

ID	Start time	Completion time	Language	What do you like about this design?	What concerns do you have with the 2020 design?	Does this design make you feel safer than biking on Market Street today? [With one (1) worse than today, three (3) is no change, and five (5) better than today.]	What additional treatments or restrictions would make you feel more comfortable in the shared curb lane?	The proposed design for Market Street has all Muni vehicles in one lane for each direction, with accessible boarding islands. Having all Muni in one lane will reduce conflicts between bikes and tr...	How often do you use Market Street?	Bike	Transit	Walk	Scooter	Paratransit	Commercial Vehicle	Taxi	Please tell us your relationship to Market Street (select all that apply)	Do you have any other comments?	How did you hear about the Better Market Street Virtual Open House Public Meeting?	Would you like to be added to the Better Market Street distribution list? If so, please share your email address.	What is your age?	How do you describe your gender identity? (Select all that apply)	With what race and/or ethnicity do you identify? (Select all that apply)	Please select all languages that you speak at home. (Select all that apply)	How well do you speak English	Do any of the following disabilities currently affect your daily life? (Select all that apply)	What is the total annual income (before taxes) of everyone in your household?	How many people are in your household?	Do you or someone in your household own a car that is used for transportation in San Francisco?
2	11/12/20 12:14:53	11/12/20 12:20:01	English (United States)	I like the transit all together in the middle.	Bicycles should have their own, dedicated, protected lane. They shouldn't mix with vehicles.	1	Separate bicycles out to their own lane.	3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Rarely		I use it to travel between neighborhoods,Work (I work on or near Market Street).	Email via Project Mailing List,Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	Prefer not to answer	1	No	
3	11/12/20 12:13:36	11/12/20 12:23:34	English (United States)	Can't think of a single thing tbh.	Allowing even one motor vehicle into a space meant for bicycles, even "as a guest", makes all other users of that space feel unsafe. This is not an acceptable design. It is a public works project masquerading as a safety project that does almost nothing to enhance safety for vulnerable road users, let alone invite more active transportation. A narrow, oversubscribed sidewalk-level bike lane is still better than a lane shared with taxis and trucks. Speed tables are uncomfortable to ride on, and sparrows are completely useless. Other than all of that, it's great!	3	Nothing short of moving all loading (and thus, all motor vehicle traffic) to side streets.	3	All the time	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me		I ride my bike on it often,Work (I work on or near Market Street);	It's not worth rushing a substandard design through just to use up federal funds when that funding is such a small portion of the budget. Transit funding should be much more easily available in the Biden administration. Better to wait to get it right than screw it up for a generation!	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org,SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No
4	11/12/20 12:16:28	11/12/20 12:28:58	English (United States)	Nothing- the design is bad- the only physical changes are raised curbs between two travel lanes which defeat the purpose of buses instead of trains.	Lack of physical separation between vulnerable road users and big metal cages with motors and the people who drive them. I haven't seen any realistic design proposal to preclude using market as a through street- speed tables are not that.	1	Actual design changes to force right turns if travel lanes must be shared. Show me a glossy rendering of that and I'll review it with an open mind but the current iteration is BAD.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Rarely		Commute,Work (I work on or near Market Street);	Seriously- stop calling this iteration better market street if all the money is for utility improvements. I'm not opposed to utility SOGR or improvement projects. I'm opposed to calling utility projects "transportation" or "safety improvements." My cheap suggestion: zero concrete curb changes, throw up some fresh pavement and create protected bike space with flex hit posts and claim success. If five foot bike way choke points are a problem, show us with five foot bike lanes made with soft hit posts! Stop public taking and facilitate public testing!	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org,SFMTA.com;		35-44	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	No
5	11/12/20 12:24:36	11/12/20 12:29:47	English (United States)	Nothing. It's a death trap for cyclists.	It's a death trap for cyclists. The sharrows are worthless. The taxis and trucks bearing down on the cyclists means it will be incredibly unsafe. This is awful.	1	Fully separated protected bike lane.	3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me		Work (I work on or near Market Street);	The 2020 change is awful and will put cyclists at risk. Go back to the old plan.	Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	None;	Prefer not to answer	2	Yes
6	11/12/20 12:23:17	11/12/20 12:30:32	English (United States)	Plenty of space for bicycles and micromobility	This design is a terror for bicyclists and micromobility users. Signs and speed bumps won't stop cars and delivery vehicles blocking space, forcing conflicts. Kids, elderly people, and those not comfortable in unsafe biking conditions will continue to be left behind with this plan.	4	Only one thing matters: get all motorized vehicles out of the space that bicyclist will use. Full stop. Anything else is a monumental failure for what could be a shining example of how to do transportation right.	3	All the time	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Rarely		Resident (I live on or near Market Street);Work (I work on or near Market Street);		Community Advocacy Group,SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	1	No
7	11/12/20 12:31:36	11/12/20 12:36:25	English (United States)	speed tables	Commercial vehicle and taxi drivers are often quite aggressive. Having bike traffic share the road with them will not convince any more street users to bike	3	fully ban all non-muni vehicles. Photo enforce this requirement (maybe enforce the turns onto market) - so many vehicles illegally drive illegally today	5	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me		Resident (I live on or near Market Street);	no	Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		19-24	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	No
8	11/12/20 12:33:45	11/12/20 12:37:32	English (United States)	Separation between busses and bikes.	There is zero separation between bikers and taxis/trucks. The bike lane (honestly it should be a bike path!) should be separated and protected.	3	No shared curb lane. Make it a bike only lane. Or ban taxis and only allow tracks at night.	3	All the time	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me		Work (I work on or near Market Street);	The current design isn't an actual improvement from the current state of Market Street.	Email via Project Mailing List;		19-24	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	3	Yes
9	11/12/20 12:28:00	11/12/20 12:38:04	English (United States)	Very little. I guess the center boarding islands?	Removing the protected bike lane is a MAJOR step back for bicyclist safety. In addition, constraining Muni to a single lane could lead to significant delays for buses when streetcars break down (yes, the curb is mountable, but still)	1	Remove all motorized vehicles from the bike lane! Taxis are not safe for cyclists. If the curb lane were only for bikes (and for buses when they need to hop the curb to bypass breakdowns), then it would be safe. But double sharrows do ABSOLUTELY NOTHING, and the speed tables seem like too little.	4	All the time	All the time	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me		Resident (I live on or near Market Street);	It is terrible to throw out a good design that underwent such a long process at the very end with only performative public input. Listen to the unanimous concerns of stakeholders, including SFBC and Walk SF. If budget constraints are binding, then stop weighing down transit projects with unrelated utilities projects. But it is utterly Orwellian to remove safe bike infrastructure because it would be too highly used, even with the separated bike lane, confident and impatient cyclists could always take the vehicle lane if riding single file was too big a burden.	Community Advocacy Group;		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	Prefer not to answer	1	No

10	11/12/20 12:35:27	11/12/20 12:46:45	English (United States)	It provides a good pedestrian experience, clearly separated from bicyclists. It will aid the efficient use by public transit, will provide for accessible paratransit and taxi service to continue on Market Street and also allows for commercial loading at certain times that is essential for businesses to function. It strikes a practical and good balance for all users. Reducing the vehicle traffic volume and speeds on Market Street will be a benefit to bicyclists and the shared lane will provide more space to accommodate large volumes of bike riders.	None.	5	None.	5	All the time	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a good design proposal - practical and meets the needs of all users in a balance manner.	Email via Project Mailing List,Community Advocacy Group;		45-54	Male;	White;	English;	Very well	Blindness or vision impairment;	\$200,000 or more	3	Yes
11	11/12/20 12:43:31	11/12/20 12:51:20	English (United States)	It's better than nothing. It's little to no protections for cyclists beyond the current state of things. This is an abdication of responsibility by the city, and an abject failure of city leadership to prioritize the changes to our transportation infrastructure that are required to meet the climate crisis.	The pre-pandemic design. All of it. Stop playing cheap with the City's transportation future.	3	3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Rarely	I live in the Sunset, and commute to Oakland by bike and BART;	I understand that this more constrained design has been deemed necessary due to budgetary constraints, and an uncertain economic outlook. But what could inspire people to move to San Francisco more than having a transportation infrastructure that is categorically unlike anywhere else in California, where residents can safely bike to work downtown without any fear that they will be mowed down by cars or buses. Market street feels like a deathtrap to new cyclists, and is the last barrier to City residents feeling comfortable	Email via Project Mailing List;		25-34	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	Yes	
12	11/12/20 12:27:05	11/12/20 12:51:53	English (United States)	The only thing I like is leaving the sidewalks unchanged - a welcome dose of realism. The red brick sidewalks are the one successful "placemaking" initiative I've seen on Market St. in recent decades. They're warm and welcoming. Thank you for not replacing them with ugly gray slabs. I hope you've also dropped the idea of imposing "uniform street furniture." All those sidewalk elements in the original design felt like repeating all the mistakes of Urban Renewal - displace diversity, and create ugly gray, uniform places where no one wants to go.	1. The idea of mixing us cyclists with motor vehicles in a shared lane is insane, dangerous, and much worse than current conditions. 2. Forcing all transit to a center lane creates hazards and inconvenience for mobility-challenged riders, who'll have to cross a lane of traffic to board and offboard buses - don't do it. 3. "Speed tables" are a horrible idea, especially on a principal arterial. They cause pain (often excruciating) to people with certain disabilities, specifically back injuries.	1	1	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Since I was first informed of this project's early planning, I warned that it was mostly a regression that would create a worse Market St. I'm glad to see the sidewalks spared from Urban Renewal Part Deux - but otherwise feel vindicated. The 2020 design increases (instead of reducing) hazards and inconveniences for transit riders and cyclists. Just drop the whole thing - keep the current physical layout, and allow private vehicles back in, to prevent Market St's economy from completely collapsing. Transit/pedestrian malls are not an	Email via Project Mailing List;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Romanian,Don't know/not sure;Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No	
13	11/12/20 12:48:20	11/12/20 12:54:51	English (United States)	It is atrocious, there is nothing to like about the colossal waste of money that is the 2020 Better Market Street.	This project is an absolute farce and the design team and SFMTA should be ashamed to present it as a bicyclist/transit project. It is a utilities project dressed up with some green paint; it saves only 30% of the cost of the former project while removing all improvements except for boarding islands. It is not a design that would make biking safe for children or the elderly, and it is an embarrassment to the city.	3	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$50,000 to \$174,999	1	No	
14	11/12/20 12:38:20	11/12/20 12:55:22	English (United States)	Honestly, not much. It doesn't feel safe to share the road with trucks and taxis (even as an adult able-bodied biker).	50 many. Market Street had the potential to be a world class flagship street with a bike artery connecting to every neighborhood in the city. Now, the average or "bike curious" commuter won't feel safe. It puts huge box trucks in the same space as bikers, just a couple blocks from where a box truck killed Tess Rothstein at 5th and Howard. We are told to trust that these motorized vehicles will behave, but I've seen zero evidence of that based on my experience on Market Street in the past year (even after "car free" Market). We cannot even enforce car free Market right	1	4	Sometimes	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please reallocate some of the \$120m to bring back the protected cycle lane!!!	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.),Bettermarketstreetf.org;		25-34	Female;	Prefer not to answer;	English,Spanish;	Very well	None;	\$75,000 to \$99,999	1	Yes	

