



# **Anza Street Bike Lanes Project - Virtual Engineering Public Hearing** Comments Received and SFMTA Staff Response

Date Updated: January 3, 2021, 8:00 pm

Response ID	Comment	Received Date	SFMTA Response
1	Conti	11/23/2020	Noted. SFMTA is seeking additional funding to make all crosswalks high visibility continental.
2	Continental crosswalks	11/23/2020	Noted. SFMTA is seeking additional funding to make all crosswalks high visibility continental.
4	What's up with the roundabout at 23rd and Anza? It's kind of an eyesore. Even just a better planting would help.	12/7/2020	The traffic circle on Anza Street at 23rd Avenue was installed as a traffic calming device. We reviewed collision history at this location and no changes to the traffic circle were indicated as necessary.
7	be sure to put down green paint in key areas of the lane to strongly remind drivers that it is a bike lane	12/7/2020	Noted. Project does not include funding for green paint in bike facilities.
8	crosswalks where there are currently none	12/7/2020	Noted. We will be looking into installing new continental crosswalks at existing stop locations that don't have them marked based on pedestrian volume and collision history per SFMTA standards.
9	Recommend you make it a 4-way stop at 9th and Clement. It's so hard to pull out from 9th Ave. If you're going to add the bike lanes - make the bikers stop at all the stop signs too. Why do add bike lanes on Anza - They have the GG Park - car free. Lake Ave. is car-free too. Propose that you make bike lanes on Lake Ave instead.	12/7/2020	Noted. Please submit your request for stop signs to 311. SFMTA has supported bicycle safety education for many years. By designating new lanes just for bikes, we are addressing SFMTA's first strategic goal, "Create a safer transportation experience for everyone". While Cabrillo Street provides a parallel roadway for bicyclists, Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
10	8th Avenue appears to be a favored side street, whereas 7th Avenue is not. The crosswalk at Anza and 8th Avenue has a small concrete median that calms traffic. There is also a speed bump west of 8th Avenue on Anza. How about doing the same for the block between 7th and 6th Avenues?	12/7/2020	Noted. While this project does not include scope for installation of center medians or speed humps, SFMTA appreciates your insight. We encourage neighbors to submit an application for Residential Traffic Calming project which can evaluate these blocks for speed hump installation.
12	buffer zones on corners, daylighting, speed bumps, limit right turn on red at intersections like Arguello.	12/7/2020	Noted. The scope of this project does not include passenger safety zones, daylighting, speed humps not right-turn restrictions.
13	a protected bike lane would help establish a central route that could connect to safer streets. it could serve as the central spine of protected buke lane improvements and a real opportunity to develop multimodal travelways for all ages and abilities.	12/7/2020	Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
14	No	12/7/2020	Cyclists are required to follow the same rules of the road as other vehicles. There is no official sign in our toolkit that would convey this message to cyclists.
15	Signs to indicate that STOP signs apply to bikers too.	12/7/2020	Noted
16	Speed bumps between Arguello and Stanyan.	12/7/2020	Noted. Project funding is not sufficient to install speed humps. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate these blocks for speed hump installation.
18	NO, keep bikes on Cabrillo not Anza.	12/7/2020	By designating new bikes lanes on Anza Street, we can make cycling safer on Anza Street, thus working towards our first strategic goal, "Create a safer transportation experience for everyone". While Cabrillo Street provides a parallel roadway for bicyclists, Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
20	Protected bike lanes or a slow street. Regular bike lanes aren't safe	12/7/2020	Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
21	I recommend no bike land on Anza... There is currently Cabrillo close by. Two bike lanes are not needed. And the bike traffic on Cabrillo is very light... I walk it every day.	12/7/2020	Noted. By designating new bikes lanes on Anza Street, we can make cycling safer on Anza Street, thus working towards our first strategic goal, "Create a safer transportation experience for everyone". While Cabrillo Street provides a parallel roadway for bicyclists, Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
22	I recommend no bike lane on Anza... There is currently Cabrillo lanes close by. Two bike lanes are not needed. And the bike traffic on Cabrillo is very light... I walk it every day.	12/7/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
24	(1) Stop sign at 26th and Anz (2) Protected bike lanes on this whole stretch, if possible to design.	12/7/2020	Our project does not intend to install new 4-way stops at this time. We will be looking into installing new continental crosswalks at existing stop locations that don't have them marked based on pedestrian volume and collision history per SFMTA standards. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase
25	Add more traffic circles and crosswalk medians	12/8/2020	Noted. Project scope does not include installation of new traffic circles or median islands. We will be looking into installing new continental crosswalks at existing Stop locations that don't have them marked based on pedestrian volume and collision history per SFMTA standards.
27	Pedestrian bulb-outs at Anza and 8th Ave	12/8/2020	Noted. Project scope does not include installation of bulb-outs (sidewalk extensions). The intersection 8th Avenue at Anza Street does have median islands for traffic calming at the pedestrian crossing.
28	More stop signs and striped crosswalks. I live at 24th and Anza and crossing the street at crosswalks with no striping/stop signs is routinely scary. Drivers go fast to make the light at 25th and do not yield to pedestrians.	12/8/2020	Noted. Project scope does not include installation of new Stop signs. We are looking into installing high visibility continental crosswalks based on pedestrian volume and collision history per SFMTA standards, and pending available funding.
29	Add painted crosswalks at 24th and 26th Ave intersections. Even better: 4-way stops at these intersections. Remove traffic circle at 23rd and put in 4-way stop. remove the stop signs and put in light that are allow a cyclist to ride without having to stop. Like Valencia Street	12/8/2020	Noted. This project does not intend to install new 4-way stops at this time. We are looking into installing high visibility continental crosswalks based on pedestrian volume and collision history per SFMTA standards, and pending available funding.
30		12/8/2020	Noted. Project scope does not include installation of bicycle signals at this time.

