane options. Design Option 2 was proposed given the limited scope of the quick build and constraints along the route (e.g., bus operations, emergency response needs, and parking/loading). For example, Hyde Street is a street with multi-story buildings, including SFPD and other critical facilities.

23. Impact to parking is minimal for Option 2, which is the design staff will be recommending to the Board in October 2023. The proposed design would include curb changes to add additional commercial and parking space for more loading and reduce double parking behavior. A total of six general meter parking spaces along the six block project area would be removed to support left turn pocket and transit safety.

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- SFMTA has evaluated several road configurations, also called road diets and have shown speed reduction in some cases. For example on Hyde Street, severe speed decrease after the project was installed. Vehicles traveling over 30mph decreased by 31% while vehicles traveling over 40 mph decreased by 44%.
I 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 shows that a 17% reduction in average speed (7.0mph slower) and a 75% reduction in the likelihood of a car turning at speeds over 15 mph. The project team is proposing left turn safety treatments at Hyde and Eddy, and at Hyde and Hyde.

Key preference for Design A. But have no reservations about Design B.

Comment not found.

Use A or B on this street. This option has been installed on a few streets in San Francisco. This option does not consider the need because wide lanes cause drivers to drive faster, and the whole point of this project is to slow them down.

Comment not found.

25. Implement the additional safety measures, less traffic, and especially the dedicated transit lane.

Yes, I support more reliable transit and improved emergency vehicle response times.

Comment not found.

26. Parking 'T's' add safety for both transit riders and pedestrians. Limits public cars being parked in that corridor.

Comment not found.

27. Narrow TL 100, and implement safety innovations. Not supporting option. Because it's not for motorists to take parking from residents because we want to bike through their neighborhood.

Comment not found.

28. Feel like parking spots are essential for the neighborhood

Comment not found.

29. Some think, though, that lanes are a great idea. If you had a near-miss-incident for double parking, most of these problems would go away.

Comment not found.

30. I don’t see a car personally, but I can think of how the parking loss might be an issue on the sidewalk. I wonder if less parking available would increase the amount of people double-parking, and that discounting traffic (as there would only be two lanes).

Comment not found.

31. Safety in a vehicle lane to bike on. How do cyclists safely access the start of the bike lane? I support this option, and hope SFMTA will consider further enhancing safe bike infrastructure. Also, please show stronger materials than with bike lanes. Many cities use heavy concrete planters in quick-build projects that are immersive, durable, removable, and provide more protection (and plans are shown here).

Comment not found.

32. #1 Comment

Comment not found.

33. Don’t support.

Comment not found.

34. Surprised the range of comments is so wide across both sides where bike lanes with bike turning lanes, or even ones with no turning, has 3. I can’t understand why, but we feel unusual riding on streets like Howard and Fulton despite the protected bike lanes there. On Hyde, these mixing zones are necessary and could be removed by removing the left turn lane at D’Arrell and Golden Gate, and by adapting the design of the PLS and left safety stripades at or beyond the opening of the car lanes. If signal operation 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 have any parking on the west side of Hyde if an Eddy lane is removed. Can’t the width of the removed Eddy 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 would.

Comment not found.

35. #2 Comment

Comment not found.

36. Understand you consider two bike lane and deleted it but I urge you to consider it again. I’d also urge you to close all of Hyde Street from Marion to Geary because I’d also urge you to provide a protected bike lane from Marion to Jefferson street.

Comment not found.

37. #3 Comment

Comment not found.

38. That can go in both lanes, two lane take a lane and a protected bike lane. This would be a huge improvement.

Comment not found.

39. Forcing 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 strong lane, I support that too.

Comment not found.

40. #4 Comment

Comment not found.

41. As the design of the San Francisco Bicycle Coalition maximal safety claim to represent the public interest. According to SFMTA, fewer than 1 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 can blame for the "Vision Zero" data without providing the types of collisions you allege and who was at fault. Without that essential data your comments are meaninglessness.

Comment not found.

42. #5 Comment

Comment not found.