15	11/12/20 12:53:27	11/12/20 12:58:03	English (United States)	It seems slightly better than what we have today.	It simply does not look very safe to bike. Allowing taxis, delivery trucks and other vehicles to share a lane with cyclists, skateboarders and scooter riders is a bad idea. I'm a very competent cyclist, and even I don't feel comfortable when cars and trucks are nearby. Additionally, I was nearly killed/seriously injured a few years ago when I had to bike around a stopped delivery truck at 1st/Market and got "railed", landing with my heads just inches away from the tires of a passing bus. Cycling needs to be safe to attract a lot of people to do it. This	3	If we are to be stuck with vehicles, there should be constant speedbumps with holes for bikes. And anything else that can slow vehicles down.	4	All the time	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please make it safe to bike.		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
16	11/12/20 12:38:46	11/12/20 12:59:17	English (United States)	I dislike this design.	There should be no vehicles in the bike lane.	1	Ban private vehicles from the bike lane.	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Word of Mouth or From a Friend;		19-24	Male;	White;	English;	Very well	None;	Prefer not to answer	4	Yes	
17	11/12/20 12:53:29	11/12/20 13:01:00	English (United States)	Speed tables, mountable curb, postponing sidewalk upgrades until the fiscal situation improves, new curb ramps.	With muni all in one lane, what happens if a vehicle breaks down or otherwise goes out of service? Concerned that buses will need to drive in the "bike lane" after all, which is unsafe for cyclists, and potentially will slow down muni a lot.	4	Finding ways to indicate to crossing pedestrians when and where they have crossing priority. In mid-Market, plenty of people jaywalk unsafely, and with more cyclists in a wider lane, there is more potential for conflict for people not obeying right-of-way. Eliminating bulb-outs on Market Street altogether. When the lane narrows (especially when shared with vehicles), it feels incredibly unsafe.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Rarely	SF resident;	Thank you for making considerations for Accessibility a top priority for this project. And thank you for considering the "new normal" of the city's financial situation by postponing the replacement of still-functional infrastructure.	newspaper;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	No
18	11/12/20 13:01:57	11/12/20 13:06:39	English (United States)	Nothing. The only change I see is paint and speed humps. Speed humps are not fun to ride over on a bicycle. This is a step backwards. How do you change 10 years of planning in 6 months?	Speed humps are not comfortable to ride over. Private vehicles continue to ride on Market St since there is no enforcement. Trucks double park wherever they want and SFPD is constantly double parked. Good design doesn't require enforcement and enforcement can't be expected when SFMTA can't keep cars off sidewalks and SFPD and some of the worst offenders for illegal parking.	2	Solid protection meaning jersey barriers or a curb. Flex posts prove time and time again that they don't work.	3	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	1	Yes	
19	11/12/20 12:27:59	11/12/20 13:12:14	English (United States)	Nothing. There is absolutely no improvement over the current conditions. Your own rendering here still shows cyclists and scooter riders about to be menaced by a taxi and a box truck. The sidewalk is still the same inaccessible slippery brick; I've slipped and fallen on it in the rain. It's an enormous amount of time and money to not meaningfully improve the street in any way for any type of user. Just look at the project goals and how the new design achieves none of them: - A street that is designed to reduce the number of traffic.	Basically everything, honestly. Let me back up and tell you a story. The day "Car-free Market Street" started, I was excited. I walked and biked Market a couple of times that day. And then around 5:30pm, while biking home from work on the supposedly car-free street, I got punishment passed inches away by a San Francisco taxi driver who proceeded to yell expletives at me when I pointed out that wasn't 3 feet of clearance. You had a giant celebration with the Mayor for a "car-free" street that I couldn't even enjoy on its first day without	1	Do exactly what you promised: Car-free Market Street. That's what you claimed we'd have, that's what you got international press acclaim for achieving, and that's what you never actually delivered and still don't plan to deliver. Show some courage and actually do it. Treat motor vehicles in the curb lane like you'd treat bulldozers in Dolores Park. They may occasionally be necessary, but only in special circumstances, and only with proper precautions and escorts.	1	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	It's hard to fathom what explanation there is for DPW's behavior besides incompetence or corruption, perhaps both. I don't think you appreciate how the city has absolutely zero trust in your department at this point. Between the indictments and the projects that stretch on years late and over budget, you should not be allowed near another streets project again. The Second Street Improvements Project has taken, according to your own website, more than EIGHT YEARS from the first community meeting, and it's still not completely finished today. The Sixth Street Pedestrian	Email via Project Mailing List;		25-34	Prefer not to answer;	Prefer not to answer;	English;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No
20	11/12/20 13:08:54	11/12/20 13:15:56	English (United States)	I like that you are saving money	I hate that you are sacrificing the lives of people walking and biking to save money. This is a high injury corridor. And you are doubling down on the same, dangerous, existing layout.	1	Physical, steel and cement bollards restricting through vehicle traffic at every intersection. Taxis and delivery vehicles should only be able to access market street one block at a time. For pick ups and deliveries only. The curb lane should also have a 15mph speed limit, with chicanes (not useless speed humps) that force vehicles to go at or below 15 mph. Also, red light cameras at every cross streets. The speeding on streets like Hyde crossing market are deadly	4	All the time	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Do better. Imagine riding a scooter alone at night. With a taxi revving down your neck. That's what happens now and will continue to happen with the current design	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	Prefer not to answer;	English;Spanish;	Very well	None;	\$200,000 or more	4	Yes

21	11/12/20 13:11:29	11/12/20 13:19:31	English (United States)	The only thing I like about it is that there is a physical curb separating the red lane from the other lane. Everything else about it, I do not like. I think this is otherwise a terrible design.	It's not safer for anyone. It still combines bikes with dangerous automobile traffic. It does not improve the pedestrian experience. It adds a bump that people on bikes have to navigate. This is really bad design. It doesn't follow any of the lessons we've learned, doesn't follow NACTO guidelines, and doesn't improve safety.	1	Remove all vehicles, and make it for bicycles only. No taxis, no delivery trucks, no other cars. And use physical barriers to keep them out.	5	All the time	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I'm shocked that the city is even proposing this modified design. It does nothing to improve our city. It's so bad that I think it reflects poorly on Mayor Breed's choice of Tumin for the SFMTA Director position. Tumin clearly doesn't get it.	Email via Project Mailing List;Community Advocacy Group;Word of Mouth or From a Friend;		45-54	Female;	Hispanic and/or Latinx;	English;Spanish;	Very well		\$75,000 to \$99,999	4	No
22	11/12/20 13:14:34	11/12/20 13:21:27	English (United States)	Nothing.	My kids will never be able to ride their bikes on Market Street, because the fucking bike lane is shared with vehicles that could kill or maim them with ease.	2	Don't share the lane. Keep the vehicles out.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	This is an amazing, once-in-a-lifetime chance to build a Class IV bike lane on San Francisco's premier boulevard. Don't miss this opportunity.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	English;Spanish;	Very well	Prefer not to answer;	Prefer not to answer	5	Yes	
23	11/12/20 13:26:18	11/12/20 13:30:12	English (United States)	Separation of muni	Lack of separated bike lane	3	Not having it be shared.	1	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Recreational ;Work (I work on or near Market Street);		Community Advocacy Group;		35-44	Male;	White;	English;	Very well	Prefer not to answer	3	Yes		
24	11/12/20 12:22:48	11/12/20 13:32:14	English (United States)	Nothing. This is a huge step backwards from the previously agreed design.	This design creates danger for cyclists compared to the previously agreed design by forcing them to share a traffic lane with taxis and delivery vehicles, many of which have poor visibility and are driven by careless drivers. In particular concern is a situation where a vehicle is stopped at a red light and cyclists come up behind the vehicle, squeezing round the sides to the bike waiting area in front of the vehicle. This is already a dangerous situation that would be locked in place by this design. Additionally, Muni required two lanes to provide sufficient	3	The SFMTA are saying that they are only considering plans that don't move the curb, and that a protected bike lane can't be done without moving the curb. I think the curb lane should be made into a protected bike lane, with paratransit & paratransit taxi trips moved to the center lane, and deliveries and non-paratransit taxi drop offs moved to the side streets off of Market. Ballards should be added at the entrance to the lane at each block, blocking vehicle traffic while allowing bikes to pass through. These could be lowered to allow access to emergency	1	All the time	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	This revision to Better Market Street appears to be a backroom deal between the DPW, who see this purely as a utility project, and the new SFMTA Director of Transportation, who seems to want to apply a Slow Streets treatment to Market Street. I think this is a bad approach and our major civic boulevard deserves better. Advocates and planners have worked in good faith for the last 10 years to produce a plan that works for all stakeholders. Re-opening the project once it is completed and ripping out the compromise that was	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	No
25	11/12/20 13:23:41	11/12/20 13:33:34	English (United States)	The improvements over the existing condition are extremely limited. The city's existing speed tables are designed with far too slack ramps - vehicles don't need to slow down at all. They need to be designed to REALLY JOLT cars that don't slow down. Putting all transit in the center lane will help a little bit though.	All the actual safety improvements are gone. This is basically an underground utility and light rail plan, with "greenwashing" pretending it's a bike and pedestrian plan.	3	Better driver training (especially professional drivers like ride hall, city drivers, and police. Police are often the worst drivers and apparently are not held accountable), and removing dangerous drivers from the roads.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I realize, given this budget situation, that some compromises are necessary. But this plan asks too many concessions from vulnerable street users. Do the F-line turnaround later, why not spend that money on actual physical separation for bikes?	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org;		45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	2	No	
26	11/12/20 13:29:34	11/12/20 13:37:46	English (United States)	Everything except for no protected bike lanes	Lack of protected bike lanes	3		4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please redesign this to include protected bike lanes.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	Yes	
27	11/12/20 13:37:38	11/12/20 13:40:06	English (United States)	Keeps private cars off	Bikes sharing the lane with trucks	1	Not having to share it!	5	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	It's much better without cars so please keep moving in that direction. Also I'm all for congestion charges!	Word of Mouth or From a Friend;SFMTA.com;		35-44	Female;	White;	English;Mandarin;	Very well	None;	\$200,000 or more	4	No	
28	11/12/20 13:38:29	11/12/20 13:42:34	English (United States)	Nothing. Bikers aren't protected from being violently run over by cars.	It will kill bikers. We need protected bike lanes otherwise this project isn't worth doing and should be delayed until economic conditions improve.	1	Protected bike lanes with physical barriers.	5	All the time	Sometimes	All the time	All the time	All the time	Does not apply to me	Rarely	Work (I work on or near Market Street);	This project should be delayed until economic conditions improve and the City can execute on the decade of planning that went into making it actually work. This half-measure will tear up SF's main artery without commensurate benefits. In fact, it will likely result in more biker deaths by cars since the new plan forces them to share lanes. Delay the project until the economy recovers so that SFMTA has sufficient funds to execute on the original vision. The reduced vision for the project doesn't seem worth the effort and disruption.	SF YIMBY;Community Advocacy Group;		25-34	Male;	Prefer not to answer;	English;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No	
29	11/12/20 13:38:52	11/12/20 13:44:42	English (United States)	I like that Muni is being prioritized. Muni on Market has been shamefully slow for so long.	Cyclists, delivery trucks, and taxis should not be thrown into the same lane. Cyclists are going to die.	3	We should restrict delivery truck access. Many other cities have been doing this for years.	4	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Errands, visiting friends, shopping;Work (I work on or near Market Street);	I am devastated that we are not taking an opportunity to create a Market Street that welcomes and protects cyclists and pedestrians. I am pregnant with my first child and my elderly mother is planning to move to the Bay Area to be close to us and I am so worried for my baby and my mom; we have to provide safe streets for everyone's children and older family members. Our streets are not safe now, and if we're not going to do something about it now, we're signing on for more avoidable death, injury, and suffering.	SFMTA.com;		35-44	Female;	White;	English;Spanish;	Very well	Another Disability or disabling health condition (please specify in other);	Prefer not to answer	2	No	

30	11/12/20 13:31:54	11/12/20 13:44:44	English (United States)	The tree cover.	I am concerned that cyclists will be forced to share the road with other motor vehicles, and that the city will spend millions of dollars on infrastructure that won't actually keep cyclists safe. Cyclists also tend to not enjoy speed bumps in our lanes, so that will be frustrating.	If the curb lane wasn't shared.	5	Sometimes	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Email via Project Mailing List;		25-34	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No	
31	11/12/20 13:18:33	11/12/20 13:45:52	English (United States)	Not a lot. Appreciate the larger bulbouts in places/wider crosswalks, and new curb ramps. Contraflow bike lane at Hyde is long overdue, though it's unclear this project will actually complete that link.	Putting the most dangerous traffic (trucks, taxis, private vehicles, paratransit) into a shared lane with bikes. I do not understand why all vehicles cannot share the central transit lane and have loading zone pullouts parallel to the existing curbside pullouts for deliveries/dropoffs. That would allow the protected curbside cycle lane to curve into the existing loading zone cut into the sidewalks. This would also be more like Howard/Folsom along the protected bikelane where there are marked delivery/passenger loading zones along the center lane and	No vehicles whatsoever. Pullouts from center transit lane for taxi/delivery vehicles to park in that are separated by posts & curbs from cyclists. Forced right turns "every block" so no cars can speed down market ignoring the ban on private vehicles (still see this happen regularly). Green paint the entire length of the street and elevated crossings for pedestrians (at intersection crosswalks AND unloading points). Mark bike crossings at all intersections with a green dashed design like a crosswalk - this is NACTO's recommendation and SFMTA continually	5	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	Put safety of vulnerable users first, not convenience of deliveries and taxis. Deliveries should be restricted to odd hours (midnight to 5am) like they do in cities that successfully protect people walking and biking.	Email via Project Mailing List, Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	bleeding disorder, Another Disability or disabling health condition (please specify in other);	\$50,000 to \$74,999	1	No
32	11/12/20 12:33:18	11/12/20 13:46:57	English (United States)	Cyclists seem to be enjoying their last few minutes alive before being clipped by a taxi or delivery vehicle.	This is a huge step back in terms of public safety and usability.	None. There's no way to safely share space with heavy machinery, which is why our progress on Vision Zero has been so bad. Remove street parking on mission street and replace it with a concrete protected bike lane. Keep the previous design, or break BMS into phases as funding becomes available. Only two lanes for muni buses/street cars is way too optimistic about the reliability of our fleet. Unless passengers are going to get out of the F market train and push the vehicle, the "bike lane" will become a muni bypass lane within	1	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Less than 400 meters from where Tess Robinson was killed by a car while being forced to share street space with a delivery vehicle. SFMTA is setting up another death trap.	Word of Mouth or From a Friend;		25-34	Male;	Don't know/not sure;	English;	Very well	None;	\$200,000 or more	2	No
33	11/12/20 13:23:23	11/12/20 13:49:43	English (United States)	What I dislike is that this same design as it's always been. So when a Lyft/Uber stops to pick up someone, there is zero chance to pass safely on a bicycle due to the mountable curb. Sounds even more dangerous than it was.	Will there be red light cameras installed?	Yes, not having cars share it. There is nothing safe about the shared curb lane.	1	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a sad step backward for a Better Market Street.	Community Advocacy Group, Social Media (Facebook, Twitter, Instagram, etc.), BetterMarketStreet.org.		25-34	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	2	Yes	
34	11/12/20 13:48:30	11/12/20 13:53:57	English (United States)	nothing	You need to have separate bike lanes with physical barriers separating bicycles from giant vehicles like trucks and taxis that could kill you. There is also no provision for preventing private vehicles from turning onto Market. Market Street has a private vehicle ban in name only, as far as I'm concerned.	Private vehicles must be kept out of Market Street. Currently I see cars driving down Market all the time, and it doesn't feel all that different from before. This design essentially changes nothing.	1	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	You could just do nothing, save a hundred million dollars, and achieve the same effect.	Community Advocacy Group;		35-44	Male;	Asian and/or Pacific Islander;	English; Cantonese;	Very well	None;	\$22,000 to \$49,999	1	Yes	
35	11/12/20 13:50:07	11/12/20 13:54:55	English (United States)	Nothing it's terrible.	It's not safer for bikes, it prioritizes cabs for some reason that's	No private vehicles or cabs from 6am to 8pm	1	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Ban private vehicles	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English; Spanish;	Very well	None;	\$200,000 or more	2	Yes	
36	11/12/20 13:52:01	11/12/20 13:57:19	English (United States)	The bike lane is wider than it currently is.	The design does not create a physically separated bike lane, and I and other cyclists will still have to share the space with Taxis, trucks, and vans. That is dangerous. Both my wife and I commute daily, via bicycle, on Market Street before the pandemic and we expect to after the pandemic. We need these roads to be safe, so that we don't live through COVID-19 only to be killed biking to work by a car.	No shared lane. A physically separated, cyclist only lane.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please make a physically separated bike lane.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	No	