32	More traffic circles like at 23rd (less stop signs which become points of conflict for cyclists))	12/8/2020	Noted. Project scope does not currently include installation of new traffic circles.
33	Make the bike lanes protected so drivers can't drive in them. Buffered bike lanes aren't good enough.	12/8/2020	Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
34	painted buffer zone between parked cars and bike lane	12/8/2020	Noted. Please see above.
35	Switch the parking lane and bike lane so the bike lane is protected. We've seen multiple pedestrian and cyclist deaths on the westside this year as a result of reckless drivers. Protecting the bike lane will increase driver compliance with the law re: blocked bike lanes and save lives.	12/8/2020	Noted. Please see above.
36	protected bike lanes please- many reckless drivers will drive in bike lanes! and lights across the street at crosswalks for drivers to easily spot pedestrians/cyclists	12/8/2020	Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
38	signage and enforcement of rules of the road for bikes to protect pedestrians	12/8/2020	Noted. SFMTA supports bicycle safety education, including media campaigns and free classes.
39	Widening sidewalks, protected bike lanes (not just green paint), raised bike lanes (or any way to further separate the bike lane from the road).	12/8/2020	Noted. Project scope does not currently allow for widening of sidewalks. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
41	Speed bumps	12/8/2020	Noted. Project scope does not currently allow for installation of speed humps. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
43	Intersection of Stanyan and Anza needs more than a bike lane to make it safe for pedestrians, e.g., additional signage, remove old signage that is not enforced ("no vans allowed"), right turn from Stanyan to Anza (eastbound) is dangerous. This tiny space does not allow adequate expression.	12/8/2020	Noted. Installation of new signage and removal of old signage will be a part of this project.
47	Speed bumps	12/9/2020	Project scope does not currently include installation of speed humps. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
49	Daylighting	12/9/2020	Project scope does not currently include installation of daylighting (removing parking in advance of pedestrian crossings).
50	daylighting our crosswalks is very helpful	12/9/2020	Project scope does not currently include installation of daylighting (removing parking in advance of pedestrian crossings).
52	Physical barriers to protect active road users, timed lights (more lights, then acutally!) Traffic circles (properly implemented w/ yeild signs!)	12/9/2020	Noted. Project scope does not currently include installation of traffic circles or signals.
53	Any/all traffic calming everywhere in the city is necessary. Speed limit in the city should be 15mph, enforced by camera (I know state law must change), and be massively enforced and heavily fined.	12/9/2020	Notes. Project scope does not currently include installation of traffic calming devices. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
54	Please install blinking lights at crosswalks so there's better visibility for motorists.	12/9/2020	In-pavement crosswalk lights have very high maintenance cost and so are not used in San Francisco.
55	I would love separated/protected bike lanes. We need them in the western part of the city.	12/9/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
56	complete the repaving, it's so much smoother and safer!	12/9/2020	Noted. This project scope does not currently include paving. SF Dept of Public Works has a project on the eastern part of the project area that has repaved part of Anza Street.
57	daylighting; road diet; + speed humps	12/9/2020	Noted. Project scope does not currently include installation of daylighting or speed humps. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
58	more roundabouts and a protected bike lane	12/9/2020	Noted. Project scope does not currently include installation of new traffic circles. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
59	Protection for the bike lane would make me feel safer riding there with our kids.	12/9/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
61	More crossing islands	12/9/2020	Noted. Project scope does not currently include installation of new median islands at pedestrian crossings.
62	Put the parking on the outside and the bikelanes parallel to the sidewalk (similar to Fell street along the Panhandle) for more safe bike lanes	12/9/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
64	The stretch of Anza N of USF could be better lit and the parking situation there feels dangerous to cyclists.	12/9/2020	Noted.
66	Please daylight the corners of 23rd Ave and Anza for crossing north-south. It is difficult to see oncoming east-west traffic when cycling.	12/9/2020	Project scope does not currently include installation of daylighting.
67	Daylighting	12/9/2020	Project scope does not currently include installation of daylighting.

68	Please make the bike lane protected! Put it next to the curb, and put the parked cars between the bike lane and the car lane. Some streets in SoMa have this layout and it's much much safer than a bike lane right next to car traffic.	12/10/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
70	Crosswalks at Blake and Wood	12/11/2020	The Project is looking into funding to install continental crosswalks at locations with existing curb ramps based on pedestrian volume and collision history per SFMTA standards.
74	Would recommend traffic calming in addition to the bike lanes similar to Vicente (speed bumps) and improvements at intersections (protected intersections if possible or related treatments).	12/12/2020	Project scope does not currently include installation of traffic calming devices. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
75	Correct the intersection at 23rd Avenue and Anza so that all directions have equal priority to cross.	12/12/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
76	Physically protected bike lanes, at least between 30th Ave and Arguello. There is street width!!! Parking lanes don't need to be 9' wide. Please make it parking protected. Else it is actually not any safer than it is today.	12/14/2020	Noted. Please see above.
77	I am in full support of adding bike lanes, but it is honestly a little embarrassing that we aren't even really trying here. By removing one side of parking you could have protected bike lanes, but instead we are going to spend a year thinking about what amounts to adding some new paint on the road and little else. It's ok to do good things, seriously!	12/14/2020	Noted. Please see above.
78	Protected bike lanes! At least add rumble strips!	12/14/2020	Noted. Please see above.
79	Parking protected bike lanes!	12/14/2020	Noted. Please see above.
80	Protected bike lanes. Paint isn't enough.	12/14/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
81	paint is not protection. I want bicycle infrastructure to keep car drivers out of the bike lanes and out of the crosswalks	12/14/2020	Noted. Please see above.
82	Please protect the bike lane. Paint is not protection. Parking protection (like we have on Fell along the panhandle) would be great.	12/14/2020	Noted. Please see above.
83	We need protected bike lanes. There's enough room here, so why not do it?	12/14/2020	Noted. Please see above.
84	protected bike lane instead of painted bike lane, also speed bumps and stop signs every block for cars	12/14/2020	Noted. Please see above.