43. The project team assessed various 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., bus routes, transit operations, emergency response needs, aging infrastructure, and parking/landuse). 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. Parking removal past Eddy of SFMTA was not feasible. Hyde Street is a street with multi-story buildings, therefore requiring 3' of clear width for emergency response operations. While staff considered a parking protected design in the early phase, staff do not recommend this design due to it not meeting minimum clear width requirements for our emergency responders.

Comment not found.

44. #6 Comment

Comment not found.

45. Can you please provide me with the location of all the protected bicycle/lanes in the city? This will help me identify where exactly the obstacles are.

Comment not found.

46. I do have any plans to ensure that the street is clear and that there is some dedicated space for pedestrians. On the contrary, I do not believe it’s important to have separate pedestrian areas to keep out of the sidewalk.

Comment not found.

47. #7 Comment

Comment not found.

48. #8 Comment

Comment not found.

49. The project team assessed various 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., bus routes, transit operations, emergency response needs, aging infrastructure, and parking/landuse). 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. Parking removal past Eddy of SFMTA was not feasible. Hyde Street is a street with multi-story buildings, therefore requiring 3' of clear width for emergency response operations. While staff considered a parking protected design in the early phase, staff do not recommend this design due to it not meeting minimum clear width requirements for our emergency responders.

Comment not found.

50. #9 Comment

Comment not found.

51. If you do have any plans to ensure that the street is clear and that there is some dedicated space for pedestrians, please let me know.

Comment not found.

52. The project team assessed various 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., bus routes, transit operations, emergency response needs, aging infrastructure, and parking/landuse). 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. Parking removal past Eddy of SFMTA was not feasible. Hyde Street is a street with multi-story buildings, therefore requiring 3' of clear width for emergency response operations. While staff considered a parking protected design in the early phase, staff do not recommend this design due to it not meeting minimum clear width requirements for our emergency responders.

Comment not found.

53. #10 Comment

Comment not found.
Yes, and it’s about 6th St, which is what cyclists use in parallel to Hyde. Flip 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 her’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.

52 General awareness of the community members leads us to the fact that we must make sure that the project moves forward.

53 Crosswalks first by removing all the drug dealers and bring the city’s transit system from people experiencing homelessness, then look at street improvements...

54 I hope there will also be a renewed effort to ticket people who are double-parked. It’s become that the police rates of issuing traffic citations are so low. Instead of arresting poor people for drug use in the neighborhoods I would much prefer that the police enforce speed limits and double parking prohibitions.

55 Evenness, we need more balanced.

56 SFMTA should consider wooden sidewalk extensions, as were used for the temporary 69 stops during BRT construction, as an item in the quick-build toolset. 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 might even make some of the narrow sidewalks easier to navigate in a wheelchair.

57 Please figure out a project to provide a safe northbound bike/westside lane in the Tenderloin/burns square area. We are not all tourists or riding in the tourist areas. The buffer zones do not feel safe for people who ride.

58 Reduction of the number of lanes will likely just cause more accidents on other streets and more traffic will 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 page.

59 Hyde Street is still not safe for pedestrians. Not open drug markets and tents are an issue whenever we 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.

60 More yellow zones for the delivery trucks.

61 Lane paint and more crossbar drivers are within and will prove paint and plastic sticks.

62 Please remove a project to provide a safe northbound bike/westside lane in the Tenderloin/burns square area. We are not all tourists or riding in the tourist areas. The buffer zones do not feel safe for people who ride.

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65 More yellow zones for the delivery trucks.

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67 I’m not comfortable using the second draft because it takes parking away from residents. Perhaps there is another street for a bike lane, but taking parking from residents for those who want it is problematic. Outsiders should not make that decision for the residents.

68 Start by placing pedestrians and bicyclists first, design a beautiful system around them, and only then, decide how to safety fit cars in the remaining space. Compromises for bikes and pedestrians are unacceptable elsewhere in the city, but especially in such a dense neighborhood.

69 Parking - these designs will bring parking which seems unhealthy for community residents.

70 Night time safety of people in the community.

71 More bicycle safety in the community.

72 Sidewalks Comment

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