



Response ID	Comment	Date Received	SFMTA Response
1	This looks great!	Friday, August 7, 2020	
2		Wednesday, August 12, 2020	
4	I strongly support this project as a person who rides a bicycle in SOMA frequently. The current unprotected class II lane feels very unsafe, and the proposed class IV lane looks like it will be much better. I am particularly supportive of the signal separation and protected corner treatments in the project (and I hope the mixing zone at 5th will also be changed to signal/curb protection some day). The very large crosswalk at 4th also looks like a great addition for pedestrians.	Wednesday, August 12, 2020	
5	I travel on Folsom St. by foot, bicycle and car. I fully support this project as suggested. The automobile speeds on Folsom are too high to be safe even when I'm driving and it's straight-up dangerous to navigate by bicycle. As a pedestrian I am often in danger because cars take right-hand turns at high speeds -- I hope that forcing cars to make a longer turn across the wider bike lane will slow them down.	Wednesday, August 12, 2020	
6	I wholeheartedly and without reserve support this important and vital project. My cyclist spouse regularly bikes along this corridor and I am generally quite terrified for his safety and that of other loved ones who use this area to move around town.	Wednesday, August 12, 2020	
7	This is fantastic. The more we provide physical protection for cyclists, the fewer collisions will occur and the safer they will be. Also important is the fact that safer bike paths through the city will encourage more people to use them, reducing traffic, emissions, and collisions in a virtuous cycle.	Wednesday, August 12, 2020	
8	Protectee bike lanes and protected intersections! This is so important to my family. Our trips to sfmoma, work and the embarcadero will be more safe	Wednesday, August 12, 2020	
9	This looks like a great design. Love that there aren't any mixing zones. Would like to see better bike lane painting through these large SOMA intersections though	Wednesday, August 12, 2020	
10	I live at Folsom and 8th st. and am in support of this project. This is a high injury corridor area and needs all of the protected bike lanes that can possibly get built. Having the protected bike lanes on Folsom and Howard extended would make it safer for people cycling on these roads and I'm sure would lead to more riders on these roads which is great. People use these roads to commute to work in East SOMA and so these roads should have the highest priority for protected bike lane implementations. As great as the quick build implementations are, I also think that getting actual curbed protected lanes should be a top priority. There are too many cars parking in quick build bike lanes and SFMTA doesn't seem to have the resources for proper enforcement.	Wednesday, August 12, 2020	
11	Do it now! Please also add posts in advance of the crosswalks where vehicles are not permitted to go straight ahead (example: On Folsom at 3rd prior to the bike share station). This would force drivers to take slower, controlled turns and shorten the crossing distance for pedestrians. Please suggest rotating the bikeshare station to face into the bike lane - unclear if this is the case from the drawing.	Wednesday, August 12, 2020	Bike share stations would be positioned so the bikes can be pulled out towards the bikeway and not towards the vehicle travel lane.
12	Please STOP making drivers worse by making unnecessary changes. STOP catering to bikers who do not use the bike lanes, but continue to use the sidewalk.	Wednesday, August 12, 2020	
13	This looks awesome! I like the small radius turns idea to slow down cars turning right.	Wednesday, August 12, 2020	
14	Very happy to see this happening, and love the quick feedback cycle. Used to commute via bike from Cole Valley to SoMa and Folsom and part of what I looked for when changing employers was if I felt comfortable getting to them.	Wednesday, August 12, 2020	

15	<p>I've lived in SOMA ever since moving to SF. Once thing that really strikes me about the design is the use of the 'protected' signal phase at intersections where drivers have a red arrow and cyclists have a green bike light. I bike on 7th and 8th every day and about 1/2 the cycles, a driver runs the the right on red - this has resulted in some EXTREMELY close calls for me. I know there probably is not space for the 'protected intersection' design like at 7th and Townsend, so I would love to see right on red - red light camera enforcement at every single intersection that uses this version of protecting cyclists from a right hook. Since you need to replace the lights anyway for this project, building it in to the initial build would be a great way to get this protections at every light in the project. Anecdotally, the right from Octavia on to Market has the right on red camera, and I have never seen anyone run that red, while nearly get hit by someone at one of 8th street 'protected phase' intersections almost every single trip down 8th. If you have questions/clarifications about this comment please feel free to reach out to me, I'd love to discuss it more.</p>	Wednesday, August 12, 2020	<p>San Francisco's red light camera program places red light cameras at intersections based on public safety with priority going to the intersections in the City with the highest collision rates. Even if the project intersections are not identified for future red light camera installations, the project will be modifying the signal hardware and signal timing to make the right-turn prohibition clear for motorists.</p> <p>Observing recent installations of separated bike signals, SFMTA found that 92% of drivers complied with separate signal phases. More evaluation data can be found in the Safe Streets Evaluation 2019 Year-End Report.</p>
16	Keep an eye on how wider lanes of traffic might increase speeds.	Wednesday, August 12, 2020	Traffic speeds will be evaluated after project completion (Spring 2021)
17	I bike through the project corridor often, and some upcoming changes mean that I will be doing so multiple times a week. It is currently dangerous and I do not feel safe. I very much support this project. I especially appreciate that curbs adjacent to the bike lane will be painted red, to hopefully deter parking.	Wednesday, August 12, 2020	
18	Just build it! Just...f*****...BUILD IT.	Wednesday, August 12, 2020	
19	<p>I support bike travel, but I also support pedestrian safety (my husband walks daily to and from work through this corridor) and I drive daily. I live in a large loft building (855 Folsom) and the proposed protected bike lane will greatly impact the 855 Loading Zone. This is an important consideration, as we have 200+ lofts and get many deliveries, driver pickups, and general use of the loading zone (such as dropping me off curbside when I had a broken ankle and couldn't navigate our tight parking spot). It seems as if the protected bike lane will remove our loading zone, causing much more traffic disruption, as there will be many, many more double-parked cars and trucks on Folsom. I would strongly urge the city to re-think the lane in front of 855 Folsom. In term of safety for everyone, I have asked every Supervisor FOR YEARS (I've lived in 855 Folsom since it was built over 18 years ago) to please install a no right on red turn arrow sign that illuminates when right turns are illegal. These signs are popping up all over the city, but still are not at the 4th and Folsom intersection, where we have many illegal turns! Even police officers turn right on red at this intersection! I also have gone on record before asking for better marking at the 4th and Folsom intersection that allows for diagonal crossing. Everyone does it, so please let's put better marking on the road so that cyclists, in particular, will look more attentively before running the red light (and this happens many, many times every day!). Finally, aside from the loading zone in front of 855 Folsom, I'm not sure how you intend to deal with the fact that 200+ units turn into the garage on Folsom Street. This stretch from 5th to 4th appears to have 4 lanes and it goes down to 3 lanes after 4th Street. Perhaps the stretch from 5th to 4th can be reduced to 3 lanes so that the loading zone in front of 855 Folsom and driveway access can be preserved.</p>	Wednesday, August 12, 2020	<p>The project proposes to maintain current loading lengths/spaces, shifting them accordingly to accommodate the new design. Additional loading is also provided based on feedback given from our targeted outreach and parking/loading survey completed in February 2020.</p> <p>Currently, the south side of the street along Folsom has general metered parking and passenger loading zones (white curb). Regarding 855 Folsom, the existing 40' white curb in front of the building would slightly shift to the west, in order to accommodate the design, but will also more than double in length to 88' and have a new curb ramp installed to allow access for offloading passengers onto the sidewalk. We're also proposing to install two new commercial loading zones (yellow curb) in front of 855 Folsom which will be placed just east of the parking garage for 855 Folsom in order to help alleviate any traffic congestion as a result of deliveries.</p> <p>Additionally, we will be doing signal modifications at the intersection of 4th/Folsom that will include the installation of a blank out no right on red arrow sign. As for the lane configuration between 5th to 4th, we currently only have three lanes along this stretch of Folsom, and we aim to maintain this for our design.</p>
20	I support this project.	Wednesday, August 12, 2020	