85	More bike lanes in generally	12/14/2020	Noted.
86	protected bike lanes would make so much sense here. Next to cars is too unsafe. with protected lanes, I would ride with my family.	12/14/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
87	Paint is not infrastructure and door-zone bike lanes are not safe or adequate. Please have the courage to remove parking and install physical separation.	12/14/2020	Noted. Please see above.
88	Protected lanes or parking-protected lanes	12/14/2020	Noted. Please see above.
89	adding bike lanes is great but it would be nice if they could be made parking protected (especially in the section where they'll be 9' wide) or have some additional buffer (maybe further narrow the vehicle and parking lanes)	12/14/2020	Noted. Please see above.
90	Physical barriers to protect active road users, green wave for cyclists at 14mph, Traffic circles (properly implemented w/ yield signs!). This project with paint only and not protected bikelanes is dangerous. PLEASE protect my kids!	12/14/2020	Noted. Please see above.
91	separated bike lanes	12/14/2020	Noted. Please see above.
92	Additional speed bumps on Anza to help reduce traffic speed	12/14/2020	Project scope does not currently include speed humps. We encourage neighbors to submit an application for the Residential Traffic Calming project which can evaluate blocks of concern for speed hump installation.
93	These should be BARRIER PROTECTED lanes, not painted lanes. Preserving parking is far less important than keeping riders safe.	12/14/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
94	Please put stop signs in both directions on Anza at 24th. I cross there several times a week with my baby, and it's dangerous.	12/14/2020	Noted. Project scope does not currently include installations of new 4-way stop control. We will be looking into installing new continental crosswalks at existing 4-way stop intersections with ADA compliant curb ramps based on pedestrian volume and collision history per SFMTA standards.
95	It would seem preferable to design *actual* safe bike lanes along the whole length, using the street's width to buffer the cycle lanes on the sidewalk side of car parking to eliminate conflicts with cars pulling out, in, doors opening, etc.	12/14/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
96	Protected bike lanes, this would significantly improve the safety of cycling and would ensure that traffic would be calmed with reduced width for cars	12/14/2020	Noted. Please see above.
97	PROTECTED bike lanes. There is space with existing parking and PLENTY of space if some parking is removed. Painted bike lanes statistically do little to nothing to improve cyclist safety and with such wide existing corridors we should take advantage of the space and actually protect our most vulnerable road users.	12/14/2020	Noted. Please see above.

99	Wider bike lanes in some sections 6' and 5' are not enough space to safely avoid parked car doors and cars driving past.	12/15/2020	Noted. Staff continues reviewing design details for proposed bike lanes.
102	If necessary/possible, have a weight monitor underneath the bicycle icon on the road at the park presidio intersection like the one at Arguello and Fulton. THANK YOU SO MUCH FOR CONSIDERING THIS AND OUR BIKE SAFETY!!	12/15/2020	Noted.
103	I would recommend making them protected bike lanes by bumping out the parking and putting the bike lanes against the sidewalk - it will notably improve safety for bikers.	12/15/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
105	Yes. More mini traffic islands like the ones on Anza and 8th Ave. NO roundabouts please! Especially not with bike lanes!	12/15/2020	Noted. Project scope does not currently include median islands or traffic circles.
106	None. The street is plenty wide enough for cyclists and cyclists rarely travel on Anza. Besides there is a very large hill between 27-28th Streets that no cyclist would travel in either direction.	12/15/2020	Noted.
107	Stop sign at 16th and Balboa east/west bound	12/16/2020	Project scope does not include installation of new stop signs. We are looking into installing high visibility continental crosswalks based on pedestrian volume and collision history per SFMTA standards, and pending available funding.
108	The eastern portion of the project is the most important: please include it.	12/17/2020	Noted.
109	Cars regularly don't stop at stop signs (properly) or drive too fast. Perhaps more speed bumps or another method of control?	12/17/2020	Noted. This project scope does not currently include traffic calming devices. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request an evaluation for speed humps: <a href="https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program">https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program</a> .
110	No, it's fine the way it is.	12/17/2020	Noted.
111	Any/all traffic calming everywhere in the city is necessary. Speed limit in the city should be 15mph, enforced by camera (I know state law must change), and be massively enforced and heavily fined. Cars dominate every street in the city. We must segregate some traffic and reallocate some streets for human beings. The Great Highway and JFK closures to cars this year have been transformative. Never go back!	12/17/2020	Noted. Project scope does not include installation of new traffic calming devices.
112	The bike lanes should be parking-protected! Unprotected bike-lanes are dangerous and outdated. Taking public space away from dangerous, inefficient, climate-destroying cars would be a benefit, not a trade-off! It's extremely wasteful to go through a time-consuming design, outreach and implementation process only to install a half-measure bike lane that won't keep cyclists safe and still preserves too much public space for cars.	12/18/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
113	I'm really disappointed this is paint-only. I tentatively support it because of that. People biking deserve protection. I've been hit multiple times in paint-only lanes in San Francisco. I can't believe in 2020 that's still what is being proposed, especially in a year where our vision zero numbers are going the wrong direction. So I would really encourage SFMTA to actually find creative ways to get real protection in, because paint is not that.	12/18/2020	Noted. Please see above.
114	bulb out, intersection daylighting, speed humps, 4-way stops,	12/18/2020	Noted. Project scope does not currently include speed humps, daylighting or 4-way stop control.
115	Protected bike lanes. Protected intersections! Remove street parking! Like the majority of people in SF, I don't own a car. And yet the city is setup for free (subsidized) parking for those dang death + pollution machines. Also do some real daylighting at intersections come on.	12/18/2020	Noted. Project scope does not currently include projected intersections or daylighting. Please see above for more information.
116	I would love to see continental crosswalks, daylighting, painted safety zones, pedestrian refuge islands, etc to help pedestrians better cross the wide streets and calm car traffic.	12/18/2020	Noted. While this project does not include scope for daylighting, we will be looking into installing new continental crosswalks at existing 4-way stop locations based on pedestrian volume and collision history per SFMTA standards.