37	11/12/20 13:52:44	11/12/20 14:00:34	English (United States)	I like the wide sidewalks. I dislike every other aspect, given that cyclists and others on small mobility devices are meant to share a lane with vehicles, including large trucks. This is not safe. My spouse cycles around town, and I am regularly afraid he will be hit or even killed by a driver. I do not cycle because despite feeling it is both a personally and environmentally healthy choice, the city has invested in infrastructure that would make me feel safely separate from vehicle drivers.	Just about every aspect! Why are we still discussing this? Many of us weighed in on and fought for the previous design, which included safer design options for cyclists. This is so strange and unnecessary, and this is why it's difficult to engage the public in these types of projects in good faith.	2	The "shared curb lane" should not be shared with vehicles!	1	All the time	Rarely	Sometimes	All the time	Does not apply to me	Does not apply to me	Rarely	Resident; (I live on or near Market Street);Work; (I work on or near Market Street);		35-44	Female;	White;	English;	Very well	None;	Prefer not to answer	2	Yes		
38	11/12/20 13:52:52	11/12/20 14:00:43	English (United States)	Nothing inspiring about this design.	It will be outdated as soon as it's implemented. There are dozens if not hundreds of cities that have got bike lanes right. We should learn from them instead of spending tens of millions of dollars for a substandard solution. My grandmother always told me that if something is worth doing, it's worth doing right. An absolute must have is a dedicated bike lane. Without that let's please not waste our money and let's please not call it "Better" when we know we can do so much more. My kids ride their bikes on Market Street. Having them share the road with automobiles is	3	No automobiles allowed.	1	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	We frequently use it to bike to the Ferry Building and piers. Work (I work on or near Market Street);	Please don't water down our future. SF Bike;	35-44	Male;	White;	English,Spanish,Vietna mese;	Very well	None;	\$200,000 or more	6	Yes		
39	11/12/20 13:52:02	11/12/20 14:01:42	English (United States)	People on bikes don't have to worry about buses or Muni tracks.	This is a very disappointing reversal of a project that was 10 years in the making. There will not be another opportunity to fix Market Street in our entire lifetimes! This revised proposal is a glorified sewage improvement project, more than a transit project. I was SO excited to be able to bike on Market without fearing for my life! The approved plan would have revolutionized the space to put people first! A "shared lane" is a car lane. I'd be scared to bike on this. I'm a cautious biker and biking on Market Street has already given me stitches on my face -- I	3	Don't allow commercial vehicles or taxis in the shared lane. Raise the lane to curb-level.	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a once in a lifetime opportunity to improve Market Street! Even though this is slightly better since buses won't be hitting cyclists, this does not meaningfully change people's perception of the safety since they still end up being bullied by 2-ton killing machines.	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
40	11/12/20 13:55:09	11/12/20 14:01:43	English (United States)	It seems to accommodate all users	None	5	None	5	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Visit Civic Center mostly;	It is hard to use this survey when everything is so affected by the virus - all usual trips put off	Community Advocacy Group;	75 or over	Female;	White;	English;	Very well	We're old;	Prefer not to answer	2	Yes		
41	11/12/20 14:00:56	11/12/20 14:03:10	English (United States)	nothing	no protected bike lanes	1	nothing, add a protected lane with no motorized vehicles	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Male;	Asian and/or Pacific Islander/Hispanic and/or Latinx	English,Spanish,Filipino and/or Tagalog;	Very well	None;	\$150,000 to \$174,999	2	No			
42	11/12/20 13:56:53	11/12/20 14:03:23	English (United States)	I hate the plan. Absolutely do not endorse	I ride a bike on Market for my daily commute. Cars are bulky and demonstrably dangerous. I know from conversations that sharing the road with cars discourages my coworkers who are women or are older from commuting by bicycle, and that while Market was closed to cars, many of them commuted by bike for the first time.	1	It should not be shared with cars. We must have a future where it is safe to travel by bike for everyone	4	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	What was the point of planning for ten years, only to back down now? Grow a spine	Community Advocacy Group;	25-34	Gender Non-binary;	White;	English;	Very well	Cognitive or mental impairment;	\$175,000 to \$199,999	2	No	
43	11/12/20 13:45:21	11/12/20 14:04:53	English (United States)	All muni moves to the center lane	(1) Lack of protected bike lanes -- I wouldn't let my kids ride down market with this design, and that's a failure. (2) Lack of transparency over what's actually driving the costs, and why the bike infrastructure (a tiny portion of the overall budget) should have to be sacrificed given the city's immense resources, even during a recession. (3) unnecessary prioritization of delivery vehicles and taxis, which can all be re-routed.	2	Eliminating all car and truck access apart from emergency vehicles when there is an emergency. Divert delivery trucks to side-streets and use cargo bikes.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	on my daily commute route;	You have a unique opportunity to push larger change through at the moment, but if you don't put a progressive agenda and vision forward, that window will close. Many other cities all around the world are undertaking bold transportation and infrastructure changes to dramatically improve quality of life (Paris, Bogota, Oslo, Taipei, Vienna, etc.), but San Francisco is treading very cautiously, and rather than rolling out bold new projects, is walking back old ones like Better Market Street. This is not consistent with our values as a city. You won't leave a lasting	Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;	Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Prefer not to answer	Yes

44	11/12/20 13:16:08	11/12/20 14:05:04	English (United States)	changing the bus boarding to all islands and keeping buses in the middle lane	as we all know mixing automobiles with bikes is not a safe solution for people who bike. Even though private automobiles are prohibited on Market St currently they still go around the soft hit posts and drive down the street. And with less traffic they drive faster and more dangerously. Even taxis and other vehicles who are allowed to drive down the street do not prioritize the safety of people on bikes, driving as if we are in their way. Without physical barriers and effective traffic calming I don't see how this will prevent more "accidents".	3	speed bumps that actually work, physical barriers to prevent private automobiles from continuing (see what was implemented at Church St and Market St), or make all automobiles share the bus lane which is already designed for automobiles	4	All the time	All the time	Sometimes	Sometimes			Work (I work on or near Market Street);	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	Asian and/or Pacific Islander;	English;	Very well	Blindness or vision impairment;	\$200,000 or more	2	No			
45	11/12/20 13:59:49	11/12/20 14:09:25	English (United States)	Nothing	It will not improve the safety of bicyclists and encourage more people to drive as muni will most likely be impacted for at least a few more years. Once covid is gone I dont see how this improves pedestrian or cyclist space.	1	The curb design is dangerous. Most likely asphalt will crumble away from the curb edge and be dangerous for cyclists who will catch their tires on its chamfered edge while not impeding auto traffic at all from cutting around onto muni and cutting cyclists off. I was hopeful that at some point I could bring my young kids onto market. Today we were almost hit and killed. Add real barriers and remove shared locations. Provide cargo drop points and restrict to muni or medallion cabs only	3	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	I used to work off of market, but now with and expect this will continue. However, I would love to safely be able to make my way across the city without relying on a car. I bike most, but walk and did take the bus prior to covid;	Go back to the drawing board.	Word of Mouth or From a Friend;		35-44	Male;	Prefer not to answer;	Italian;English;Spanish;	Very well	Prefer not to answer;	\$75,000 to \$99,999	5	No
46	11/12/20 14:07:00	11/12/20 14:11:04	English (United States)	not much	Cyclists still have to deal with cabs, trucks, and buses, no improvement in safety. Worse actually since crazy cab drivers can't change lanes easily to	1	None, cyclists need to be separate from motor vehicle traffic	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Market Street has so much potential — don't shortchange our future just because of a temporary economic downturn! Think "long term", not short term.	Email via Project Mailing List,Community Advocacy Group,Bettermarketstreetf.org;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes	
47	11/12/20 14:05:42	11/12/20 14:11:06	English (United States)	I don't see any improvement in this design over the existing conditions	Bikes are still forced between delivery vehicles and cars making illegal turns, and now squeezed with a curb between lanes when trucks double park	2	Dedicate the 11' lane to bikes and scooters, raise it to sidewalk level as in the original plan, let taxis and paratransit use the Muni lane, move deliveries to side streets	4	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Email via Project Mailing List;		35-44	Male;	Hispanic and/or Latinx;White;	English;Spanish;	Very well	None;	\$175,000 to \$199,999	2	No		
48	11/12/20 13:59:56	11/12/20 14:16:58	English (United States)	Really nothing. Even the parts that are supposed to appeal to me as a non-driver are kind of insulting. The best you can do to keep cyclists and pedestrians safe is "discourage" drivers from dangerous behavior? Have you not watched how drivers operate?	It's unsafe and treats cyclists and pedestrians as less important users of the street.	3	Make it a non-shared curb lane. Very few vehicles should even be allowed on Market. Those few can "share" the transit lane. At least if a driver hits a bus, the bus won't die.	5	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	You've got to design vehicles off this street. Getting vehicles off the street would be beneficial for transit, cycling, and walking. Way too much focus on discouraging and sharing. Neither of which has any hope of working. Intersection treatment is far too weak as well. Need to stop treating cyclists and pedestrians like they're expendable second class users.	Community Advocacy Group;		45-54	Male;	White;	English;	Very well	Hearing impairment;	Prefer not to answer	1	No	
49	11/12/20 14:06:27	11/12/20 14:17:56	English (United States)	I like the wide space for the large number of bicyclists/scooters expected to use Market Street post-pandemic.	Sharing a lane with taxis and delivery trucks will continue to be an issue. Even with today's restrictions, personal vehicle drivers continue to use Market Street. This design will not accommodate all potential riders.	3	Force drivers in the curb lane to turn off of Market Street onto cross streets using curbed islands (not just signage) at regular intervals so that Market Street isn't used for through traffic and further discouraging it's use by private vehicles.	3	All the time	Sometimes	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Enforcement of vehicle types and additional turn restrictions using curbed islands (to force vehicles off of Market, not just onto Market) are needed to make this any better for vulnerable road users.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	Hispanic and/or Latinx;	English;	Very well	None;	\$125,000 to \$149,999	2	No	
50	11/12/20 13:50:05	11/12/20 14:18:04	English (United States)	I hate this design. This question is biased, and the way you question this topic is biased towards making people liking the design.	Motorized vehicle should not be allowed on Market Street. They are dangerous to pedestrians and bikers.	1	Block off the curb lane to all motorized vehicles.	3	Sometimes	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	SFMTA.com;		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well		\$100,000 to \$124,999	1	Yes		
51	11/12/20 14:17:27	11/12/20 14:20:15	English (United States)	It's deadly for all those annoying bikers	Doesn't kill enough pedestrians	1	Spike strips to deflate bike tires	3	Sometimes	Rarely	Rarely	Rarely	Rarely	Rarely	All the time	I like murdering vulnerable road users thru design malpractice;	More woodchippers	Seven depths of hell;											
52	11/12/20 14:12:26	11/12/20 14:20:17	English (United States)	It creates a priority lane for Muni	It is does not protect bicycle commuters	3	Street fencing to prevent loading/unloading and taxis pickup/dropoff except in designated areas. Electronic bollards that lower for delivery trucks, but prevents others from using the street. Banning taxis from market.	3	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Market Street is on my way to catch BART;	The current plans will only be effective if some of the worst offenders in dangerous driving (taxis & delivery vehicles) suddenly start respecting all traffic laws. They won't, thus this will be terrible for cyclists, and people using crosswalks.	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No	