21	I love this project! As someone who lives on this stretch of Folsom St. and bikes along this stretch of Folsom St. multiple times a week. I would ask that the Folsom Green Wave, where traffic lights are timed for bicycles, are still maintained even with the new bicycle lights, as having a green wave decreases my anxiety and makes my trip along Folsom a lot more pleasant.	Wednesday, August 12, 2020	The proposed project will try to maintain the existing progression with the new bicycle signals, and with the understanding that existing Transit Priority signals for transit only lanes, such as 3rd Street and 4th Street, take precedence.
22	Long overdue, please implement as soon as possible	Wednesday, August 12, 2020	
23	I have lived at Folsom & 2nd for 1.5 years and I frequently ride bikes and scooters on Folsom. The section between 5th & 2nd desperately needs protected bike lanes as soon as possible! We have seen far too many collisions and need to take immediate action to save lives. I fully support this quick build project and hope to see more like it.	Wednesday, August 12, 2020	
24	I strongly support this project. Biking in this area is dangerous east of Fifth Street where the current protected lane ends, and it's really important to have more high-quality, protected bike infrastructure. I wish the project went all the way to the Embarcadero.	Wednesday, August 12, 2020	<p>The Transbay Folsom Streetscape Project will complete the bikeway gap on Folsom Street between 2nd and Spear streets. The project is being led by San Francisco Public Works and the SFMTA has been coordinating with them on this effort. Please see the project's webpage on SFPW website for details.</p> <p>Upon the completion of the Transbay Folsom Streetscape Project, the Folsom Street Quick-Build Project, and eventually the Folsom-Howard Streetscape Project, there will be a protected bikeway from 11th to Steuart streets.</p>
25	I like the new changes to the bike lane. I use Folsom to ride from 7th street toward 4th street and beyond, and this change will improve my feeling of safety riding in the lane, especially from dooring by parked cars. However, I hope changes to Folsom west of 5th street can also occur to mitigate mixing zones where the bike lane crosses over the emerging right turn lane that can be challenging to navigate. This project between 5th and 2nd does address this mixing problem currently at the 4th intersection, which will be more comfortable for me.	Wednesday, August 12, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
26	More bike lanes like this please!	Wednesday, August 12, 2020	
27	I fully support this project. These high injury corridor SOMA streets all need fewer car lanes, slower car speeds, protected bike lanes, and dedicated loading areas. Keep it coming! Great work. Please do more of the same on all the SOMA streets.	Wednesday, August 12, 2020	
28	Please yes we need more protected bike lanes. We must make it easier and safer to ride a bike is we are serious about climate change.	Wednesday, August 12, 2020	
29	This project looks good to me. This part of Folsom is scary, and your plan is a big improvement. I want to see it built.	Wednesday, August 12, 2020	
30	We should be considering as many Vision Zero corridors as possible for quick build protected bike lanes. This one is a good step, many more to do!	Thursday, August 13, 2020	

31	Build build build! The buffered lanes look good. 5th to 2nd right now is not separated from traffic, cars pass through to park (and of course, use as a loading zone) literally everyday. Hopefully all intersections are "protected corners". Dutch style protected corners save lives. It's shame the quick build doesn't extend all the way to the Embarcadero - with all the work between 2nd and the water, bike lanes were one of the first things to go and now it's extremely uncomfortable and dangerous in that stretch as a cyclist. I've often bound myself just using Market instead since there are less cars after they've been semi-banned.	Thursday, August 13, 2020	<p>The Transbay Folsom Streetscape Project will complete the bikeway gap on Folsom Street between 2nd and Spear streets. The project is being led by San Francisco Public Works and the SFMTA has been coordinating with them on this effort. Please see the project's webpage on SFPW website for details.</p> <p>Upon the completion of the Transbay Folsom Streetscape Project, the Folsom Street Quick-Build Project, and eventually the Folsom-Howard Streetscape Project, there will be a protected bikeway from 11th to Steuart streets.</p>
32	As a bicyclist, scooter rider and motorist, I have enjoyed the protected bicycle lane and it has decreased the number of close calls. I live in a previously completed corridor and one of the issues that seems to be ignored is driveways, garages, and red zones around them. Since the work we have seen the number of increased blocked driveways and bike lanes increase. What can be done to help avoid this? It sees some like a lot of people are thinking the white stripped areas are now ok to park in because only the cur is painted red. As a result it has become more dangerous trying to exit the driveway or garage because street visibility is now blocked. In the existing and new area, how can this be addressed because those who are blocking areas are causing many people in a single building from being able to safely exit or enter.	Thursday, August 13, 2020	Visibility of people riding in protected bikeways near driveways is important and that is why our designs include red zones around driveways. The hatched painted buffer helps show motorists that these areas are not for parking. Additionally, we plan to install plastic safe-hit posts in these buffers to further discourage parking in the red zones.
33	I live on Howard in SOMA and walk, bike, and drive on Folsom. I like how the design reduces mixing zones and gives bikes the safe right lane at all times. This bike lane project is the least you all can do, and I think you all should be more bold. In SOMA, Folsom is an unsafe automobile speedway, which is quite depressing since its such a walkable, transit rich neighborhood. In Mission, Folsom is a beautiful, 2-way, tree-lined street. Give us that street in SOMA.	Thursday, August 13, 2020	
34	Single-occupant cars no longer make sense in the streets of San Francisco. The amount of wasted public real estate, polluted air that everyone has to breath, and clogged city streets is no longer tenable. Please make swift work of prioritizing this project as well as others like it which provide a safe mechanism in which myself as well as my children can get around the city (to work, to school, to the store, etc...) using a bicycle. It's time to make a substantial and sustainable change in our city for the significant benefit of our future.	Thursday, August 13, 2020	
35	I've biked on Folsom quite a bit, and while it's better than it was a few years ago, there are still many places where it's harrowing biking between traffic lanes which are often going too fast and encroaching on the bike lane.	Thursday, August 13, 2020	
36	I work on Folsom and bike/take the train to work and I think this is a great project. Folsom feels like an unsafe street for bikers/pedestrians and I think this will improve that	Thursday, August 13, 2020	
37	Having the bike lane next to the sidewalk and the parking pushed out is bad planning and dangerous. How will we unload packages in front of our building? How will people pick us up/drop us off in front of building? What about traffic jams due to bus stops -- particularly when bus needs to stop for a long time? In the other areas that are like this it is VERY dangerous and confusing. I am VERY much against this happening on my block. VERY poor planning in my opinion.	Thursday, August 13, 2020	<p>At locations where there are passenger loading/unloading zones, we will be providing a buffer space and curb ramp/crosswalk for access onto the sidewalk.</p> <p>As for bus stops, all existing curb-side bus zone locations will be upgraded to have transit boarding islands. The boarding islands provide a safe area for passengers to wait and board without conflicting with the bikeway. While the bus is boarding passengers, motorists will have two adjacent lanes available to bypass the stopped bus.</p>
38	Finally! Thank you for your leadership Mr. Tumlin, and for the political will Mayor Breed!	Thursday, August 13, 2020	N/A