117	these bike lanes should be protected, unprotected bike lanes don't actually help prevent death. There is plenty of street space to do this.	12/18/2020	Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
118	I would strongly recommend protected bike lanes for Anza Street. There is plenty of room on the street for a protected lane and would dramatically improve rider safety vs. an unprotected painted lane.	12/18/2020	Noted. Please see above.
120	no	12/18/2020	Noted.
121	Many of these streets are lacking crosswalksâ€”bike lanes exist on Geary, a block over, and Cabrillo is more idealâ€”commuting has been greatly reduced due to the pandemic and should not be a priority over the safety of the area's collective citizens	12/18/2020	Noted. SFMTA is looking into installing new continental crosswalks at existing 4-way stop locations based on pedestrian volume and collision history per SFMTA standards.
122	There are many elderly people in the neighborhood; stop signs and crosswalks would be much more useful than bike lanes, especially since Cabrillo is more ideal for cycling	12/18/2020	Noted. Please see above.
123	paint the crosswalks!	12/18/2020	Noted. SFMTA is looking into installing new continental crosswalks at existing 4-way stop locations based on the presence of ADA-compliant curb ramps, and pedestrian volume and collision history per SFMTA standards.
124	Improvements for pedestrians are understandable but it's unnecessary, and rather insulting, to squander funding during a pandemic when so many people are worried about evictions and their employment having been eliminated. People capable of cycling can easily access Cabrillo (2 blocks over, where it's flat) or Geary (1 block over). And the jobs downtown have been permanently affected so those commuting should not be prioritized!	12/18/2020	Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.

125	As a native San Franciscan, and small business owner, I am witnessing the devastation of my City. I do NOT believe that this is project worth supporting. I have spoken with dozens of cyclists in my neighborhood, Anza Street, and NOBODY supports this project! The money should be spent supporting many other topics. Cabrillo, two blocks away, is a successful use of bicycle lanes. THIS PROJECT NEEDS TO BE ABORTED! The pandemic has proven that this is not the time for this. Anza just had a major sewer repair and repaving. May-October, since then there are very few cyclists on Anza, this is a complete waste of time, energy, resources. How many hours has SFMTA spent counting the bicycles? I have spent the time. Thanks for reading my comments.	12/18/2020	Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
126	The "eastern extension" especially rarely sees cyclists due to its topography. The western section also lacks enough usage to justify either the expense, or the favor bestowed on cyclists, particularly DURING A PANDEMIC. Why is there no better use of the money to have occurred to anyone involved? What about a neighborhood vote? It's certainly not a safer street. What about the increase in the area's homelessness? The evictions? The crime? Desperation has increased so drastically, and it's certainly not on behalf of cyclists. This is an absolutely absurd proposition, particularly at this time. Please do better or risk losing the support of the community. A handful of cyclists should NOT supersede the general population.	12/18/2020	Noted. This project has a relatively simple design. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". Additionally, by separating bicycles from auto traffic, bike lanes can increase the predictability of bicyclist and motorist interactions. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
127	I remember a bicyclist running down a pedestrian, and don't believe they should take precedence over pedestrians, especially in an area with a much older population. People also don't need to commute downtown as much, since most of those jobs have become remote due to the pandemic. Crosswalks (or stop signs, or lights) should come before bicycle lanes. People capable of cycling can easily take another route whereas those with limited mobility don't have that option. This is a thoughtless proposition, which presumably benefits someone involved in the project. Putting yourself before your elderly neighbors is shameful.	12/18/2020	Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools. SFMTA is looking into installing new continental crosswalks at existing 4-way stop locations based on the presence of ADA-compliant curb ramps, and pedestrian volume and collision history per SFMTA standards.
128	Crosswalks! Cars don't always want to stop for pedestrians, even at stop signs, but seem more likely to tolerate them when inside crosswalks.	12/18/2020	Noted. SFMTA is looking into installing new continental crosswalks at existing 4-way stop locations based on the presence of ADA-compliant curb ramps, and pedestrian volume and collision history per SFMTA standards.
129	Anza Street pedestrians and cyclists would benefit from attention being paid to the crosswalks and tree trimming. We don't need or want (I have surveyed many people) a bike lane. Cabrillo is a great street for cyclists, Anza is not. The money should NOT be spent on this kind of project during these times. The 31 Balboa bus no longer runs. I don't believe that the SFMTA has the residents of our neighborhood in mind. DO NOT WASTE MONEY ON THIS PROJECT!	12/18/2020	Noted. Please see above.
130	Directing bicycles to Cabrillo instead? They've already closed the street there; it's also flat, and goes straight downtown	12/18/2020	Noted. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
131	No	12/18/2020	Noted.
132	I have cycled for 70 years and I do not feel that these expensive bike lanes being put in to San Francisco make it any safer. It's a waste of money and makes the entitled younger generation that they rule time streets and still disobey the rules of the road. When I am walking and driving my car I see the cyclists' attitudes. When will we ever make all cyclists have riding tests and acquire a license. When I was a child we needed to prove that we knew the rules of the road and had to pass a test to have a license	12/18/2020	Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". Additionally, by separating bicycles from auto traffic, bike lanes can increase the predictability of bicyclist and motorist interactions. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
133	Make all cyclists take a written and a physical riding test to acquire a license to ride on the streets of SF such that they learn to respect the agreed rules of the road and take responsibility for the risks which many take by running red lights, stop signs, not giving pedestrians and cars the right of way.	12/18/2020	Noted. SFMTA has supported bicycle safety education for many years, including public information campaigns and free classes. Dedicated bicycle lanes
134	I recommend that the SFMTA give all this money to saving our small neighborhood businesses and not spending it on any more bike lanes in the Richmond, Cabrillo, Lake and the lanes in the Golden Gate Park are more than enough. I have been cycling for more than 70 years and in many foreign cities.	12/18/2020	Noted.