53	11/12/20 14:12:33	11/12/20 14:22:15	English (United States)	I like the fact that Muni will now entirely be in the center lane. As a cyclist, it was daunting to have Muni busses veer from the center to the right, sometimes pinching me against the curb.	Honestly, the sharrows and "shared" lane with taxis, paratransit, and commercial vehicles" are a joke of safety. There are still private automobiles on Market despite the ban. This shared lane will continue to be extremely dangerous and stressful to navigate. Taxis, mail trucks, stuy lift and Uber drivers, police cars, and the like still pull into the protected bike lanes on Market. Do we really think that this shared lane is going to improve safety at all?	3	The problem is the amount of automotive traffic still on Market. We're going to be dodging the same double parking, speeding, and aggressive driving in the shared lane. I don't know of any treatments to stop that, especially considering that private automobiles are STILL on Market despite the restrictions.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Let's be bold in our actions to transform Market Street for the better, even working within the new budgetary parameters, and especially given the Climate crisis. There is nothing bold about Sharrows. They don't work.	Community Advocacy Group: Social Media (Facebook, Twitter, Instagram, etc.); Bettermarketstreet.org; SFMTA.com;		35-44	Male;	White;	Italian (English/Another language (please specify in other);	Very well	None;	Prefer not to answer	2	No
54	11/12/20 14:22:53	11/12/20 14:27:06	English (United States)	Literally nothing. This looks horribly unsafe.	This is insanity. Bikes are expected to share lanes with notoriously aggressive taxi drivers AND delivery trucks?!?! Save your money, this is not an improvement at all over the existing infrastructure	2	"more comfortable" and "shared curb lane" don't belong in the same sentence.	1	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	use it to travel to other places in the city including the SFPL;	I am shocked and disheartened by this proposal.	Word of Mouth or From a Friend;		35-44	Female;	Asian and/or Pacific Islander;	English;	Very well	None;	\$75,000 to \$99,999	3	No
55	11/12/20 14:15:48	11/12/20 14:28:08	English (United States)	Dedicated transit lane, a must	Bikes sharing lane with motor vehicles	3	Not sharing it, only protected or dedicated bike lanes will make enough people feel safe; understand need for delivery trucks to use it but only during off hours but no other vehicles please- there are plenty of parallel streets for that	5	Sometimes	All the time						Work (I work on or near Market Street);	Please make Better Market Street what it promised to be - a people friendly center to SF without cars	Community Advocacy Group;		45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	4	No
56	11/12/20 14:13:52	11/12/20 14:28:10	English (United States)	I recognize and appreciate the need for the city to find cost savings, and I like that transit lanes are included still.	It does not offer protection from vehicles, including large delivery vehicles. I implore you to consider alternatives to the shared lanes with delivery vehicles etc., which will likely not encourage the "interested but concerned" cyclists to ride on Market Street. Now more than ever as we attempt to recover from the impacts of COVID-19, and as transit becomes less appealing to many given perceived risk of exposure to the virus, we need to provide robust, safe, convenient options for cycling. Crucially, the latest	3	Separation from vehicles.	5	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Email via Project Mailing List;		25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	No	
57	11/12/20 13:12:09	11/12/20 14:35:42	English (United States)	I like the red muni bus lane.	I'm concerned with biker and pedestrian safety. This is not the car-free Market street we were promised! I do not understand how having bikes—a mode that is unprotected and goes on average 12-15 mph—mixing with trucks and taxis—steel machines that can go 40 mph and kill bikers—is supposed to be a win for safety. And no, the speed tables don't ensure these vehicles will stay under 12 mph. Neither will green bike symbols on the asphalt! This design will do nothing to encourage the average fair-weather biker to bike. It will reinforce the idea that biking is scary by having to contend	1	I would like a protected bike lane in the shared curb lane, with steel barriers blocking out trucks and taxis. A narrower protected and separated bike lane is preferable to a wider shared mix lane.	4	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Thanks for all you are doing to listen to biker and pedestrian feedback about the project. I do hope that you will take the concerns of the SF Bike Coalition and Walk SF to heart. A design that goes forward without some sort of built protection for cyclists will be a huge disappointment for the safe streets community. I'm sure we can find a design that works to protect all road users while staying within new budget constraints.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No
58	11/12/20 14:33:42	11/12/20 14:41:38	English (United States)	Designs that reduce vehicular movement are pluses since I am an everyday walker and find many drivers these days to be more aggressive or careless.			I am a walker not a bike rider. But as a walker I want clear delineation between bike/skateboard/scooter lanes separate from walking areas (and have that enforced....I'm tired of being hit by bicycle riders on sidewalks - twice now)	4	All the time							Resident (I live on or near Market Street);	Email via Project Mailing List;		45-54	Male;	Prefer not to answer;	English;	Very well	None;	Prefer not to answer	Prefer not to answer	No	
59	11/12/20 14:33:36	11/12/20 14:42:59	English (United States)	Wide right of way allows for passing slower bikes/scooters; speed reduction techniques; buses and bikes are no longer mixed	Illegal loading/unloading in the travel lane will block traffic; aggressive drivers will intimidate bicyclists/scooters so they can drive faster; only one lane for MUNI will cause bottlenecks	3	Complete ban of private vehicles along with concrete deterrents to physically prevent them from entering	3	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Use Market to get to northeast neighborhoods from the Mission;	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	
60	11/12/20 14:39:00	11/12/20 14:43:24	English (United States)	Nothing! Bikes should not share a lane with motorized vehicles, this is dangerous! We should go back to the original plan that does so.	Mixing cyclists with motorized vehicles (regardless of sharrows, speed bumps, or anything else), will lead to injuries and death on Market St. We should go back to the original design.	1	The curb lane should be made into a protected bike lane, with paratransit & paratransit taxi trips moved to the center lane, and deliveries and non-paratransit taxi drop offs moved to the side streets off of Market.	1	All the time	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Go back to the original design.	Email via Project Mailing List;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No

61	11/12/20 14:41:07	11/12/20 14:47:30	English (United States)	I hate to NOTHING...tho I hate the old design and the new updated one	the removal of bus islands making getting to one much tougher and longer for older people like me with back issues...cars should return to Market St too	2	I feel the city should STOP the insane march to making streets for bikes...SF is a World Class city GROWING...you fools are treating it like a small "quaint" city its NOT	1	All the time	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	What a ridiculous waste of time and money this entire endeavor is....you are NOT improving market St you are ruining it for all time, or until a group like yours in the future thinks it knows how to "improve this Boulevard....	Email via Project Mailing List;		65-74	Male;	White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$50,000 to \$74,999	1	Yes
62	11/12/20 14:47:52	11/12/20 14:53:16	English (United States)	NOTHING	Mixing Cars and bikes on market street is a recipe for disaster. There's already I would guess 5x more bikes than cars on a given morning. Why on earth have we not completely banned cars ESPECIALLY ones that stop and force bikers around them...which is all of the ones listed: cabs, delivery and para-transit. This is simple: Only busses, with a full lane dedicated to bikes.	2	NO CARS OR COMMERCIAL VEHICLES	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;Bettermarketstreetsf.org;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes		
63	11/12/20 14:57:09	11/12/20 15:05:50	English (United States)	It looks cheaper to build out than the previous designs I've seen? Otherwise looks mostly worse. It's nice that MUNI still moves to the center lane to segregate traffic. Also the speed tables are good.	Sharing a bike lane with taxis (which tend to be aggressive) and commercial vehicles (which tend to be heavy) sounds terrifying. What happened to bikes having their own lane? This is the most important street in SF and we can't get a bike lane on it?	3	Get the motor vehicles away from the bicycles	4	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Bettermarketstreetsf.org;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	1	Yes		
64	11/12/20 15:06:44	11/12/20 15:10:28	English (United States)	Wide shared bike lane and bus/muni has separate lane.	Would prefer a bike only lane as it is safer for cyclists.	3	No other vehicles.	3	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		45-54	Female;	White;	English;	Very well	None;	\$200,000 or more	2	Yes		
65	11/12/20 15:13:00	11/12/20 15:16:43	English (United States)	Not good. Waste of money. It should have separate bike lanes with busses.	Waste of tax payers money. It should have separate bike lanes separated.	1	Separate bike lanes, narrow sidewalks.	1	All the time	Does not apply to me	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Separate bike lanes...if you are out of funds...wait until the economy get better and until you have funds. Otherwise this project is a waste of money except for the F line loop.	Bettermarketstreetsf.org;		35-44	Male;	Asian and/or Pacific Islander;	English;Cantonese;	Very well	None;	\$50,000 to \$74,999	4	Yes	
66	11/12/20 15:07:31	11/12/20 15:18:33	English (United States)	I hate almost everything about it. I suppose it's marginally better for pedestrians compared to the previous design (but equivalent to current state).	Worse for transit (reduced capacity with one lane), worse for people on bikes (extra narrow paint helps no one). The whole design is concerning.	1	Make it a non-shared curb lane: ban all cars including taxis, restrict deliveries to short period overnight.	1	All the time	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Business Owner (I have a business on or near Market Street);Work (I work on or near Market Street);	You need to decide what you want Market Street to be—trying to configure it to make accommodate everything will render it terrible for everyone. Choose 2-3 of transit/bikes/pedestrians/taxis/deliveries/Cars and optimize the design to really deliver a high-quality transportation design for those modes. The current design proposal shows a disappointing inability or unwillingness to prioritize.	Email via Project Mailing List;Bettermarketstreetsf.org;SFMTA.com;		35-44	Female;	Black or African American;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$75,000 to \$99,999	2	Yes	
67	11/12/20 15:56:11	11/12/20 15:18:42	English (United States)	Not much, maybe the speed tables?	This seems to be an expensive utility project with almost no safety or complete streets benefits. I'm skeptical that car traffic will be light enough/patient enough to make mixing cars and bikes anything but a stressful experience. Maybe during peak biking hour, but it seems unlikely during off hours. This doesn't seem to be an all ages and abilities design.	3	More measures to reduce traffic volume and slow down cars. Although some kind of separate lane would really be much better.	4	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Visit frequently;	Email via Project Mailing List;Community Advocacy Group;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	4	No		
68	11/12/20 13:12:23	11/12/20 15:22:04	English (United States)	I appreciate that commercial vehicle loading would be restricted to some degree.	It's completely unsafe for me and my family on bicycles. It will not make it possible for my little niece to bike on market street - a little kid cannot share the lane with cars, never mind with huge commercial trucks. It doesn't promote our climate goals because it still allows cars on market street and doesn't make it feel safe for folks to build a habit of bicycling. I'm also not clear on how pedestrians would interact with cyclists and cars if all muni is in the center lane. Finally, I think we should have wider sidewalks to allow for more outdoor seating, outdoor activities, and general enjoyment of our	1	Removal of all non-micromobility vehicles, enforced with bollards. A shared curb lane is inherently only going to work for a small segment of the population (e.g., white men in their 20-50s who are not spending time with their kids). I can't bring my family on a street with cars or trucks.	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Market street is on my path from home to work;Resident (I live on or near Market Street);Work (I work on or near Market Street);	I'm a co-lead with Urban Environmentalists (https://www.urbanenviroeconomists.org/); use a bike as my regular mode of transit, and when not sheltering in place use Market Street to get to work every day. A few thoughts on the recent major change to "better" Market Street, after a decade of planning: • If there is not enough money to fund the project, wait until there is money - don't just put in more paint and declare success. The previous design was the outcome of a great deal of planning and compromise across different interest groups, and we should	Community Advocacy Group;		35-44	Female;	White;	German;English;Another language (please specify in other);	Very well	None;	\$200,000 or more	2	No	