<p>Email_1</p>	<p>Dear SFMTA,</p> <p>This is an important project, and it's personally important to me. I just rode Folsom today. I took care of an errand at Costco, and needed to get to K&L Wines. (The bicycle parking at Costco is good. Well done.) 10th Street is one way southeast bound, with no bicycle lanes. So I walked my bike the long block to Folsom. The sidewalks were somewhat narrow. Then, I rode Folsom from 10th Street to 5th Street. Unfortunately, plastic bollards are easily crushed by vehicles. Here's a picture I took earlier today of some of the bollards bent by encounters with cars:</p> <p>I recommend steel bollards, and more closely spaced. Drivers need to know that if they wish to challenge MTA's cyclist protection infrastructure, it is their car that will bear the considerable damage, not MTA's infrastructure.</p> <p>Between 6th and 5th Streets, the bike lane rapidly degrades in quality and becomes more dangerous as it mixes with cars. I urge improvements to the Folsom St bike lane there, in addition to those covered by the project. We need more studious separation. Every linear foot of mixing zone is a foot of increased risk of cyclist injury or death.</p> <p>I would also recommend removing an additional car lane (parking or traffic) and adding a wide bike lane in the opposite direction. There are excessive car lanes (five), and we should aim to reduce them, and to narrow them to 10' at the widest, if not less. Two bike, two parking, and two traffic still gives twice the road width to cars as to bikes, but at least bicycles would be able to travel in both directions.</p> <p>5th Street is only okay, and Harrison Street, as you know, fails its cyclists abjectly. Thankfully, K&L is less than a block from the 5th and Harrison intersection, though the presence of the freeway offramp makes getting there unpleasant. 5th Street, too, loses its northwest bound bike lane protections between Howard and Mission, and I felt increased fear during that segment of the journey.</p> <p>In short, this project is extremely important, and MTA must keep its foot on the proverbial pedal. You are on a roll, and you should not slow down.</p>	<p>Wednesday, August 12, 2020</p>	<p>For Vision Zero Quick-Build projects, SFMTA is using cost effective and temporary materials that can be installed quickly such as safe-hit posts. This project serves as a near-term solution for protected bikeway connectivity between 2nd and 5th St, while Folsom-Howard Streetscape Project is undergoing detailed design that includes bicycle safety improvements between 2nd and 11th streets. The long-term project will also include transit improvements such as a transit-only lane which will reduce the number of vehicle travel lanes.</p>
<p>Email_2</p>	<p>I live at 855 Folsom Street, and we currently have a white passenger zone in front. How will the new plan effect this. Will we still have a pick-up/drop-off zone in front, just out in the street farther?</p> <p>Basically, I love the new plan, but hope we will still have the convent white zone in front.</p>	<p>Wednesday, August 12, 2020</p>	<p>The project proposes to maintain current loading lengths/spaces, shifting them accordingly to accommodate the new design. Additional loading is also provided based on feedback given from our targeted outreach and parking/loading survey completed in February 2020.</p> <p>Currently, the south side of the street along Folsom has general metered parking and passenger loading zones (white curb). Regarding 855 Folsom, the existing 40' white curb in front of the building would slightly shift to the west, in order to accommodate the design, but will also more than double in length to 88' and have a new curb ramp installed to allow access for offloading passengers onto the sidewalk. We're also proposing to install two new commercial loading zones (yellow curb) in front of 855 Folsom which will be placed just east of the parking garage for 855 Folsom in order to help alleviate any traffic congestion as a result of deliveries.</p>
<p>39</p>	<p>oh my gosh, this would complete my commute and make it so much safer on my bicycle!!!</p>	<p>Thursday, August 13, 2020</p>	<p>N/A</p>