135	We already have Lake, Cabrillo and the GGP bike lanes	12/18/2020	Noted. By designating new bike lanes, we can work towards our first strategic goal, "Create a safer transportation experience for everyone". By separating bicycles from auto traffic, bike lanes can increase the predictability of interactions between bicyclist and motorist. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
136	Unsure. However, this should have been better publicized if neighbors' input was truly sought. Neighborhood forum of some sort? Installation of some sort of poster boards for news specific to the area?	12/18/2020	We apologize if our publicity did not reach you. We did post along the corridor and mailed postcards to 5,000 residences, in addition to reaching out through Supervisor Fewer's channels and social media. Thank you for participating.
137	There were 2 crews of people out here to paint the crosswalk a little while ago. What about funding for all the businesses closing? Neighborhood garden for those who want to help or learn? Some sort of center for all the homeless? Patrols for all those not wearing masks?? WTF good does a bike lane do? Why is it prioritized over community welfare? There's a global epidemic, with this state having more cases than entire countries, and we don't even have testing sites available out here! Why the hell should the public funds go to bicycles? They can clearly already get around more easily than the elderly or poor. Appalled, and disappointed, by your prioritizations. We need testing! Funding! HELP! Things the bicyclists already have access to!	12/18/2020	Noted.
138	Bicyclists already share the road if needed, but there aren't enough outside (let alone recently) to justify the funding. Anza is also residential! Our parking places have been reduced by extending the corners; and the lack of stickers led to people parking here to take buses to their jobs. It's busy enough without inviting more disruptions.	12/18/2020	Noted. By designating new bike lanes, we can work towards our first strategic goal, "Create a safer transportation experience for everyone". By separating bicycles from auto traffic, bike lanes can increase the predictability of interactions between bicyclist and motorist. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.
140	If you are collecting votes for this project, I am an enthusiastic supporter—especially if it goes to Masonic. Thanks.	12/1/2020	Noted.

141	<p>The bike lanes on Cabrillo work just fine, and are just two blocks away. It takes literally two minutes to go south two blocks from Anza to Cabrillo.</p> <p>Additionally, even from 8 to 9 am on workdays, the Cabrillo lanes were never crowded pre-pandemic. So, there really isn't demand for a bike lane on Anza.</p>	12/1/2020	<p>Noted. By designating new bike lanes, we can work towards our first strategic goal, "Create a safer transportation experience for everyone". By separating bicycle from auto traffic, bike lanes can increase the predictability of interactions between bicyclist and motorist. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.</p>
142	<p>Cabrillo bike lane is sufficient.</p> <p>Anza bike lane is not needed and resources used for other purposes</p>	12/2/2020	<p>Noted. Please see above.</p>
143	<p>I am curious as to why this is being suggested when there is currently a parallel route on Cabrillo Street, two blocks away. As a walker, I support bike lanes when bikers abide by existing laws and common courtesies. I walk along Cabrillo and Anza daily and find safety issues involving cyclists annoying and inconvenient. Please do not extend the difficulties to walkers to another East/West street.</p>	12/2/2020	<p>Noted. Please see above.</p>
144	<p>I would like to know if you've considered coordinating with other departments to make a project like this be more impactful/be complemented by adding trees to Anza St.</p> <p>Also, to go East-West there are already bike lanes on Cabrillo and also Lake. Do we really need more? I'd really rather see money/efforts in putting trees on this street</p>	12/7/2020	<p>Noted. Project scope and budget will not support landscaping improvements at this time. By designating new bike lanes, we can work towards our first strategic goal, "Create a safer transportation experience for everyone". By separating bicycle from auto traffic, bike lanes can increase the predictability of interactions between bicyclist and motorist. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.</p>
145	<p>1) As the space for vehicles gets less wide (from 34' to 20'), please incorporate a lane striping down the middle of the road as part of the project to separate east bound and west bound vehicular traffic. There are many folks here who have trouble keeping to their side of the road already and with a narrower road on darker streets, it could be trouble to not have a clear stripe.</p> <p>2) If there are options for the green color, personally I would prefer something more muted than bright.</p> <p>3) When will this be completed?</p>	12/7/2020	<p>All existing centerlines will be maintained. We will also be looking into adding them at various locations given the existing ADT and roadway widths per SFMTA standards. Project is expected to be implemented by Spring 2021 pending public hearing in early 2021</p>
146	<p>Part of me wonders how your recent actions comply with CEQA. It would seem that you are implementing a major project to the streets of our area without doing the proper study, engagement, or mitigations. At a minimum, SFMTA owes the Richmond District a complete traffic study that details specific impacts from its compounding mess of individual projects.</p>	12/7/2020	<p>Noted.</p>
147	<p>There are bike lanes on Balboa. That's a block close to the park than Anza. I don't get the rationale. There are bike lanes on Arguello which feed into the park. Isn't it safer for bikers to leave some streets for cars while other streets serve scooter, bike and skate boarders?</p> <p>I live off of Anza and don't see it as a street in dire need of calming like Balboa. There are many stop signs to keep things calm.</p>	12/7/2020	<p>Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". While Cabrillo Street provides a parallel roadway for bicyclists, Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.</p>
148	<p>I agree that Anza is wide enough in most places to have bicycle lanes next to car traffic, but I was wondering what you are proposing to do at the left turn lanes, such as at Park Presidio and Arguello? I think east of Parker would be a bit more problematic.</p> <p>Now that we are making bicycle riding easier, how about trying to teach the bikers to observe traffic rules, such as stopping (or at least slowing down) at stop signs?</p>	12/7/2020	<p>At the approaches to Park Presidio we are proposing to maintain the existing left turn lane and thru lane with the addition of sharrows, similar to the intersection of Cabrillo &amp; Park Presidio. Another option we will look into is removing the parking near the two approaches to allow for the bike lane to continue curbside without the need for sharrows. As for the intersection of Arguello, the left turn lane will be maintained per the existing configuration and the bike lane would be kept curbside. We will be looking into adding 2-stage left turn boxes within the intersection to help facilitate bicyclist who want to make a left onto Arguello but without having to get into the left turn pocket to do so. SFMTA has supported bike safety education classes and media campaigns for over 20 years.</p>