69	11/12/20 15:02:24	11/12/20 15:29:10	English (United States)	Increased width for bikes, scooters etc. Accommodation for delivery vehicles, if restricted to one block. Restrictions on rush hour deliveries. Increased space for Muni. No reduction in sidewalk widths, except for delivery pockets. Some attention to pedestrian crossings of the VERY wide street.	#1: Protection for pedestrians. Private cars should be off Market! Concern about width of bike/scooter lane: if an 8-foot wide delivery truck is parked in the lane, that leaves only 3 feet for other vehicles. Possibly limit delivery spaces at locations where the lane can be widened, or in turnouts only? Delivery is important, but not EVERY curb needs to be for delivery. I didn't see how Lyft/Uber will be handled, and they're as significant a pedestrian/bike/scooter issue as are private vehicles.	4	Detailed in #2	4	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Frequent shopper; Work (I work on or near Market Street);	Community Advocacy Group;		75 or over	Male;	White;	Italian;English;	Very well	Cognitive or mental impairment;	Prefer not to answer	2	No
70	11/12/20 15:25:52	11/12/20 15:34:34	English (United States)	To be honest, there is little to like about this design. Moving Muni to the center lane exclusively will provide some added relief, which is good. But the real problem is making cyclists contend with taxis and commercial vehicles (and private vehicles that sneak onto Market).	Cyclists must be on a level ground with pedestrians. Until this happens, we are going to continue to see collisions between motorists and cyclists. This is especially true with the lack of enforcement of private vehicles off Market.	3		5	Sometimes	Sometimes	Sometimes	Sometimes				Work (I work on or near Market Street);	Community Advocacy Group;Bettermarketstreetf.org;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
71	11/12/20 13:43:34	11/12/20 15:41:26	English (United States)	Nothing, total fail.	Total fail. MAKE THE OTHER PLAN WORK. So much went into that, it is what is needed. Wider sidewalks, better lighting, better landscaping, better feeling. Dedicated, protected, separate bike lanes. COME ON.	1		3	All the time	Sometimes	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	Go back to the other design please. Email via Project Mailing List;		35-44	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	1	No
72	11/12/20 15:35:41	11/12/20 15:41:56	English (United States)	Much safer for pedestrians and bicyclists without as many vehicles.	Taxis and trucks can still cause problems, especially at peak traffic hours.	5		4	Sometimes	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Please keep the original plan. SF Walk;		75 or over	Male;	White;	English;	Very well	\$125,000 to \$149,999	2	Yes	
73	11/12/20 15:43:26	11/12/20 15:47:04	English (United States)	dedicated MUNI lane	bicyclists in danger since they share a lane with motor vehicles	3		4	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Email via Project Mailing List;		45-54	Male;		English;Cantonese;	Very well	Blindness or vision impairment;	\$200,000 or more	4	Yes
74	11/12/20 15:48:01	11/12/20 15:53:54	English (United States)	I think this project has failed at its original goals and should be cancelled at this point.	Completely unsafe for bicyclists. People will die because of this proposal.	1		1	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	Community Advocacy Group;		25-34	Male;	White;	English;	Very well		\$200,000 or more	2	No
75	11/12/20 16:13:19	11/12/20 16:18:03	English (United States)	Nothing	You are giving up the dream of a bike friendly city by mixing trucks and bikes on Market Street. This is unacceptable and goes against Vision Zero goals and years of planning.	1		1	All the time	All the time	Sometimes	Sometimes				Resident (I live on or near Market Street); Work (I work on or near Market Street);	Please do not cut safe bike lane Social Media (Facebook, Twitter, Instagram, etc.);		65-74	Gender Non-binary;	Don't know/not sure;	English;	Prefer not to answer	None;	\$22,000 to \$49,999	1	No
76	11/12/20 16:14:20	11/12/20 16:19:34	English (United States)	Muni moved to center lane	What a shame, DPW. Sharrows are terrible. This is 99% of the issue with the current market design. Self-enforcing? I don't think so.	4		4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Email via Project Mailing List; Community Advocacy Group; Bettermarketstreetf.org; SMTA.com;		25-34	Female;	Persian;Middle Eastern and/or North African;Another race or ethnicity (please specify in other);	English;	Very well	None;	\$175,000 to \$199,999	2	No
77	11/12/20 15:45:16	11/12/20 16:25:20	English (United States)	It tries to accommodate all vehicle types, but in doing so, it feels like a bad compromise that tries to prioritize too many things.	Mixing vehicle traffic and bicycle traffic is a less safe compromise.	1		4	Does not apply to me	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	I live nearby in the Castro and use Market Street as a main corridor;	Word of Mouth or From a Friend;		35-44	Male;	Asian and/or Pacific Islander;	German, Mandarin, French;English;Cantonese;Another language (please specify in other);	Very well	None;	\$200,000 or more	2	No
78	11/12/20 12:20:07	11/12/20 16:39:19	English (United States)	I appreciate that bicyclists and pedestrians are separated	I am concerned about the lack of separation between large delivery trucks/taxis and bicyclists. I do not feel like sharrows are occasional raised bumps do enough to make drivers understand that this is a predominantly bike zone rather than car zone. Sharrows really make feel like it's predominantly a car zone where bike should be tolerated if they insist on being there. They do not lay out the space as a primarily bike zone.	3		5	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I use market street for errands, social gatherings, transportation to and from downtown, etc;	Community Advocacy Group;		25-34	Female;	White;	English;	Very well	Prefer not to answer;	\$50,000 to \$74,999	1	Yes

80	11/12/20 16:42:39	11/12/20 16:45:48	English (United States)	center running bus lanes	Shared traffic for bikes with vehicles and trucks	3	protected bike lanes would be ideal	4	Sometimes	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	I bike there for appointments, meetings, and shopping;	Community Advocacy Group;		35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
81	11/12/20 16:26:46	11/12/20 16:54:13	English (United States)	I like the clear muni-only lane. This will hopefully assist muni in running more efficiently. It makes more sense to run all buses on the center lane. Playing leapfrog with a bus on Market St is not fun (on a bike).	Taxis, para trans and commercial vehicles are motivated by clients/work timetables and not cyclist/scooterist safety. I worry this will lead to accidents and cyclist/scooterist injury/deaths.	4	This design could be supported by a public education campaign on how to properly use the lanes, how to bike/scoot/ebike with safety and courtesy, etc. Do not expect public to understand immediately a new feature a designer is assuming is intuitive. It probably won't be intuitive to everyone.	5	All the time	Sometimes	Sometimes	Sometimes		Sometimes		Resident (I live on or near Market Street);	Community Advocacy Group;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	English;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No	
82	11/12/20 17:11:15	11/12/20 17:41:23	English (United States)	nothing, this is far worse than the previously planned design	The previously planned protected bike lane has been replaced with an unprotected shared lane. This does not seem like an improvement from the status quo from a safety perspective. Automobile traffic, no matter how careful and conscientious the drivers may be, simply never coexists with cyclists as equals in a shared lane. The equality of bike and non-bike road users must be enforced through design: that means a separated, protected bike lane.	2	I will never feel comfortable in a shared lane. The only way to make cyclists safer and more comfortable is to provide a fully separated and protected bike lane. Make the curb-side lane bikes-only and move other traffic to the center lane or off of Market entirely. Automated bollards could be used at intersections to keep car traffic out while allowing bikes to pass through, and the bollards could be lowered to allow emergency vehicles to pass or allow deliveries during overnight hours.	4	All the time	All the time	Sometimes	Sometimes		Does not apply to me	Does not apply to me	regularly take Market Street to get to dr.'s appointments;Work (I work on or near Market Street);	I am a relatively confident cyclist, and even I am often uncomfortable when I ride on Market Street, particularly lately as lax enforcement has allowed many private cars to return to the "car-free" section. My partner is less comfortable on a bike, and will not ride on Market Street because it is unprotected from auto traffic. The shared bike lane discourages and excludes thousands of would-be cyclists like my partner from using Market. Failing to add a dedicated protected bike lane ensures that they will continue to be excluded.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
83	11/12/20 17:40:17	11/12/20 18:01:05	English (United States)	This will improve bus boarding and bus safety. Business will probably appreciate the consideration on impact of changing sidewalks.	The mixing of bikes and cars with no bike-only lane is a serious concern. Reduced vehicle traffic means that the fewer vehicles that are using Market Street have fewer hinderances to distracted and otherwise unsafe driving. This will be especially hazardous at the times of day when there are fewer bicycles. Currently Market Street has protected bike lanes and this is a step in the wrong direction.	2	I would prefer that the overall street design not change expensively to a halfway measure, like this. The sidewalk-level bike lanes would provide a safe riding space for some bikes during rush hour, and all bikes when bike traffic is lighter—which is when vehicle traffic will be more dangerous to people on bikes. During rush hour when many bikes would also be in the vehicle lane, the bike traffic volume would help keep riders safe.	3	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	shopping, dining, occasional work meetings;	I would prefer that the overall street design not change expensively to a halfway measure like this. I am speaking as a cyclist. The funding concerns are not compelling given the overall budget of SFMTA, or especially the budget of CTA or MTC for car-oriented projects. I am not in a position to judge what will work for MUNI. Modified sidewalk redesign to take into account business concerns could also be achieved by delaying some parts of the project. There's no business-friendly high ground in the arguments about sidewalk design from an agency that has	Email via Project Mailing List,Community Advocacy Group,SFMTA.com;		Prefer not to answer	Female;	White;	English;	Very well	Injury preventing biking: walking and transit only for past 6 months;	\$100,000 to \$124,999	4	Yes
84	11/12/20 18:11:55	11/12/20 18:15:39	English (United States)	I want to ride my bicycle on Market Street and not share it with cars and trucks. What happened to the original design, and why do you want us to risk our lives riding on Market Street this way.	Keep cyclists in a separate lane from traffic. Let's get back to the original design please.	1	A protected bike lane only for cyclists, not for pedestrians and not for vehicles.	1	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please don't backtrack on your original design. Please take steps to prohibit private vehicles on Market Street.	SFMTA.com;		Don't know/hot sure	Male;	White;	English;	Very well	None;	Prefer not to answer	2	Yes
85	11/12/20 18:23:41	11/12/20 18:29:41	English (United States)	OK if funds are limited.	Bicycles and vehicles sharing lanes.	4		4	Sometimes	Rarely	All the time	All the time				SF resident who takes BART;	Walk SF;		65-74	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	Yes	
86	11/12/20 18:21:14	11/12/20 18:39:30	English (United States)	Single, uniform lane for all muni.	Bike: Ride share drivers are gonna be ignoring prohibition, watching their phone, making abrupt stops, and loitering in the shared lane. Muni: With the single track I expect backups to become a real problem. Visitors sorting out fare for the street cars and 6, 7, 21, 5, etc. stuck at lights/blocked by cars in the intersection. Bottom-line... good in theory, but in practice, I'm worried.	3		3	Sometimes	Rarely	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);				35-44	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	1	No
87	11/12/20 18:52:18	11/12/20 18:59:43	English (United States)	I am concerned about bikes, scooters, skateboards, etc. sharing 11'-wide lane with any vehicles. If sharing lane with vehicles is an absolute must, I suggest: greatly improved enforcement of vehicle traffic laws for violations, including excess speed, double-parking, failure to come to full stops at required locations, running red lights, etc.	I believe I answered this above.	2	Separated lane (Class I) for those not using motorized vehicles.	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I travel to and along Market Street to get to other parts of city or to visit businesses located in downtown area.;	Walk SF;		45-54	Female;	White;	English;	Very well		\$22,000 to \$49,999	1	No	