40	This looks great! I can't wait for this to be implemented so that I'll feel as safe riding on Folsom east of 5th as I do west of 7th. I'm also happy to see the protected corner at Mabini; I was worried that it might be a confusing design like the one on Townsend at 7th, but what's being proposed here looks a lot more straightforward. I am a bit disappointed though that this project doesn't cover the block between 5th and 6th, where the bike lane is unprotected on the eastern half of the block (near the fire station). Approaching the intersections at 6th and at 5th on a bike is scary: the bike lane gets very narrow (at 6th especially) and the mixing zones are unusually nasty. The intersection designs in this project feel much safer, and I hope they can also be applied at 5th and 6th. As it stands, this project will create a wonderful bikeway from 5th to 2nd, complementing the one that already exists from 13th to 6th, but leaving a gap from 6th to 5th.	Thursday, August 13, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
41	Looks great. Please make the bike share station just east of 3rd street face toward the sidewalk, so that people using it don't have to walk into the car lane to take out or return a bike.	Thursday, August 13, 2020	Bike share stations would be positioned so the bikes can be pulled out towards the bikeway and not towards the vehicle travel lane.
42	Looks to me like you're going to extend the protected lane on Folsom with the bikes at the curb protected by the parked cars and with a buffer to keep bicycles out of the door zone. THANK YOU! I 100% support this! I am a bicyclist, born and raised in San Francisco but now living in the East Bay. I used the current configuration on Folsom a few months ago by chance and was very pleasantly surprised by the section with the new protected lane. Things got hairy around 5th. Extending the protected configuration would be wonderful, and looks like it would slow car speeds and provide streetspace for everyone. I've been relying on a bicycle for part of my transportation needs since childhood along with walking, public transportation and driving. This configuration looks like it will work for all of these modes.	Friday, August 14, 2020	
43	Looks a lot safer and all four lanes of travel (let alone 3) are rarely at capacity. I would support removing an additional lane of parking or car travel for a beautification project like a center median to slow down cars and improve street scape. Widened sidewalks would also be welcome.	Friday, August 14, 2020	
44	Can we please make sure to eliminate mixing zones in this project? The prior improvements on Folsom from 5th to 11th street included mixing zones, which I have found to be dangerous; it is also bad design. There are certain corners from 5th to 11th where the mixing zones extend for ~30-40 feet, allowing vehicles to cut through at high speed. This configuration is sub-par and still encourages conflict between vehicles and cyclists. The whole point of this project is to limit/eliminate those conflicts. I have to say, the recent Fell Street improvement is great, but I don't understand why there is a mixing zone at one intersection, especially given the fact there is already a turn signal there. This is not best practice in design! SFMTA NEEDS TO DISCONTINUE MIXING ZONES IN ALL PROJECTS! NO MIXING ZONES IN THIS PROJECT!!	Friday, August 14, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
45	I think this is an excellent plan. It would be excellent if an additional car lane could be removed to widen the sidewalks and add additional street trees.	Friday, August 14, 2020	
46	I live at 855 Folsom and work at 275 5th and must say that all of the recommendations are needed. Biking from 5th to the Embarcadero can be dangerous due to the amount and speed of the traffic. Regarding your presentation you should state the titles in the direction of travel. For example you say in #5 titled "Fourth to Fifth Street", it should read 5th to 4th. Minor but easier to understand. Thanks.	Friday, August 14, 2020	
47	This is an excellent, commonsense project! I hope it is executed quickly. I look forward to similar interventions on other streets.	Friday, August 14, 2020	
48	overall looks great! I regularly bike around SOMA and I'm excited to use this high quality bike infrastructure.	Friday, August 14, 2020	
49	These changes would make it feel much more pleasant and safe to bicycle through this area. For pedestrians, please be sure to daylight enough around intersections in a way that doesn't allow vehicles to double park there. Be sure to include enough delivery zones so that trucks don't double park. And give out tickets promptly to all vehicles that do double park. The double parking happens because of street design but also because there are no consequences.	Friday, August 14, 2020	

50	<p>I fully support this project, but additional protection for the bike lane is critically needed to make it successful. As a daily bike commuter, I've ridden Folsom and Howard regularly for years. These streets form a vital East-West pathway for safe, efficient bicycle transportation, so this project is badly needed. Based on my experience with other protected bike lanes in SF and elsewhere, there are unfortunately two major deficiencies in this otherwise solid plan: 1) with nice wide 8' bike lanes, they unfortunately become traversable by motor vehicles in addition to bicyclists. We have seen with the existing Class II bikeway on Folsom near 4th that drivers queuing to get to the Bay Bridge have no qualms about endangering bicyclists by using the bike lane to bypass traffic. From many other Class IV bikeways projects, SFMTA must certainly be aware that the entrances and exits are the weak links and can negate the effectiveness of the entire project if left untreated. For instance, the Berry St bike lane has already had several blocked bike lane reports at the entrances and exits in less than a month since it was installed, and that location does not have the same level of angry, aggressive drivers that Folsom does during the evening commute. Therefore, I urge you to add posts in the center of the entrance and exit of the lane at each intersection and driveway to divide the entrance width and ensure no section is wider than about 7.5 feet. This is done regularly in other cities (I have personally seen it in DC, using solid metal posts). I also strongly urge the use of sturdier and more "intimidating" K71 bollards throughout the project, which deter drivers more effectively than the thin, hinged, flexible posts SFMTA uses today. K71's have been used successfully by Oakland, LADOT, and many other agencies. All of Oakland's excellent recent projects (such as the Adeline and Telegraph Class IV bikeways) use K71 bollards to great effect. 2) Based on my experience with dedicated bike signals with a separate right turn arrow at 2nd at Howard, Folsom at 8th, and Folsom at Essex, compliance with the No Right Turn red arrow is abysmal, and routinely puts cyclists in danger during what is supposed to be a safe dedicated bike phase. Nearly every time I've ridden those intersections I've witnessed at least one driver running the red and illegally entering the intersection into the path of cyclists. As an experienced cyclist, I know now to pause 10-15 seconds after getting the bike green because more often than not, the driver enters the intersection illegally; this is not infrastructure that is safe for new riders and families. SFMTA MUST include a red light camera as part of the project to ensure compliance and enforcement with the separate right turn phase. I have two questions about the project: 1) Does SFMTA plan to narrow or subdivide the entrances/exits of the lane to prevent drivers from entering the bike lane? (if not, what is the engineering basis SFMTA used to decide against this critical safety measure?). 2) Does SFMTA plan to install red light cameras at locations with separate bike and right-turn phases? (if not, what is the engineering basis SFMTA used to decide against this critical safety measure?) Thanks!</p>	Friday, August 14, 2020	<p>The project team will pay close attention to your concern of motorists driving in the bikeway as the project opens for use. The bikeway will be painted green to clearly indicate to drivers that they are not allowed in that space. We will observe behavior and adjust the design as necessary to improve safety.</p> <p>San Francisco's red light camera program places red light cameras at intersections based on public safety with priority going to the intersections in the City with the highest collision rates. Even if the project intersections are not identified for future red light camera installations, the project will be modifying the signal hardware and signal timing to make the right-turn prohibition clear for motorists.</p>
51	Protect the bike lanes please!!! Quick build is great: build it and they will come. We all need more protection from cars asap. Thank you.	Friday, August 14, 2020	
52	Protected bike lanes are crucial on Folsom st. Turning cars present the greatest risk, and they barely pay attention when there is no protected bikeway	Friday, August 14, 2020	
53	Please ensure we have red-light cameras for the intersections that have separated bike phases. Folsom St is a critical step along the road from much of SoMa & the Mission towards the Embarcadero, including many commutes. This project should significantly increase safety, and especially *perceived* safety, and therefore boost usage of this as a bike path.	Friday, August 14, 2020	
54	As a daily biker in the city, please move ahead with this project. Folsom is scary to bike on. I'm always worried I'm going to get doored.	Friday, August 14, 2020	
55	The project-wide Class IV protected bike lane is a much-needed critical safety component. The bus boarding island will keep transit riders and cyclists safe.	Friday, August 14, 2020	
56	This project is critical to completing the bike network in my neighborhood. I completely support the quick build project since it will bring connectivity to those who live and work in my neighborhood. I also hope the project will consider ways to combat gentrification. Often times bike lanes are used as a tool to "improve" neighborhoods at the expense of low income folks in the area. I hope the program considers ways to include low income folks in cycling by partnering with Bay Wheels to offer discounted and free programs. I also hope attention will be paid to neighborhood affordability to ensure the bike lane doesn't cause anyone to be displaced. I believe the lane is critical for our regional connectivity but I hope equity will be at the forefront of the project.	Friday, August 14, 2020	
57	This is very much needed. Gaps in bike networks make it confusing for cars, buses, cyclists, and pedestrians. Connect the dots!	Friday, August 14, 2020	
58	This looks great! I especially like having a separate signal for bikes. As a driver, I get very nervous driving next to bikes, so I am glad there is more space between cars and bikes, and that it's clearer when cars can turn... I'm assuming bikes would get a stop sign when cars get a right turn sign?	Friday, August 14, 2020	Yes - exactly. A green bike signal would illuminate while the drivers waiting to make a right turn will see a red turn arrow signal. Vehicles are prohibited from turning while the red turn arrow is on.
59	I strongly support protected bike lanes. The City urgently needs to quick build a connected and protected network of bike routes that is welcoming and safe to riders of all ages and abilities. This would be a minimum.	Friday, August 14, 2020	