149	<p>There are four reasons that I believe this project — while thoughtfully conceived — should not proceed as described in your plan.</p> <p>1. There is no funding for "future safety improvements". I believe such safety improvements are a prerequisite for any implementation of cycling lanes, not the other way around.</p> <p>2. Road traffic conditions are relatively less safe for cyclists on the "Eastern Extension" section of Anza St. compared with the "Core Project."</p> <p>3. Traffic interactions between motorists and cyclists, or cyclists and pedestrians — excluding violations of law — are already overwhelmingly gentle and manageable in the "Core Project" area.</p> <p>4. I don't believe that the potential gains in cyclists' utility from this project will outweigh the immediate losses of parking spaces and increase in traffic congestion in the "Eastern Extension" from lane removal.</p>	12/7/2020	<p>Noted. By designating new lanes just for bikes, we are addressing SFMTA's first strategic goal, "Create a safer transportation experience for everyone". Additionally, SFMTA is seeking additional funding to convert all crosswalks in the project area to high visibility continental.</p>
150	<p>Will this project include adding 4-way stops where missing along Anza St. (e.g. 23rd, 24th, 26th Ave)?</p> <p>If not, will this project include adding painted crosswalks where missing along Anza St. (e.g. 24th Ave)?</p>	12/8/2020	<p>Our project does not intend to install new 4-way stops at this time. We will be looking into installing new continental crosswalks at existing stop locations that don't have them marked based on pedestrian volume and collision history per SFMTA standards.</p>



151	<p>I'm so glad you are strongly considering bike lanes on Anza.</p> <p>I would like to see some added safety measures, changes, to Anza from 32nd Avenue westward.</p> <p>I bike along this strip regularly. The most prevalent problems I encounter, which put my life in danger:</p> <ul style="list-style-type: none"> <li>- cars entering from cross streets that do not yield to me when appropriate</li> <li>- cars double parking</li> <li>- cars doing U-turns</li> </ul> <p>It seems you may not have funding to extend the scope of this project. How about just a little, like at least sharrows? Painted bike lanes would be even better. If none of this is possible, maybe you could at least include it "for future development"?</p> <p>As with the rest of Anza, some of the problems are due to the large width of the road.</p>	12/8/2020	Noted.
152	Does the bike lane project include adding speed bumps at al to Anza St. for bicycling safety? Especially in the corridor between Arguello and 2nd St, cars zoom by super fast.	12/8/2020	Our project does not intend to install speed bumps at this time. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps. <a href="https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program">https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program</a>
153	<p>First, I want to express my strong support for the core Anza St bike lane project and am thrilled that SFMTA is taking steps to protect bicyclists in the Richmond. For about 3 years I've lived in the Richmond as both a driver and bicycle rider, near both the beginning and end of the core project (38th Ave, 23rd Ave, and Arguello Blvd at different times). I've always found the Cabrillo Street bike lane difficult to navigate due to its hills and illegal parking in the bike lane. The Anza St bike lane would be the closest bike lane to my home and would be my main artery for traveling to and from work, family, and any destinations outside the Richmond.</p> <p>Second, I want to ask whether it's possible to protect the proposed bike lane in a similar manner to the Fell Street bike lane ie. by placing the bike lane between the parking lane and the sidewalk. Doing so would make me feel much safer as a bicyclist for a few reasons</p> <ul style="list-style-type: none"> <li>• It makes illegal parking and stopping in the bike lane much harder for drivers</li> <li>• Door opening incidents would push me onto the sidewalk rather than into traffic</li> </ul> <p>Third, I want to voice my strong support for the eastern extension of the project. If anything, I believe the eastern extension is more crucial for bicyclist safety than the core project. Currently to reach the essential stores on Masonic (Trader Joe's, Target), I travel south to Golden Gate Park, through the Panhandle, then north on Masonic. I travel three sides of a large rectangle to avoid speeding drivers on Turk. A connection through Anza would be invaluable in saving time and allowing direct trips to these businesses.</p>	12/8/2020	Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.
154	Does the bike lane project include adding speed bumps at al to Anza St. for bicycling safety? Especially in the corridor between Arguello and 2nd St, cars zoom by super fast.	12/8/2020	Our project does not intend to install speed bumps at this time. Please refer to SFMTA's Residential Traffic Calming Program for more information on how you can request for speed bumps/humps. <a href="https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program">https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program</a>
155	<p>Without a right turn lane at Parker, between the left-turners, right-turners and straight aheaders, this will be a much worse. Same goes for eliminating the double lane at Stanyan/Anza for those turning left to go north on Stanyan from Anza. During these hours in normal times, this configuration at Parker and Anza will increase the danger for pedestrians. Can we assume the bikes will start obeying the "rules of the road" and stop at the intersection? Will they yield to pedestrians and cross traffic like cars do (and they are supposed to)?</p> <p>As noted on the website, the parking will be exacerbated for people attending UCSF and those living in the units on the north side of Anza none of which have a garage. And, unless configured like Bay St with bumpers at the back of the parking space, a "loading zone" and then the bike lane behind next to the curb, the "back in" configuration will be causing cars to stop and back up over the bike lane. This is the unsafe configuration depicted in the little diagrams on the website for the "Anza Street Bike Lanes." It is not the same as Bay St. On Bay St, the bike lane is next to the curb and the cars park between the bike lane and traffic lane. But isn't there enough room for this on Anza? Does the sidewalk have to be 15 feet wide? Maybe it could be 10 feet wide at that point and provide enough space to do the Bay St configuration.</p> <p>The diagram on the website does not reflect that there is a right turn only lane eastbound on Anza at Parker. Will that be a shared lane for bikes and cars? I guess yes. And, are they proposing to remove the left turn only lane at Masonic? I hope No.</p>		Noted. At Anza Street / Parker Avenue we are proposing to remove the right turn lane in order to fit the bike lane and separate cars and bikes. Vehicles would then be using the single lane to continue straight or to make a right turn from this lane. We are currently working on our traffic analysis model to see if the right turn pocket can be removed without significantly increasing delay along Anza Street. If our analysis indicates there will be significant delay, we will maintain the right turn pocket and provide a different configuration.