88	11/12/20 18:54:30	11/12/20 19:08:49	English (United States)	I like that buses are separated from the rest of traffic. It appears it could help muni move faster.	Yikes! Making bikes with other vehicles is scary and unsafe. Please make biking safer and more welcoming to all level of riders by giving bikes their own lanes separate from vehicles. Please also confirm that private vehicles will be kept off Market.	3	Don't force bikes and vehicles to share the same space.	4	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Having enough room to safely use Market Street will help prevent the spread of covid. Improving Market Street must be seen as part of the effort to slow/stop the spread of covid.	Community Advocacy Group;		Prefer not to answer	Female;Prefer not to answer;	Prefer not to answer;	English;Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	No	
89	11/12/20 19:03:53	11/12/20 19:16:39	English (United States)	Not much as compared with the original proposal. Speed tables and mountable islands are creative ideas, but overall very disappointed the City is dropping a concept that spent years in development and had broad benefits/buy-in. I get that the pandemic has affected budgets, but this feels like a "bait n switch".	- Lack of protected bikeways (sharing a lane with large trucks and taxis isn't comfortable for most people) - Slower Muni service with all trains/buses sharing a single lane (P line will surely slow buses) - We're spending a lot of money still (on signal upgrades, re-railing, overhead power, curb ramps, expanded islands) — which are all good improvements — but there's very little for people bicycling - The traffic restrictions established earlier this year were highly enforced, and then the pandemic hit — I'm concerned that signs alone won't stop	3	Essentially, all the things missing from the concept that was presented just a few months ago to the community — particularly, the protected bikeway and re-laid sidewalk.	2	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Daily errands;Work (I work on or near Market Street);		Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	Cognitive or mental impairment;	\$150,000 to \$174,999	2	Yes	
90	11/12/20 19:33:04	11/12/20 19:38:07	English (United States)	Nothing	Sharows are not safe and a protected bike lane is needed. Transit being confined to one lane will significantly slow travel times due to breakdowns, and bike/wheelchair boardings.	1	No taxis and deliveries only between 1 am and 5 am. Daytime loading zones for taxis and deliveries can go at cross streets and alleyways.	1	All the time	Sometimes	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Y'all suck	SFMTA.com;		18 or under	Male;	Asian and/or Pacific Islander;	English;	Very well	Prefer not to answer;	\$75,000 to \$99,999	4	No
91	11/12/20 19:23:51	11/12/20 19:39:19	English (United States)	I like that this design ensures more safety for cyclists and pedestrians, while optimizing vehicle flow. Will there be more public bike racks in the area?	Does taxis include car ride services, if so would that create more danger for cyclists? If muni is moved to center of lanes, is there concern for riders safety?	3	Prefer cyclist to have their own lane.	3	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Rarely	Resident of SF;	If cycling was more safe & fun in downtown, I would visit the area more often.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	Asian and/or Pacific Islander;	Korean;English;Another language (please specify in other);	Very well	None;	\$22,000 to \$49,999	1	Yes	
92	11/12/20 19:49:41	11/12/20 19:56:38	English (United States)	prohibition of private cars	taxis and trucks sharing the lane with people on bikes, scooters, children seems horrible. the curb between lanes seems horrible	1	allow vehicles to enter the bus lane to pass people on bikes/scooters. Or make the shared lane speed limit 15 mph.		All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	if private cars were truly eliminated, I think it would be okay for taxis and trucks to share the lane with buses. That is, there would be little enough traffic as to not slow down buses	Social Media (Facebook, Twitter, Instagram, etc.);		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
93	11/12/20 19:36:58	11/12/20 19:58:18	English (United States)	I like that MUNI has its own lane	I'm quite concerned the complete lack of a protected bike lane. I rode my bike to work every day before COVID shut down my office, and the section of Market street where the cyclists mix with traffic (Sansome to 8th street) always felt extremely dangerous, even after Market street was closed to private vehicles. Taxis and emergency vehicles drive too fast between lights. If it was dark, or if it was nearing sunset and the sun was going to be in driver's eyes, I would skip riding my bike and take a Lyft home because it didn't feel safe. This is a huge step backward—more like Worse Market Street.	1	Bikes need a protected lane for only bikes. Period. The lane can't be safely shared with vehicles when its this high traffic.	3	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please return to a protected bike lane on Market Street. This new design is a terrible step backward.	Community Advocacy Group;		35-44	Gender Non-binary;	White;	English;	Very well	Neurological disease;Another Disability or disabling health condition (please specify in other);	\$200,000 or more	2	Yes	
94	11/12/20 19:46:04	11/12/20 20:00:25	English (United States)		The sidewalks will still be too narrow to support peak pedestrian traffic. Forcing bicyclists to share the road with motor vehicles is dangerous and will discourage casual cyclists. Unless separated bike lanes are prioritized, there will be no safe way to travel down market street on a bike.	3	Removal of the car lane completely. It should be a shared space that cars only use to travel a single block at the most. Delivery trucks and taxis should not be able to use Market street as a main road to travel multiple blocks, as that encourages more traffic and higher speeds.		All the time	All the time	Rarely	All the time	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	As San Francisco's main street, pedestrians should feel safe walking on it and it should be a model for bicycling infrastructure in the city.	Email via Project Mailing List;Community Advocacy Group;Bettermarketstreetsf.org;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
95	11/12/20 19:56:57	11/12/20 20:17:51	English (United States)	I like that Muni is contained within the center lanes.	I am concerned that this design will not be safe for cyclists or other micro-mobility users. Trucks and taxis will stop in the shared lane, either to load & unload, park, or as they wait to proceed through blocked intersections. Drivers crossing market street regularly block the intersections, preventing traffic on market street from proceeding through the intersection. Cyclists are then be left to squeeze around the stopped vehicles while trying not to get hit by passing busses. I'm not guessing that this will happen - I know it will happen because it's what happens on Market St. today and	3	Separate bike lanes. Red light cameras. 15mph speed limit and speed cameras.	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	

96	11/12/20 20:36:53	11/12/20 20:42:30	English (United States)	Market St needs a dedicated right of way for cyclists and personal mobility devices.	1	2	All the time	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Community Advocacy Group;	25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	1	No	
97	11/12/20 17:04:52	11/12/20 20:42:30	English (United States)	Nothing.	1	1	All the time	All the time	All the time	All the time	Rarely	Rarely	Does not apply to me	Resident (I live on or near Market Street);	Cyclists need to have physical barriers to protect them from automobiles. The recent changes to the design make the entire plan unsafe for cyclists and pedestrians.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;	35-44	Gender Non-binary;	Don't know/not sure;	English;Spanish;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$75,000 to \$99,999	3	No
98	11/12/20 19:58:19	11/12/20 20:57:09	English (United States)	Repaving of the street	5	5	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Bike Coalition;SFMTA.com;	25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No	
99	11/12/20 20:48:44	11/12/20 21:07:27	English (United States)	Nothing	3	4	Sometimes	All the time						I live in San Francisco and use Market St. to get across town;	Please make a protected bike lane.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;	35-44	Female;	Hispanic and/or Latina;	English;	Very well	Hearing impairment;	\$150,000 to \$174,999	2	No
100	11/12/20 21:12:11	11/12/20 21:20:12	English (United States)	No private cars reducing traffic. Muni has dedicated lane that discourages cars from driving on it	3	3	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Rarely	Childcare is located at Market and Fell;	I want the revised plan to stay true to the original - and prioritize safety and create a people-first promenade. I don't see many advancements here that help pedestrians.	Community Advocacy Group;	35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	4	No
101	11/12/20 21:24:05	11/12/20 21:30:21	English (United States)	Very little	3	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Sometimes	Does not apply to me	I commute along Market St daily;Resident (I live on or near Market Street);	Do it right the first time.	Community Advocacy Group;	35-44	Male;	Hispanic and/or Latina;	English;	Very well	None;	\$200,000 or more	2	No
102	11/12/20 22:08:03	11/12/20 22:11:30	English (United States)	It at least has some green...	3	3	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Rarely	Work (I work on or near Market Street);	I prefer the plan we originally had and had agreed to.	Community Advocacy Group;Word of Mouth or From a Friend;	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
103	11/12/20 19:20:07	11/12/20 22:19:15	English (United States)	I like the more spacious bike lane.	4	4	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	I use Market to get to work, events, and medical appointments. Work (I work on or near Market Street);	Regarding question 3: I do appreciate not having to leap-frog with the Muni buses. For this reason, the design makes me feel safer than I feel on the street today. However, the comparison is between the 2019 plan and the 2020 plan. The 2020 plan makes me feel less safe than the 2019 plan. Unlike previous opportunities for engagement, I don't understand what the next step of this process is, if there's any hope of meaningfully changing the designs, or what aspects of the new design are open for revision. The concern for business viability on a	Community Advocacy Group;	35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	3	No
104	11/12/20 22:09:44	11/12/20 22:24:49	English (United States)	Honestly, nothing. At least compared to the previous Better Market Street plans that we already agreed upon. It's bad, with essentially no changes that will actually benefit street safety in reality. It's mostly lip service. And we know you probably won't follow through or enforce anything, so it's a lose-lose.	3	3	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Best commute route to get to work;	Muni using only one lane will absolutely NOT be faster or more efficient overall. Especially since you'll still be running the archaic F-line streetcars. Any minor problem with any one Muni vehicle (which we all know happens very often) will set the entire system back. It just doesn't make sense.	Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Male;	White;	English;	Very well	None;	\$22,000 to \$49,999	1	No
105	11/13/20 6:31:09	11/13/20 6:37:04	English (United States)	Lots of trees	3	3	All the time	Does not apply to me	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Email via Project Mailing List;	45-54	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No
106	11/13/20 7:13:17	11/13/20 7:31:59	English (United States)	not having to share space with buses when biking	4	5	All the time	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	The 2020 design is not Better Market Street. It feels like it should cost basically nothing and involve next to no construction because it has next to no benefit for pedestrians, cyclists or the neighborhood. We'll end up needing to redo it in 5 years to get a bike lane, so it should really be treated like an interest payment towards what the city actually needs. I'm fine with slight improvements, but this feels like an abandonment of the Better Market Street project. It makes more sense to call it something different and acknowledge you're still going to have a lot of people asking for better	Community Advocacy Group;	35-44	Female;	White;	English;	Very well	car accident PTSD;	\$10,000 to \$24,999	1	No

107	11/13/20 9:31:02	11/13/20 9:36:57	English (United States)	I like that it keeps muni and bikes separated.	I am so disappointed that the city is going back on its commitment to make streets safer for individuals on bicycles and scooters. The updated design will undoubtedly discourage many riders (particularly individuals with kids) from using this street, and falls to line up to the City's Vision Zero commitments. Taxis and delivery vehicles are huge risks to riders. We know that. We need to keep the separated lane, as intended. Our infrastructure will outlast COVID - let's look to the future.	3		3	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	Hispanic and/or Latinx/White;	English;	Very well	None;	\$200,000 or more	2	Yes		
108	11/12/20 12:15:26	11/13/20 9:45:51	English (United States)	Nothing.	It is not safe for bicyclists to mix with commercial trucks and taxis. Period. Better Market Street's safety goals include an 8-10 bicycle facility design. No 8 or 80 year old is safe on this street. Speed tables will not fix this. In the year 2020, we need to be designing facilities that separate human bodies from several-thousand-pound motor vehicles. I also am concerned about the presence of a "double sharrow" in this design. Whoever on the project team thought that paint symbols will protect bicyclists knows nothing about actual street conditions and should be fired.	1		4	All the time	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Vision Zero is failing. The fact that a design like this is seriously proposed in the year 2020 is precisely why.	Community Advocacy Group;SFMTA.com;		25-34	Female;	Prefer not to answer;	English;	Very well	speaking for my partner- he has a health condition and cannot walk right now. He uses crutches. Another Disability or disabling health condition (please specify in other);	Prefer not to answer	2	No	
109	11/13/20 11:27:09	11/13/20 11:35:56	English (United States)	More room for bikes than the formerly planned small elevated bike lanes. Safer for pedestrians and new cyclists.	Concerned that delivery trucks will block lane. All deliveries should be moved to secondary roads. Not sure if cut out parking section will prove safe for cyclists.	4		4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	shop and dine and go to events..Work (I work on or near Market Street);	Enforcement! Please keep private cars OFF of Market, including Lyft and Uber. Please enforce traffic violations. I have seen many accidents as well as red light running, illegal turns, illegal u-turns, and illegal lane usage. Almost daily, I see moving violations. You can make all the changes you want, but drivers will not change. Write more tickets to save cyclist and pedestrian lives.	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No	
110	11/13/20 11:28:28	11/13/20 11:49:08	English (United States)	Consolidated Muni lane.	Cars and trucks are dangerous to cyclists. I do not feel safe biking in shared lanes.	2		4	All the time	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	1	No	
111	11/13/20 11:40:46	11/13/20 11:51:11	English (United States)	No buses in the bike lane. wide sidewalk. keep the businesses open.	as a biker, how to pass the delivery vehicles stopped in the middle of the lane	4		4	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Commuter;Work (I work on or near Market Street);	How would the express buses on Market Street work? Some like 5 and SR skip some of the stops. Would there be a passing lane?	Email via Project Mailing List;		25-34	Female;	White;	French;Another language (please specify in other);	Well	None;	\$200,000 or more	3	No	
112	11/13/20 12:46:55	11/13/20 12:55:44	English (United States)	It has dedicated transit lanes.	Bikes need a physically separated lane. Mixing with motor vehicles has already been proven to be dangerous.	3		4	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Rarely	I go to stores on Market Street and use it to get to other destinations ;	Please bring back the previous design for the street!	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);		65-74	Gender Non-binary;	Mixed race;	English;	Very well	None;	\$50,000 to \$74,999	2	No	
113	11/13/20 13:01:56	11/13/20 13:13:30	English (United States)	It fills me with sadness, anger, disappointment and grief. I'm sad because I was so excited about the Better Market Street project, I immediately called my mom when London Breed announced it late last year on Market Street. San Francisco was living up to it's beautifully minded city that prioritizes human life and progress over short term economic incentive and regression. I'm angry because I don't know how this can happen. How can you promise to do one thing and then completely switch tack while no one is looking? How can you	I've been the victim of at least 3 Bicycle Vehicle Accidents (BVAAs) where the drivers or their passengers were found at fault. I've been doored by Uber passengers on Market Street, run over by a negligent driver on Webster street, bumped off my bike on California Street, and cut off so hard I flew over my handlebars on Golden Gate. It may shock you, but Bikes and Cars don't mix. It doesn't matter if they are only delivery trucks and taxis. Taxis kill cyclists. Delivery trucks kill cyclists. It's hard to communicate the pain and fear of being struck by a 2k+ lb vehicle when you're virtually	1		3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please reconsider this drastic revisioning.	I was there when Mayor London Breed announced it.;		35-44	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	3	No
114	11/13/20 13:26:40	11/13/20 13:33:59	English (United States)	Muni all moved to center	Bicyclists need better protection. Even if the lane cannot be so wide, they need a curb or barrier clearly separating them from trucks and cabs.	3		4	Rarely	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I would like to see more car-free streets. A senior like me should be able to ride a bicycle all around the city without having to be threatened by cars. I have been hit once and don't want to have it happen again.	Social Media (Facebook, Twitter, Instagram, etc.);SFMTA.com;NextDoor.com;		65-74	Female;	White;	English;	Very well	Hearing impairment;	\$200,000 or more	2	No		
115	11/13/20 14:13:54	11/13/20 14:22:42	English (United States)	I think a dedicated bike lane without taxis or trucks would be safer. I like that muni would have their own lane.	Bicycle, scooter, pedestrian safety.	3		3	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Community Advocacy Group;		45-54	Male;	Asian and/or Pacific Islander;	English,Cantonese;	Very well	None;	\$150,000 to \$174,999	4	Yes	