61	In the last five years, there have been 31 traffic collisions involving bicyclists and pedestrians along 2nd and 5th Street on Folsom. As an avid cyclist who bikes for exercise, transportation, and joy, as well as a SOMA resident who lives near the intersection of 8th and Folsom Streets, I enthusiastically support this project that will help protect my neighbors and me. Thank you for prioritizing community safety and sustainable transportation.	Friday, August 14, 2020	
63	I support this project. It is unfortunate that it was not built years ago and that it only incorporates a handful of blocks. In particular, it is dangerous that just to the west of the project, on Folsom approaching 5th St, people on bicycles will still be unprotected on a narrow strip of paint between cars going straight and cars turning right.	Friday, August 14, 2020	The project is planning to install bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
64	I use the Folsom Street corridor a few times per week (on bicycle). I do appreciate the protected bicycle lane along this street, and have experienced that there is need to continue it, not only to Second Street, but to the Embarcadero.	Friday, August 14, 2020	
65	Long overdue!	Friday, August 14, 2020	
66	I am tired of you people destroying the traffic infrastructure of this City. If people feel that riding their bicycle on any of these streets it too dangerous then THEY SHOULD NOT RIDE THEIR BICYCLE ON THOSE STREETS. You all will not stop until there are no cars in San Francisco.	Friday, August 14, 2020	
67		Friday, August 14, 2020	
68	Put physical barriers between cars and people on bikes	Friday, August 14, 2020	
69	I live on Russ St, just off Folsom and loved it when SFMTA started adding bike lanes. I'd love to see this completed. I frequently ride from my home to Embacadero and there are many blocks that don't feel safe.	Friday, August 14, 2020	
70	I've been bicycling in SF since 96. And over the years I've learnt to navigate the streets better, especially after living in Davis, CA, where bicycle riders are expected to follow the same traffic rules as automobile drivers, including signaling, accelerating and decelerating by the use of gears. And in SF I've notice just blatant disregard of traffic rules, not just complete disregard of traffic lights, but more importantly the right of way off everyone in traffic, whoever showed up to the intersection has the right of way. This creates failure of traffic flow and expectations, leading to dangerous and builds up of animosity. Secondly the passing of another vehicle on the right is dangerous, unless it's timed correctly, meaning that a bicycle rider must pay attention and pass the vehicle before the light turns green, or be perpetuated to yield, and go aims on the left of a vehicle that has right turn signal on. What many SF bicycle riders fail to realize is that there are traffic rules for navigating safely, including putting the smart phone away, so that this smarts could be put to being attentive to road and traffic conditions. What is greatly lacking is awareness all around, and enforcement of traffic rules, and frankly speaking the uneven roads doesn't help. I would rather see money spent on fixing the roads properly, so that all those using the road by any mode of transportation could benefit. Bicycle Coalition acting as an anti car entity, isn't helpful. And many of the implementations over the last 10years have not helped the traffic flow better or safely. In fact some of the changes are down right dangerous, such as putting raised bike lanes that are harder to merge into, or boxing in bike lane between cars and curb that leave no option to maneuver around blockage and people jumping out onto the bike lane. All these implementations, tells me that an inexperienced occasional bicycle rider must've implemented them. Which it's why they are impractical and hazardous. There is simply no way around passing attention as far as staying safe on the road. This goes for everyone, including pedestrians. This issue needs to be addressed honestly instead of scapegoating others for our own fault of not paying attention. If you want to create a great city, you must hold everyone accountable, and work to raise everyone's capability and understanding of how to conduct themselves better. Not by catering to the lousy humans that choose to throw around their entitlement onto others.	Friday, August 14, 2020	
71	I support these improvements. Please move forward with these critical safety improvements. This cannot wait any longer.	Friday, August 14, 2020	
72	Please approve without delay! We need the whole street to be improved together.	Friday, August 14, 2020	

73	I live at 3rd and Folsom and, everyday pre-pandemic, I saw cyclists bullied by cars trying to turn or just not paying attention. Even as cyclist traffic increased with the improved facilities on 2nd and elsewhere on Folsom, driver behavior did not improve. I don't blame them, necessarily. Folsom can be complicated, particularly during peak congestion in the evenings. Cyclists and other vulnerable road users need to be protected with better infrastructure.	Friday, August 14, 2020	
74	none	Friday, August 14, 2020	
75	If we are to make biking a safe and equitable way of transport, we need safe bike lanes in every neighborhood. Folsom an incredibly important street to do this on because it allows so many people to commute across town. Making this safer will make biking a more accessible option, particularly for women, who are much more likely to commute by bike when protected bike lanes are available.	Saturday, August 15, 2020	
76	As a San Francisco resident and avid bicyclist I am strongly in favor of this project. Pre-COCVID I biked down Folsom extremely regularly and would very much appreciate if the protected section were extended, ideally permanently.	Saturday, August 15, 2020	
77	This looks amazing. I just got a child seat and look forward to traveling with my 2 yo safely to the embarcadero from my langton and folsom loft. Family adventures made safer.	Saturday, August 15, 2020	
78	We need to embrace and encourage the use of Bicycles across all generations. Safe passage for Bicycles is the key to attracting a more diverse group of bikers. The result will be less traffic, pollution and additional safety for both Bikers and pedestrians.	Saturday, August 15, 2020	
79	Car traffic along Folsom, particularly as it gets to Bay Bridge approaches near Second, is particularly dangerous. Drivers become more aggressive trying to save a half a second to get on the bridge, and this puts everyone, including cyclists like myself and my family at risk. I see it every day. I am strongly in support of improving safety-related infrastructure along this stretch and the corresponding stretch in the opposite direction along Howard, between 5th and the Embarcadero. This needs to be done before someone else gets injured or worse.	Saturday, August 15, 2020	
80	I've ridden this corridor nearly every day for most of the last four years. The 5th to 2nd St stretch is the second most terrifying (the most is 2nd St from Folsom to King). I'm so happy this improvement is happening.	Saturday, August 15, 2020	
81	I think this is a great idea! I work at 5th & Howard, and when the opens office up again I'll be biking home on Folsom from 5th to the Embarcadero, and I think these improvements will make me feel safer.	Saturday, August 15, 2020	
82	Bicycles are a primary means of transit for so many SF residents, they deserve safe passage	Saturday, August 15, 2020	