156	I don't really see the point of the Anza bike lane proposal with Cabrillo, Lake and JFK as nearby east/west routes. Even with regular trips to USF rec center, where I'd consider using Anza I don't see a tremendous benefit.		Noted. By designating new lanes just for bikes, we are addressing SFMTA's first strategic goal, "Create a safer transportation experience for everyone". While Cabrillo Street provides a parallel roadway for bicyclists, Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.

157	<p>Eastbound just east of Arguello, running along Rossi Playground, there is regular double parking for two reasons: Parents dropping off kids for organized sports on the fields (especially summer programs), and morning work vehicles including extended parking of the trailer for the rider mower that cuts the grass (and occasionally other big trucks working at Rossi). Future lane configuration may want to consider loading zones or some other way to discourage double parking in the bike lane.</p> <p>The stop signs every block make Anza hard on a bike during peak times (when cars are queued to cross so you can't just roll them). If there is any chance we can convert 4-way stops to roundabouts, as we now have at 23rd Avenue, that would be great. But good luck with that . . . I know the neighbors just fought to get a four-way stop added to 2nd a few years back (and I'm friendly with the people who organized for that because they felt it was a safety issue due to speeding cars on Anza).</p>		<p>Noted. We will look into solutions that would mitigate double parking, especially near the park. As for removing stops signs, our project does not intend to remove any at this time but we are looking into adding continental crosswalks at stop sign locations that currently have no existing marked crosswalks in order to help with pedestrian visibility. We will also be looking at different options (other than stops signs) for intersections that have no existing traffic control based on collision history.</p>
158	<p>Creating bike lines on Anza will lead to more bikes running stop signs resulting in more traffic accidents. I walk frequently on Anza from Arguello to Park Presidio and bicyclists never even slow down for the stop signs.</p> <p>Balboa would be a much more natural fit for bike lanes since there are two lanes flowing West and one going East. It would be easy to convert one of the lanes. Plus, there are existing bike lanes on Turk at Arugello that that new bike lanes on Balboa can flow into.</p> <p>Additional benefits are the traffic lights at 5th and 6th which can help prevent accidents since they slow all traffic and the bikes actually stop for them. Plus the car traffic is lighter and people drive a bit slower on Balboa particularly after Park Presidio.</p>	12/8/2020	<p>Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, helping work towards our first strategic goal, "Create a safer transportation experience for everyone". While Balboa Street is a parallel roadway, it has more commercial activity with correspondingly higher probability of interaction between cars and bikes. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.</p>
159	<p>In a nutshell, I think the project looks great. I don't really feel like Anza between Arguello and 30th needs bike lanes that badly. I mainly ride it from 9th to Masonic, though, so I am less familiar with 9th-30th Avenues. However, two things: 1.) Any time we can get bikes to be a more visible part of the transportation infrastructure in the City, I am all for it, and 2.) The Eastern Extension? THAT would be awesome, and sorely needed in my experience. Heading east, the perpendicularly parked cars are sketchy. Headed west (often unevenly with loaded Trader Joe's panniers, of course) the cars come up the side-street hills and often jut into Anza. This is understandable because they need to see around the parked cars for oncoming traffic, but it can be dangerous. It can also provoke a minor heart attack as you are pumping up the hill lopsided with groceries and a car looks like it's going to speed through the turn. I think if there were bike lanes there combined with some sort of traffic calming, or signs announcing that they're coming up to a bike lane at the top of the hill (do these even exist?), it could be helpful.</p> <p>Also, wondering if these are going to be the solid green lanes or just the white stripe? I think anything helps, though of course the green are a little more eye-catching and, at this point, great "branding" for the forward-thinking urban cycling infrastructure.</p>	12/11/2020	<p>Noted. In our current design we are not proposing green within the bike lane but will look into adding it at locations where there is poor visibility of cyclists, especially at high traffic areas (i.e. Arguello, Stanyan &amp; Masonic).</p>
160	<p>I'm an amateur cyclist and live at Anza and 21st. I bike with my kids to school and to the park all the time. I love this project and would like to support it however I can. Please keep me in the loop.</p>	12/15/2020	<p>Noted.</p>
161	<p>Against bike lanes on Anza.</p> <p>The majority of bikers do not stop at stop signs and lanes will only make it worst. It is difficult to back out of driveways now, with more bike traffic, it will be worst. There are already lanes on Lake and Cabrillo only six streets apart.</p> <p>Do we really need another lane? Especially when the City budget is going to be strapped for years, causing red uced services and possible layoffs?</p>	12/18/2020	<p>Noted. By designating new lanes just for bikes, we can make cycling safer on Anza Street, thus working towards our first strategic goal, "Create a safer transportation experience for everyone". While Balboa Street is a parallel roadway, it has more commercial activity with correspondingly higher probability of interaction between cars and bikes. Anza Street is already being used by many cyclists because of easier topography through 26th Avenue and connection to schools.</p>
162	<p>I think that there is very little use in making new bike lanes which are not fully protected. Lane narrowing is great as it will reduce vehicle speeds, so that part of this project is great. However, my understanding of the data is that unprotected bike lanes do not actually prevent death or serious injury. There appears to be plenty of space for protected bike lanes here. Could we not do a cycle track or something?</p>	12/18/2020	<p>Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.</p>