116	11/13/20 14:41:43	11/13/20 14:49:43	English (United States)	I hate it.	Fragile humans on bikes/scooters do not have the infrastructure necessary to prevent death and maiming. There is nothing but the "honor system" preventing private vehicles from driving on Market Street. There is nothing mitigating the danger of a truck or taxi killing a bicyclist.	1	3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Shopping, meeting Friends, etc.;	I am very angry at the SFMTA. Stated commitment to Vision Zero is garbage.	Community Advocacy Group/Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		45-54	Female;	Black or African American/White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$150,000 to \$174,999	3	No
117	11/13/20 14:59:51	11/13/20 15:08:06	English (United States)	Muni in center lanes	Bikes need their own lane free from cars. And I see that there are plans to "restrict" private vehicles, but not prohibit? Just today I saw cars turning onto Market where they shouldn't have been, and since there is no enforcement, this will be commonplace.	2	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Community Advocacy Group;		25-34	Female;	White;	English;	Very well	None;	\$50,000 to \$74,999	2	No	
118	11/13/20 15:29:55	11/13/20 15:52:30	English (United States)	Separate lane for bikes as well as scooters, skateboarders, etc.	Does not address the issue of enforcement. Pedestrians are currently under attack from cyclists, scooters, and skateboarders who don't use the bike lane and create hazards while using the sidewalk instead. If there is no set-side and specific plan for enforcement, this will fail. We are already in dire need of enforcement!!!!	3	4	All the time	Does not apply to me	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please factor enforcement into this project! Please remember that PEDESTRIANS are the majority here - all I see are more tables and less room for walking - but no real improvements. We are constantly dodging bikes on the sidewalk who give ZERO F*CKS about us as human beings. They run bikes, scooters, etc. close to pedestrians, hog curb cuts, etc. I am so tired of seeing zero enforcement, but we are coming up with all these expensive plans to cater to cyclists. It seems as if pedestrians are an afterthought - and if you get hit by a	NA;	Word of Mouth or From a Friend;	45-54	Female;	White;	English;	Very well	Prefer not to answer;	Prefer not to answer	2	No	
119	11/13/20 15:52:48	11/13/20 16:12:15	English (United States)	Containing Muni to one lane seems like an improvement, although Muni drivers are WAY safer than taxis, paratransit, and commercial vehicle drivers.	The absence of protected bike lanes is devastating. We need concrete protection. Everything else is noise.	3	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Market Street would be amazing with a concrete-protected bike lane. Commercial vehicle operators/owners would love not being restricted as they are in this current plan. I would be so proud of this city's foresight if planners recognize that there really is no substitute for protected bike lanes. Imagine how superior Market St. would be for all modes of transportation!	Word of Mouth or From a Friend;		25-34	Male;	White;	English;Spanish;	Very well	None;	\$100,000 to \$124,999	4	No	
120	11/13/20 16:09:06	11/13/20 16:12:55	English (United States)	It's better than making bikes share a lane with all cars, but only very slightly.	IT MAKES BIKES SHARE A LANE WITH CARS AND TRUCKS. Biking is eco-friendly, economical, and healthy. What makes biking in this city unsafe is cars. We need protected lanes down the entirety of Market Street	3	3	All the time	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is really disappointing.	Word of Mouth or From a Friend;		35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	1	Yes	
121	11/13/20 16:06:33	11/13/20 16:14:41	English (United States)	The large sidewalk with tables and chairs	Cars and bikes should not be sharing the road! We need a dedicated and protected bike lane, or better yet no cars. There are no cars on Market right now, why would we let them back on? It works fine the way it is. Cars and bikes sharing a lane is a recipe for disaster and we KNOW that this is absolutely not the way to ensure safety for bicyclists and pedestrians. Safety should be first.	1	5	All the time	Sometimes	Sometimes	All the time				Work (I work on or near Market Street);		Email via Project Mailing List;Social Media (Facebook, Twitter, Instagram, etc.);		19-24	Female;	Asian and/or Pacific Islander;	English;	Very well	None;	\$125,000 to \$149,999	1	No	
122	11/13/20 16:35:23	11/13/20 16:44:10	English (United States)	Literally nothing. Trucks and taxis will continue to block the right lane by double parking just as they always have. Muni buses will get stuck behind muni trolley cars and will swerve into the right lane to get around them. It's not safe to force bikes to mix with semis and muni vehicles.	Making bikes ride in traffic is little improvement over the current situation. How are you going to enforce ticketing/towing on all the trucks parked in the right lane? Get taxis off Market St.	3	3	All the time	Rarely	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I rarely biked on Market St before the pandemic because it was unsafe. This design doesn't seem to do much to make it safer. The biggest problem is commercial vehicles double parking or parking in the right lane, and taxis driving like scooters.	Email via Project Mailing List;		35-44	Female;	Prefer not to answer;	English;	Very well	In the past I have had a mobility disability, but not currently;	Prefer not to answer	2	No	
123	11/13/20 17:01:51	11/13/20 17:08:33	English (United States)		Bikes should not have to share lanes with cars and trucks. It's unnecessarily dangerous and significantly deters biking	3	2	Sometimes	All the time						Resident (I live on or near Market Street);	Market is one of the main transit corridors in the city -- if we cannot separate bikers from traffic there and make bikers feel safe, then we will have far fewer bikers in the city at at time when we need bikers most given climate and pandemic concerns.	Word of Mouth or From a Friend;		25-34	Female;	White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$200,000 or more	1	Yes	
124	11/13/20 17:47:17	11/13/20 17:52:09	English (United States)		Bicyclists will be killed and injured. There will be too many vehicles on the street. The compromise will be obvious and will erode support for future endeavors.	3	3	All the time	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Email via Project Mailing List;			Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	3	No	

125	11/12/20 22:31:02	11/13/20 19:23:05	English (United States)	I appreciate that this design retains the restrictions on private vehicles, which have made Market Street feel truly accessible for bicyclists (and other non-vehicle road users). Market Street is one of the city's most iconic and vibrant public spaces, and keeping the corridor car-free is key to maintaining that into the future.	As a car-free downtown resident who frequently uses Market Street to reach other parts of the city, I have serious concerns about this proposed design and believe that it may lead to a "worse" experience than the status quo. While dedicated and protected cycling infrastructure would be infinitely preferable in terms of safety and convenience for cyclists (relative to both the status quo and the proposed design), one advantage of the status quo over the proposed design is that it permits vehicles (including buses, taxis, and commercial vehicles) to	2	Ultimately, a shared curb lane is only effective for non-vehicle road users if vehicular traffic is kept to an absolute minimum. While car-free Market Street has been a fantastic experience overall, there are still times when non-bus vehicular traffic is uncomfortably high and I have often witnessed private vehicles flouting the rules in order to save themselves some time. A shared curb lane will never be as good as dedicated bike infrastructure, but it could be improved if private vehicle restrictions are better encouraged/enforced via increased	3	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	This is a challenging time for everyone, and I want to express my sincere appreciation the quick-build work that the City has already done, both on Market Street and on other car-free streets such as JFK and the Great Highway (all of which have been a wonderful addition to the city and should remain). My greatest fear is that hasty long-term decisions made at the peak of this fiscal/public health crisis will have long-term impacts that reach far beyond the pandemic. Car-free Market Street provides a truly unique opportunity for the City to showcase its commitment to	Community Advocacy Group; Social Media (Facebook, Twitter, Instagram, etc.);	19-24	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No	
126	11/13/20 19:37:47	11/13/20 19:41:22	English (United States)	Mixing bicycles with traffic is unsafe. Especially if trucks and commercial vehicles are allowed. This is worse than today - at least there is a separate protected bike lane today.		1	Separate, protected bike lane.	5	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Use market street for recreation;	Please don't regress back to a single lane for bikes and cars ;	WalkSF;	35-44	Female;			Very well	None;	\$200,000 or more	3	Yes	
127	11/13/20 22:21:21	11/13/20 22:34:02	English (United States)	Dedicated space for muni	Cyclists have to share space with vehicles that can kill them and would have limited space to maneuver around them with curbs between lanes.	2	Have it not be shared.	5	Sometimes	Sometimes	Sometimes	Sometimes				Shopping/recreation;	Please figure out a way to have dedicated space for bicycles, no lane sharing as a priority. Or wait to do the project until that can be afforded.	Email via Project Mailing List; Community Advocacy Group; Bettermarketstreet.org; SFMTA.com;	35-44	Gender Non-binary;	Prefer not to answer;	English;	Very well	Prefer not to answer;	\$125,000 to \$149,999	2	Yes	
128	11/14/20 2:11:31	11/14/20 2:17:26	English (United States)	Trees, tables and chairs on sidewalk	private vehicles, no safe separation between bike lane and muni.	3	I will only feel safe when there is no trucks and cars on the biking lane. Current proposed design does not make it feel safe to bike on market st.	3	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	More small businesses and outdoor activities will increase the safety of the main street of our city. More people enjoying daily activity- less attractive to criminals.	Bettermarketstreet.org; SFMTA.com; NextDoor.com;	35-44	Female;	White;	English; Russian;	Very well	None;	Prefer not to answer	2	No	
129	11/14/20 8:09:15	11/14/20 8:12:51	English (United States)	Not much, this is the existing setup	Mixing vehicles with bikes	1	Remove vehicles and make barrier taller and impassible	4	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);		Email via Project Mailing List; SFMTA.com;										
130	11/14/20 8:53:52	11/14/20 9:01:55	English (United States)	Not much, really.	Safety. People biking are still sharing the road with delivery trucks, taxis, and paratransit. The sidewalk-level bikeway design would've avoided this conflict.	3	Protected with bollards and remove the taxis and deliveries.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I bike down Market to support nearby retail/restaurants. Work (I work on or near Market Street);		Participated in ALL of the community street design workshops and meetings for the last ten years; Community Advocacy Group; Word of Mouth or From a Friend; Bettermarketstreet.org; SFMTA.com;	45-54	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$75,000 to \$99,999	2	No	
131	11/14/20 10:21:42	11/14/20 10:27:23	English (United States)	Unsafe, scary. There must be a separate bike only space.	I am concerned about me or my children being killed by a truck or car. We need a bike only protected lane.	1	It cannot be shared. There must be a bike only space.	4	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	I travel to and from activities with my kids ; down market by bike. ;	This is not safe. There must be a bike only lane. The bike only laying may not be huge, faster and more confident bikes can continue to bike in the road with vehicles. But there must be some bike-only lane to provide a safe space.	Email via Project Mailing List; Community Advocacy Group;	45-54	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	5	Yes	
132	11/14/20 11:14:04	11/14/20 11:20:15	English (United States)		Bikes and scooters should be separated from motor vehicles by a hard barrier (e.g. concrete). A lot of potential cyclists don't ride because of safety concerns. Having hard barriers protecting them from cars would encourage a lot more ridership.	3	Put cars in a separate lane.	3	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Community Advocacy Group;	25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	2	No	
133	11/14/20 11:17:34	11/14/20 11:28:01	English (United States)	Muni in the center lane	That there is still a shared lane with bicycles, taxis, and commercial vehicles! I'm also concerned with the "mountable curb" which will trap bicyclists in the lane while enraging autos stuck behind them encouraging dangerous behavior. There needs to be a grade-separated, protected, dedicated bicycle-only lane.	2	Banning cars! (or at least taxis). Also it's essential that there are large enough gaps in the mountable curb that bicyclists can go around stopped cars (because there will be illegally stopped cars)	3	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I live in the city and market is a main transportation corridor; Work (I work on or near Market Street);	It is shameful that you are considering changing the design to eliminate the proposed bike protection. Double sharrows are doubly useless and it's embarrassing that anyone thought they were an acceptable substitute.	Community Advocacy Group; Word of Mouth or From a Friend; Bettermarketstreet.org;	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	3	No	
134	11/14/20 11:21:56	11/14/20 11:31:23	English (United States)	I like that loading is restricted during peak hours, and that bikes do not have to share a lane with Muni vehicles.	Many concerns: - It removes the best part of the design that was approved by multiple stakeholders in 2015: the dedicated, sidewalk-level bike lane! - The new design was rushed forward without much time for community input, and it's clear that none of the groups of stakeholders (cyclists, pedestrians, disability advocates, etc) are a fan of the new plan. - Sharrows are useless. I feel unsafe sharing a lane of traffic with cars, even when there are sharrows. It doesn't matter if there are single or double sharrows; both types are useless. - in my experience,	3	No delivery vehicles, no taxis, and no paratransit. They can use perpendicular side streets, or cargo bikes or other non-motorized solutions on Market St. Furthermore, I'd like to see physical barriers at the ends of each block (such as bollards, that can retract for emergency vehicles) to ensure that cars don't "accidentally" end up taking the lane, the way I see so many cars doing on car-free Market St today.	3	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Email via Project Mailing List; Community Advocacy Group; Bettermarketstreet.org; SFMTA.com;	25-34	Male;	White;	English;	Very well	None;	Prefer not to answer	1	No