83		Saturday, August 15, 2020	
84	Biking will drastically be beneficial for San Francisco and its people. Less traffic, less carbon emission, a way for people to travel without risk linked to COVID19, cheaper than driving/public transport/taxi but also a way to release stress and exercise. We need more secure bike line and this project has to pass.	Saturday, August 15, 2020	
85	As a resident of Folsom St who rides, runs and walks through this area on a regular basis, I strongly support this initiative. The traffic on Folsom is often very fast and intimidating and favors cars over pedestrians and cyclists.	Saturday, August 15, 2020	
86	We need fully protected bike lanes because this area is extremely dangerous to walk or ride a bicycle.	Saturday, August 15, 2020	
87	I live on Folsom between 4th and 5th and drive, walk, bike this section of these streets every day. I do not understand why the intersection with the most collisions/injuries (5th and Folsom) is not getting additional protection for people on foot or bikes? I strongly urge you to add a bicycle signal and make this a protected intersection for people traveling east on Folsom and south on 5th street. Currently way too many drivers turn illegally on red lights here (despite the new upgrades for 5th) and there will be many more injuries until the design is improved. I do however really appreciate striping the bicycle lanes through the intersection, though they should be green all the way through to make them clearer for all users. (dashed green the way driveways are) Secondly, I am disappointed the project again ignores the horribly unsafe bicycle facilities on Folsom from VMD park to 6th street where Amelie Lemoullac was killed by a turning truck a few years ago. This intersection remains one of the most unsafe for people on bikes and foot because of drivers. PLEASE consider adding No Turn On Red signs to Folsom at 6th and protecting the cycle lane with parking between 6th and the park. There is no need for 4 car lanes + two for parking at that intersection. Thanks!	Saturday, August 15, 2020	The intersection of Folsom & 5th Street and areas west of 5th Street were part of a previous project that evaluated installing bike signals to separate out people crossing the intersection by bike and right-turning motorists. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets among other safety improvements.
88	Folsom is long overdue for safety improvements.	Saturday, August 15, 2020	
89	i support protected bike lanes on folsom st. i ride there daily on my bike and have had many near misses with cars crossing into or thru the bike line and appears they dont see the bikers	Sunday, August 16, 2020	
90	I bicycle so I can stay healthy and not clog up the streets. Help keep me safe!	Sunday, August 16, 2020	

101	The fulfillment of the FULL protection of bikers/commuters in SOMA cannot be realized until the bike route is protected for the length of the road! Let's be a city that becomes a leader in sustainable and safe transit. Close the Gap!	Monday, August 17, 2020	
102	This a great start. My only preference would be that rather than being three car lanes in one direction, the road is converted to two lanes (one in each direction) with a pedestrian refuge in the middle to slow traffic. The vast majority of the street is very high traffic and there are many individuals who transit the are who are physically challenged who may not be able to make it across the street in time.	Monday, August 17, 2020	For Vision Zero Quick-Build projects, SFMTA is using cost effective and temporary materials that can be installed quickly such as safe-hit posts. This project serves as a near-term solution for protected bikeway connectivity between 2nd and 5th St, while Folsom-Howard Streetscape Project is undergoing detailed design that includes bicycle safety improvements between 2nd and 11th streets. The long-term project will also include transit improvements such as a transit-only lane which will reduce the number of vehicle travel lanes.
103	More safe biking space is needed all across the city, particularly in high traffic corridors. More space for bikes and pedestrians, and less space for cars please!	Monday, August 17, 2020	
104	I wholeheartedly support this project. Improved and safer bicycle infrastructure is sorely needed along Folsom Street in SOMA and this project, once implemented, will almost certainly save lives and prevent injuries. The current 4-lane configuration without protected bike lanes is entirely inappropriate and unsafe for a city that promotes cleaner and healthier modes of travel. Wide, multi-lane roads encourage speeding and this is incompatible with pedestrian and bicyclist safety.	Tuesday, August 18, 2020	
105	Left parking lane is kept at 10 feet and instead should be reduced to 8 which is the same as the parking on the side of the bike lane. The additional space should be allocated to widen the bike lane.	Tuesday, August 18, 2020	
106	This is long overdue! I live in the neighbourhood and there is a lot of dangerous driving along Folsom and in the area so anything that insulates cyclists/pedestrians is helpful. In particular, I appreciate anything that discourages drivers from doing right turns across cyclists and pedestrians - there is a lot of dangerous behavior where drivers try to turn across crosswalks while pedestrians are crossing or about to cross. The signal separation and other features should help a lot with that. It would be great to extend this further - 2nd to 1st street is a fairly bad stretch with the bike lane merging into a traffic lane after Essex street. Also a lot of these problems would be mitigated if the SFPD actually enforced traffic laws in the area - there is a huge degree of impunity with drivers doing illegal and dangerous manouvers.	Wednesday, August 19, 2020	
107	I am supportive of making Folsom street a safer street for biking. I think it's worth taking a little bit of construction effort in exchange for the long term improvement in biking infrastructure. I frequently bike down Folsom street, and I find the blocks from 5th to 2nd street some of the least pleasant to bike down.	Wednesday, August 19, 2020	
108	I used to commute by bicycle every day along this part of Folsom and thought I was going to die. I switched to Market St even though it was out of the way. These improvements are greatly needed, and should be implemented ASAP!	Thursday, August 20, 2020	