163	<p>I live in the Outer Richmond on Balboa. I was hit by a car years ago while in a Class II bike lane and suffered a traumatic brain injury. The lines on the ground do little to improve cyclist safety on an already mellow corridor. We need to do more to segregate the modes of bicycle and car travel.</p> <p>I know that people HATE anything that takes away parking, which might be necessary for a real protected bike lane that would positively impact safety.</p> <p>Here are two ideas that vastly outperform, in terms of safety, the current plan:  1. Move the bike lane to the other side of the parked cars, next to the curb.  2. Make the Slow Streets plan permanent, save a ton of money, and have the only through traffic be bicycles. Much safer, cheaper, and doesn't interfere with sanctimonious parking.</p>	12/19/2020	<p>Noted. Given the large amount of driveways along Anza Street adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.</p>



164	<p>1. Proposal stated that 30th to Arguello is relatively flat. This is not true.</p> <p>From 30th Ave (Washington High) to 26th Ave is quite steep. So much so that I have never seen a biker brake or slow down whenever they are riding downhill. The bicyclist speed is always fast because of momentum going downhill.</p> <p>I do not know if SFMTA actually surveyed the site but as a pedestrian standing on the corner of 26th and Anza, I do not have a clear line of vision and cannot see cyclists as they are going downhill all the way from 30th Avenue. Pedestrian / bicyclist accidents are not unheard of in the City. At present there is only a two way stop sign on 26th and Anza. When you are driving, it is even more difficult to spot a cyclist speeding downhill from 28th Avenue. Thankfully, at present there are not that many cyclists/skateboarders going down 30th/26th Avenue route. I hope it stay that way and really believe that it will be for everyone's best interest if proposed bike lane starts at 25th Avenue instead of 30th Avenue.</p> <p>2. Width of proposed bike lane is 6 feet</p> <p>The width of the bike lane should be a bit narrower, 5 feet instead of 6. This is the width of the Cabrillo bike lane, I think. As a motorist, I need to stay 3 feet away from the cyclist. This is not a problem if they ride right in the middle of their bike lane or ride in tandem. Too often, cyclists have a tendency to ride towards the left (away from the parked car) and they ride as a group, especially those tourists/family/leisurely type. If I have to keep 3 feet distance from a cyclist who is riding very near the edge of the lane, my car will not have enough clearance for the car coming from the other direction. At present, traffic along Anza is not busy so I can dodge or stop but with the proposed Geary corridor project, I am afraid more car will be diverted onto Anza making safely a real issue here.</p>	12/20/2020	<p>Noted. You are correct, the west segment of Anza Street includes incline between 27th Avenue and 30th Avenue. The project is proposing to include this western segment because many cyclists use 27th Avenue to travel north-south and because of the presence of George Washington High School which is a major destination. Generally, Anza Street is being used by many cyclists because of easier topography relative to other parallel routes.</p>
165	<p>I'm writing to express my strong support for the Anza Bike Lane Project. I'm sorry I missed the open house deadline, so I hope these comments can still be taken into account.</p> <p>I currently live on Anza &amp; 5th with my longtime partner. We are car-free household, so biking, walking, and transit are a way of life.</p> <p>The Richmond has a very sparse bike network and we desperately need more bike lane infrastructure (preferably protected) to support the growing community of families and individuals who bike.</p> <p>For instance, at least half a dozen households on our block regularly get around by bike. The house next door to us has two family units with at least four kids between them—I see them every morning on their ebikes. My neighbors and me are not the exception: there are many other households on 5th &amp; Anza that clearly use their bikes on a weekly basis.</p> <p>We also urge you to invest in protected bike lanes that make it safe for people of all ages and abilities to enjoy the joy of biking in the Richmond.</p>	12/21/2020	<p>Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.</p>
166	<p>As someone who lives on Anza right by the bike lane and is a proponent of safe streets and non-motorized transportation, I wanted to make sure to voice my support for the project.</p>	12/21/2020	<p>Noted.</p>
167	<p>I live on the eastern extension between Masonic and Arguello. I would like to voice that it is not a good fit to add bike lanes and re-design the street parking.</p> <ul style="list-style-type: none"> <li>- A good portion of the street parking is used by Univ of San Francisco students. USF has just built and added hundreds of new dorms to increase student admissions, which means more student cars will be on the streets and we need every space possible. The proposed angled parking will reduce street parking which we cannot afford to give up. Also, all the streets here have street cleaning every day of the week, which limit parking spaces.</li> <li>- Reducing the width of the lanes will also be extremely tight, adding risk to drivers coming out of garages.</li> <li>- In the evenings, both sides of the street have limited street lighting, adding risk to bicyclists.</li> <li>- Turk Street currently has a bike lane, however the street is much wider which includes three auto lanes with a bike lane (west bound).</li> </ul> <p>Living here for over 10 years with more parking demand and traffic. I disagree with installing a bike lane on the eastern extension of Anza, as it will cause limited street parking and reducing the lanes will be accident prone to both auto drivers and bicyclists using the lanes. I've spoken to several neighbors, who also disagree with the bike lanes and I have advised them to contact sfmta to voice their concerns.</p>	12/23/2020	<p>Noted.</p>
168	<p>Sadly, bike lanes between parked cars and traffic offer no meaningful protection.</p> <p>If MTA is serious about protecting cyclists, it will observe the recommendation that I passed at the December SFMTA CAC meeting, urging MTA to move bike lanes to between parked cars and the curb. Doing so would protect against collisions between cyclists and cars when a driver pulls out into traffic unexpectedly, or pulls into a space unexpectedly, or opens a door into the bike lane unexpectedly.</p> <p>While I appreciate the interest in improving cyclist safety, the Anza project is not good enough. Please move the bike lanes to between parked cars and the sidewalk.</p>		<p>Noted. Given the large amount of driveways along Anza Street, adding a protected bike lane would prove to be difficult without obstructing access to those driveways. We will look into stretches of Anza Street where there are no driveways and see what options would work best in order to increase bicyclist/pedestrian safety based on collision history/patterns.</p>