109	It is essential that the city build a city-wide connected and protected network of bike lanes welcoming and safe to riders of all ages abilities races and genders. this small segment of Folsom is a important additional step towards that ultimate goal. Protected intersections are also essential.	Thursday, August 20, 2020	
111	I cycle on this route frequently and support the proposed changes. If anything I would add more space for temporary loading zones and add parking meters to ensure that parked cars are paying their fair share and parking occupancy rates are not higher than 85%. I think the reduction in car travel lanes will also help improve air quality in this area.	Friday, August 21, 2020	
112	I fully support this project. We need to move past wasting time with these public hearings and make safety changes immediate. If we continue to have hearings over every 3 blocks of conversion of a bike lane to a protected bike lane we'll never make any progress. This lane should be extended to Embarcadero. If you want to have public hearings start having hearings about converting 13th St to Cesar Chavez to protected lanes.	Friday, August 21, 2020	<p>The Transbay Folsom Streetscape Project will complete the bikeway gap on Folsom Street between 2nd and Spear streets. The project is being led by San Francisco Public Works and the SFMTA has been coordinating with them on this effort. Please see the project's webpage on SFPW website for details.</p> <p>Upon the completion of the Transbay Folsom Streetscape Project, the Folsom Street Quick-Build Project, and eventually the Folsom-Howard Streetscape Project, there will be a protected bikeway from 11th to Steuart streets.</p>
113	Please add speed bumps between 4th and 5th street! So many cars and motorcycles with broken mufflers making noise, spewing fumes and intimidating and/or running down bicyclists and pedestrians.	Saturday, August 22, 2020	The project will be adjusting signal timing in order to discourage speeding. Once the project is implemented we will be evaluating speeds using before and after speed data.
114	I completely support this project. The creation of protected bike lanes and pedestrian improvements is seriously needed. Thank you for your important work on this. I live on Berry Street, where you just installed a similar lane. One thing I have noticed is that this proposed bike lane, similar to the one on Berry street, is wide enough for cars and trucks to illegally drive down. On a daily basis, delivery trucks are parked in the Berry street bike lane to make deliveries. Even the post office cars park there! I don't know the best solution to this. Perhaps soft hit posts in the middle of the bike lane at each curb cut to prevent cars from entering there? It seems that most of the vehicles doing this are trying to make deliveries. Perhaps there should be many more five minute parking / loading zones in lieu of metered parking?	Sunday, August 23, 2020	The project team will pay close attention to your concern of motorists driving in the bikeway as the project opens for use. The bikeway will be painted green to clearly indicate to drivers that they are not allowed in that space. We will observe behavior and adjust the design as necessary to improve safety.
115	Please do as much as you can to rebalance road space away from private vehicles and towards sustainable modes such as walking, bikes and transit. We are currently choking on wildfire smoke. We cannot continue to build a transport system centered around the most dangerous and polluting modes. This project is a start but doesn't do enough in that regard.	Sunday, August 23, 2020	
116	Looking forward to be able to more safely cycle on Folsom.	Sunday, August 23, 2020	
117	This project seems to fall in line with the other development that has already happened in regards to dedicated bike lanes and parking. As a daily biker, I find these changes to improve safety a lot, and am excited to see it applied more broadly.	Sunday, August 23, 2020	
118	Wonderful project - love this tactical approach to protect cyclists	Sunday, August 23, 2020	
119	I used to bike commute on this segment (and still ride Folsom regularly, though usually not to downtown) and my only concern with this is that it does not go far enough—cars regularly ran through the posts between 13th and 5th, so the faster we can get to truly protected lanes the full length of Folsom the better.	Sunday, August 23, 2020	
120	This website is amazing. But so is the proposed project. I live about 2 blocks from the project site, and bike, drive, skateboard, vespa and walk frequently. The bike lane is not safe, and needs an upgrade. I bike on Folsom occasionally when coming back from west Soma, but I would bike more often if I felt safe, especially between 3rd and 2nd, where the hill is “leaving me very exposed when my speed drops below 5mph.	Sunday, August 23, 2020	

121	I submitted a comment with my support for the project earlier, but I have one other quick related question. Can there be some emergency tree-trimming work the entire length of Folsom along the bike lane? There are several spots between roughly 8th-5th where tree branches are hazards to cyclists. Thank you!	Sunday, August 23, 2020	We will investigate the tree branches in relation to the bikeway. You may also report any tree trimming issues through SF311.org or by calling 311.
122	I have been almost hit while biking down Folsom before. I have a car, so I am not anti-car. But Folsom needs to be safer.	Sunday, August 23, 2020	
123	I love the protected bike lane and especially the lack of mixing zones - I feel this would actually be safe for use.	Monday, August 24, 2020	
124	I would like to ensure that it is built quickly, that the SFMTA does not suddenly back out for no reason like on Valencia, and that intersections are also protected for people on bikes.	Monday, August 24, 2020	
125	I think it's great! I bike Folsom every day (down to three times per week during Covid), and these upgrades are sorely needed. Parking-separated bike lanes are necessary to keep cars out of the bike lane. What's happening between the fire station and 5th street? Will it be protected?	Tuesday, August 25, 2020	The portion between the fire station and 5th Street was design as part of a previously completed project. There are certain locations where bike signals are not feasible within the quick-build nature of these improvements. The Folsom-Howard Streetscape Project is undergoing detailed design now, and includes bike signal improvements between 2nd and 11th streets.
126	As a bicyclist who takes Folsom every day, I strongly support this improvement. The existing bike lanes feel unsafe on either side.	Tuesday, August 25, 2020	
127	I'm a frequent cyclist along Folsom and I believe this will be a big improvement over current configuration.	Tuesday, August 25, 2020	
128	As someone who lives in Soma and frequently bikes on Folsom, I am excited and relieved to see parking protected bike lanes as part of the new plan. Cars driving in the bike lane (either to park, or just out of neglect) regularly forces unsafe merges, and I am in eternal fear of getting doored into traffic by a parked car like Tess Rothstein. One slight concern I have is that the new street layout features driving lanes that are about a foot wider, which I fear could lead to increased vehicle speeds and thus deadlier vehicle-to-vehicle and vehicle-to-pedestrian crashes. I wonder if the bike lane, parking lanes, and buffer could be slightly widened so that the driving lanes all stay at 10.5' or narrower. But overall this project is extremely promising.	Tuesday, August 25, 2020	Currently, the lane widths along Folsom, between 5th - 2nd streets, are 10 feet wide. Our project proposes to maintain these 10 foot lanes except for the lane closest to the curb, which will be 11 feet. This will provide adequate space for buses running along Folsom and is consistent with our City standard for bus/transit lane widths. Once the project has been implemented we will be evaluating speeds using before and after speed data.
129	Wonderful project and excited to see it get built! I'm a resident of Folsom St. who walks, bikes, and drives. The plan nicely addresses considerations for all three modes. I have two questions about traffic signals: (1) Can the timing / sensors of the right turn signal for cars from 5th to Folsom be fixed? I have noticed two issues: - The light can stay red for many cycles which discourages compliance. - The protected green for cars is very short. This is dangerous since cars are rushing to turn but pedestrians are still crossing. (2) Will the signal at 4th and Folsom synchronize bike and pedestrian crossing? It is unclear if bikes can proceed when the pedestrian signal is on (though most cyclists do).	Tuesday, August 25, 2020	1) The northbound right turn signal at Folsom and 5th streets is expected to turn green once every cycle, with each cycle being 90 seconds. 2) Typically the pedestrian and bicycle signal phases in the same direction are synchronized. In the case of Folsom and 4th streets, the vehicle and bicycle signals for Folsom eastbound through traffic would be synchronized with the pedestrian signals serving the north and south crosswalks.
130	I'm grateful for the work you're doing to improve bicycle infrastructure! 4 drive lanes on Folsom was always unnecessary, and the similar improvements you did further up the corridor over the last few years have been great.	Wednesday, August 26, 2020	

132	I am strongly in support of this project! I bike through here very often and frequently feel unsafe on this stretch of Folsom. The large number of lanes at present encourages speeding.	Wednesday, August 26, 2020	
133	Build the damn protected bike lane already so I can stop worrying about getting hit by cars. SFTMA's inaction on bike infrastructure has already resulted in me developing PTSD which I will have to live with for the rest of my life.	Wednesday, August 26, 2020	
134	This looks great. I would like to see some additional protections in addition to parking and soft hit posts. Why can't San Francisco use more durable materials.	Wednesday, August 26, 2020	For Vision Zero Quick-Build projects, SFMTA is using cost effective and temporary materials that can be installed quickly such as safe-hit posts. This project serves as a near-term solution for protected bikeway connectivity between 2nd and 5th St, while Folsom-Howard Streetscape Project is undergoing detailed design that includes bicycle safety improvements between 2nd and 11th streets.
135	I know progress is incremental, and I know you're going as far into challenging car dominance as you feel you can. But still it's absurd that this deep into a climate crisis, a half century after adopting a Transit-First policy, after car drivers have been intimidating, injuring, and killing people for a century -- you're still giving five car lanes for most of the length of this "improvement". You're still making driving the top priority on our city streets.	Wednesday, August 26, 2020	
136	Hi folsom folx! Great work, this is so exciting! - Miriam	Wednesday, August 26, 2020	
137	As a bicyclist, I dislike the bike lights because they slow me down by creating an additional phase of the light during which I am not allowed to go. It would be better to build protected corners. If you must build the bike lights (and I would strongly discourage you from doing so) they should be part of a green wave, like on Folsom in the Mission. The intersection of 2nd and Folsom needs a lot of work, but in particular: there's a white line directing cars in the left-turn-only lane (turning left from Folsom eastbound onto 2nd Northbound) that seems to be directing them to go straight into the leftmost eastbound lane of Folsom on the other side of the intersection. Since other signage indicates that this is an illegal movement, y'all should get rid of this line.	Wednesday, August 26, 2020	Installing a protected bicycle signal phase does come with this trade-off. The project will adjust the signal timing to best accommodate for a bicycle green wave (progression) with the understanding that existing Transit Priority signals for transit only lanes, such as 3rd Street and 4th Street, take precedence. The 2nd Street and Folsom Street intersection does see significant changes with the Folsom Quick-Build, Folsom Transbay, and Second Streetscape projects. We continue to coordinating closely to ensure our project designs are compatible.
138	I strongly support the project. I myself was knocked unconscious by a driver years ago on Folsom between 4th and 5th when I was riding in the unprotected bike lane and they abruptly cut me off turning into the Yerba Buena Lofts parking. I went over the hood of their car and landed on my head and shoulder, sustaining a concussion and permanent scars on my shoulder, not to mention wrecking my bike. I went to the ER. San Francisco needs a robust network of protected bike lanes now to save people like me from further injury and death.	Wednesday, August 26, 2020	
139	If we want more people to navigate San Francisco on bike, then this project is an important piece of what should be a much larger network across the city. The signalized intersections are good, and the midblock protection is much needed. Why does SFMTA not paint bike lanes through intersections like they do in many other cities, like Oakland and San Jose? I believe that would be a good practice. The green bike arrows in intersections are used sporadically and not enough, in my opinion. Another question I have after looking at the plan is why there is a bike box in a very awkward place for turning left from westbound Folsom onto southbound 2nd St. With drivers turning, buses going by, and the very narrow space to wait in, I'm not sure how that'll work or be safe. I applaud the engineer for recognizing that there will be a need for people on bikes to make that left turn, but it should be possible to do safely. Thirdly, I think there is a missed opportunity here to speed up Muni. The islands will help, but what would be even better is creating bus priority lines. There is room. Please don't make buses wait for private autos. With buses waiting behind drivers turning left, the buses won't even be able to move as quickly as car traffic in adjacent lanes. Overall well done, much needed. As a resident of SoMa I appreciate you taking measures to make biking a real option for more people.	Wednesday, August 26, 2020	SFMTA typically uses painted guidelines and green-backed sharrows among other markings to delineate bicycling zones through the intersection. The bike box for westbound Folsom Street to southbound 2nd Street is positioned as shown so it would not be in the travel path of eastbound right turning vehicles including buses. Although transit-only lanes are not an element in this quick-build project, the Folsom-Howard Streetscape Project currently undergoing detailed design does include transit improvements such as transit-only lanes.

140	The bike improvements to date have made Folsom Street an essential cross-town corridor for cyclists. Completing the protected bike lane from Fifth to Second is basic common sense. It will make things clearer and safer for drivers and cyclists alike.	Wednesday, August 26, 2020	
141	Folsom street is a crucial biking corridor for many residents of SoMa, and building better cycling infrastructure will be massively helpful in keeping SF residents safe as they get around. Please approve this quick-build to allow us to cycle with more confidence!	Wednesday, August 26, 2020	
Email_3	<p>My office is on the Embarcadero, and before the pandemic sent us all home, I walked or biked along this corridor every day. It was a scary commute! I frequently saw drivers make illegal right turns, make turns at unsafe speeds, and cut off pedestrians who had the right of way in crosswalks.</p> <p>I'm really excited about this project. I think it's a great step towards safety for everyone. I want to emphasize the equity benefits of this kind of street improvement: streets that are optimized for cars will always exclude people who can't afford a car or who can't safely operate one. Car-centric streets also generate more pollution, which is particularly top of mind since I'm writing this comment during yet another smoky wildfire week.</p> <p>The implementation details seem good to me. Bicycle signals are particularly helpful for drivers who are coming into San Francisco from elsewhere and may be less familiar with how to share the road responsibly. Cycling populations are already diverse, but parking-protected bike lanes make a road much more inviting, especially to young people, elderly people, and less experienced cyclists. I particularly like the protected corner at Folsom and Mabini because I see families crossing there after leaving Yerba Buena Ice Skating and Bowling Center.</p> <p>I have one question about the transit boarding islands: in the plan view illustration, it looks like the two western islands are on the north side of Folsom, while the two eastern islands are on the south side of Folsom. That surprised me because it seems like it'll require SFMTA drivers to change lanes more, which leaves buses vulnerable to traffic congestion and makes it harder to speed up ride times with red priority lanes. Am I misreading the illustration and this isn't actually the case? Or is there something about the existing street design that makes this necessary? Or is consolidating the boarding islands something that's simply out of scope for this phase and will be reconsidered during a full rebuild later?</p>	Monday, August 24, 2020	<p>The location of the transit boarding islands is intentional. Shifting the bus from the right side of Folsom to the left gets the bus in the proper lane to make a left turn at 2nd Street. Golden Gate Transit also uses some of these boarding islands and having the islands serve the left lane, keeps the buses out of the congestion and bridge queuing that typically happens in the right lanes approaching Essex.</p> <p>Transit stop consolidation was not considered for this project due to the existing stop spacing meeting SFMTA's guidelines.</p>