135	11/14/20 11:29:01	11/14/20 11:33:38	English (United States)	There are no private cars	Cyclists should be on their own lane. Taxi drivers are generally aggressive in their driving style and there have been recent cyclist deaths caused by commercial vehicles	2	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Word of Mouth or From a Friend;		45-54	Male;	White;	English,Spanish;	Very well	None;	\$200,000 or more	2	Yes
136	11/14/20 11:35:48	11/14/20 11:41:32	English (United States)	Not sharing space with buses	Sharing space with cabs and delivery vehicles.	3	4	Sometimes	All the time							Work (I work on or near Market Street);	Community Advocacy Group;		65-74	Female;	White;	English;	Very well	None;	\$175,000 to \$199,999	2	Yes
137	11/14/20 11:40:47	11/14/20 11:43:30	English (United States)	I mean, I guess it's slightly better than what there is now?	We're gonna spend whatever million dollars and not get an actual protected bike lane? This is not much better than what we have now.	3	4	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me			Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	3	No
138	11/14/20 11:42:34	11/14/20 11:47:07	English (United States)		Taxis and delivery trucks shouldn't be in the same lane as bikes. I understand the challenges, but the trucks can't see bikes well, and both taxis and trucks are often too rushed to be cautious of cyclists. There should be an automatic fine if they hit a cyclist.	3	4	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	SF Resident;	SF Bike Coalition;		35-44	Female;	Asian and/or Pacific Islander;	English;	Very well	None;	Prefer not to answer	1	Yes	
139	11/14/20 11:47:14	11/14/20 11:50:12	English (United States)		Vehicles and bicycles in same lane. No protective barrier	4	4	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Sometimes	Does not apply to me	Resident (I live on or near Market Street);	SFBC,Bettermarketstreet.org;		45-54	Male;	White;	English,Spanish;	Very well	Mobility disability (example: difficulty walking or climbing stairs);Cognitive or mental impairment;	\$200,000 or more	3	No
140	11/14/20 12:14:13	11/14/20 12:23:59	English (United States)	I like that Market Street will remain free of private cars. Transit only lanes are fine.	I have massive concerns about people on bikes being forced to share lanes with taxis, commercial vehicles, etc! This is a huge safety risk! People will die because of this design. Where are the sidewalk-level, separated protected bike lanes and accessible sidewalks?	2	4	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Please please retain completely physically protected bike lanes! Mixing vehicle traffic with bikes will kill people. It's also an embarrassment that San Francisco can't use globally-accepted safety practices. I was born here and grew up riding MUNI and driving private cars. I do still. But I have been riding a bike here for the last ten years because of the freedom it allows and because of some improvements in safety that have been made. Taking those away with a new design is a crush.	I have followed third project for years, hoping The City would think of safe ways to move bicycle and pedestrian traffic. ;		35-44	Female;	White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$200,000 or more	2	Yes
141	11/14/20 12:32:35	11/14/20 12:41:28	English (United States)	Nothing	I can't ride a bike on Market sharing with motor vehicles.	3	3	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Come to work meetings, meet friends, go to medical appts, get to businesses. ;	Market should be a protected bicycle arterial as there is no alternative for getting around SF for people of AAA. We need a protected network.	Email via Project Mailing List;Community Advocacy Group;		65-74	Female;	White;	English;	Very well	Difficulty with balance;Another Disability or disabling health condition (please specify in other);	\$10,000 to \$24,999	1	Yes
142	11/14/20 12:39:31	11/14/20 12:46:28	English (United States)	Wider biking lane	Taxis and trucks can still intrude upon the bike lane which is dangerous - someone could open the taxi door, or a truck could cut across the bike lane quickly, etc. Put back the barrier please.	4	3	Sometimes	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Email via Project Mailing List;Community Advocacy Group;		19-24	Female;	White;	English;	Very well	anxiety;Another Disability or disabling health condition (please specify in other);	\$100,000 to \$124,999	1	No
143	11/14/20 13:05:52	11/14/20 13:20:40	English (United States)	I like that all muni would move to the center lane.	I strongly believe that there needs to be a bike only lane. It is not safe for bikers to pedal on the street with large trucks and fast moving taxis.	3	5	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Life safety must come first before any other considerations. My experience is that vehicles repeatedly ignore the current laws -speeding, making illegal turns, and even going the wrong way on one way streets. We cannot trust drivers to voluntarily put safety first and must instead create an environment where the inevitable errors do not cause bodily injury or death.	Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		35-44	Female;	White;	English;	Very well	None;	\$50,000 to \$74,999	4	No
144	11/14/20 13:25:06	11/14/20 13:28:58	English (United States)	There are more trees.	Sharrows kill bicycle riders. Replace the sharrows with protected bike lanes.	1	4	Sometimes	Rarely	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Do not install more sharrows on San Francisco streets. Install more protected bike lanes.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
145	11/14/20 12:48:33	11/14/20 13:34:28	English (United States)	Dedicated bus/streetcar space is great	I'm going to be run over by that truck. Why do taxis still receive special treatment? Please please please separate bicycles from cars!	3	4	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	This is precisely the moment to prioritize getting new people into bicycle transit. That requires making it less dangerous!	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	1	No
146	11/14/20 13:40:57	11/14/20 13:55:51	English (United States)	I do not like this design. It does not separate cyclists and scooter riders from dangerous vehicles.	It seems like a pointless waste of money. If you can't separate dangerous cars and trucks from cyclists, scooter riders, skateboarders, and people using small forms of transportation, then what is the money being spent on? This redesign just looks like new paint on the road. What a waste of taxpayer money. We need dedicated, car-free bike lanes on Market Street.	3	4	All the time	All the time	Rarely	Does not apply to me	Rarely	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please create dedicated, car-free bike lanes along the entire length of Market Street. This redesign looks pointless.	Community Advocacy Group;		45-54	Female;	Asian and/or Pacific Islander;	English,Mandarin;	Very well	None;	Prefer not to answer	1	No

147	11/14/20 17:18:17	11/14/20 17:26:11	English (United States)	Muni in one lane only. A wide lane for cyclists.	Having motor vehicles of any kind sharing space with cyclists is dangerous. Taxis do not need to be on market street and delivery drivers already have a habit of blocking bike lanes and driving in erratic or unsafe ways. This design does not help make biking on market street a reliably safe experience at all times and on all blocks.	3	Most essentially, not having to share it with motorized vehicles of any sort. Second, right turn only curbs/hypots at EVERY intersection to minimize the time taxis or delivery vehicles spend on the street.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I use Market Street as a route to patronize businesses in many parts of the city. ,Work (I work on or near Market Street);	Community Advocacy Group;	35-44	Gender Non-binary;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No	
148	11/14/20 17:28:23	11/14/20 17:38:23	English (United States)	I like that it moves Muni to a designated lane.	I would like to see a separate, protected lane for bicyclists.	3	A protected lane for cyclists. Any time cyclists are sharing a lane with taxis and commercial vehicles, cyclists will be forced to go around stopped vehicles, and particularly in the case of taxis the drivers may pull out from the curb unexpectedly and passengers may open doors into the path of cyclists, on both sides of the vehicle, without looking.	3	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Pass through on the way to other places;	NextDoor.com;	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
149	11/14/20 17:33:56	11/14/20 17:42:59	English (United States)	It'll be nice to no longer need to awkwardly bike around buses. Also a divider between bikes and the muni tracks seems nice (my worst bike accident ever was in a muni track).	I really wish there was dedicated bike space. Because it will be shared with taxis and commercial vehicles I'm worried that biking around market will still involve a lot of navigating around cars. I also have a lot of fears that the driving restrictions in this lane won't be well enough enforced. I think that in reality many cars that aren't taxis or commercial will end up on market and will try to pass cyclists in close quarters.	3	No motor vehicles! I think that until we are willing to give bikes a dedicated space, market will never be a comfortable place for them.	4	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	I'm pretty sad that this project has scaled back its ambitions so much. I was hoping that we'd really solve the problem of bike safety on market.	Word of Mouth or From a Friend;	25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	6	Yes
150	11/14/20 18:06:42	11/14/20 18:12:57	English (United States)	It removes the buses and RVs from traffic with cars and trucks	It's terrible for people on bikes, scooters, etc. "Sharing" the lane with trucks and taxis is an unpleasant experience.	2	Remove motor vehicles. Barring that, very frequent speed bumps, traffic diverters, and other mitigations to prevent errant drivers	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me				25-34	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	1	Yes
151	11/14/20 20:08:06	11/14/20 20:10:37	English (United States)	I don't like it.	Mixed car and bike lanes are no different than what we have today. They put lives at risk.	2	No cars	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Email via Project Mailing List;	25-34	Female;	Hispanic and/or Latino;	English;Spanish;	Very well	Blindness or vision impairment;	\$150,000 to \$174,999	1	No	
152	11/14/20 20:34:57	11/14/20 20:39:10	English (United States)	Bad idea.	No separate bike lane, which has huge impact in traffic safety for cyclists. They safe costs by cutting safety!	3	No stopping at all by taxi's, delivery's etc. Stopped traffic is a huge danger for cyclists	4	All the time	Sometimes	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	NextDoor.com;	35-44	Male;	White;	Dutch;English;Another language (please specify in other);	Very well	None;	\$200,000 or more	3	Yes	
153	11/14/20 20:45:57	11/14/20 21:04:01	English (United States)	Well, you're trying to have fewer cyclists killed by cars and transit, I guess.	Tons. This design still has motor vehicles crowding and pushing cyclists. It makes it more likely that only committed and experienced cyclists, and tourists who don't know better, will use the lane. I'm serious about this - have you ever ridden your bike down Market during a weekday? Do you have any idea how dangerous it is? I'm an experienced cyclist of many decades and I still find Market a somewhat terrifying ride. And are cars still going to be turning on and off Market? And do the buses stay in the middle all the way down Market to the end? Because, if they don't, the area east of	3	Absolute 10 mph speed limit with automatic camera ticketing, all lights geared for that limit, and aggressive enforcement.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I have to go there regularly for work and arts-related activities;	You're not moving aggressively or quickly enough. Cars kill people. Cars are destroying the ability of the planet to support life. They are the problem and cannot be part of any real solutions.	Community Advocacy Group;lettermarketstreet.org;SFMTA.com;	45-54	Female;	This is for the age question above - you left out 55-64, which is my actual age range.;	Japanese;English;Another language (please specify in other);	Very well	Hearing impairment;	\$50,000 to \$74,999	2	No
154	11/14/20 23:22:58	11/14/20 23:28:35	English (United States)	Not much. I do like that personal car traffic is eliminated. But this doesn't make it feel safer for me or my wife to bike on market.	Very concerned with sharing bike lane and a taxi lane. My wife never wants to bike on market with me because of sharing space with cars so we drive instead. Bikes need their own space with no cars at all.	3	No taxis	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Visit downtown often;	We really need the original better market s plan even if it takes longer	Community Advocacy Group;	25-34	Male;	White;	English;Spanish;	Very well	None;	\$200,000 or more	2	Yes
155	11/13/20 18:02:19	11/15/20 8:23:22	English (United States)	Not sure honestly...	That there isn't a dedicated bike lane - without a dedicated bike lane cyclists are treated very poorly on a regular basis - last weekend in a clearly cyclist and vehicle road near the Zam club in Sausalito I was getting aggressively honked at even though it is delineated.	1	a dedicated biking lane	2	Sometimes	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	I cycle on weekends through Market;	Word of Mouth or From a Friend;	25-34	Male;	Hispanic and/or Latino;	English;Spanish;	Very well	None;	\$200,000 or more	1	No	

156	11/15/20 8:21:26	11/15/20 8:32:53	English (United States)	I only like that it is wide.	I am quite concerned about Bikes & Scooters sharing the road with Taxis and Delivery Vehicles. While removing private vehicles does somewhat improve safety it will actually still be a deterrent for getting more people on bikes (young, older people and/or those concerned about safety).	3	Bike/Scooters need to be separated from Vehicles and Pedestrian traffic in order to truly make riders feel safe enough to adopt this as an alternate mode of transportation. We need to encourage our citizens and those commuters that use public transportation and/or bicycle/scooter/walking is a safe and reliable way to get around.	5	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	San Francisco made a decision quite a while ago to prioritize the move away from Cars and Car ownership in the City to Public Transit and/or other alternative low impact travel (e.g. bikes, scooters, cars). Having bike/scooters share a lane only perpetuates the existing situation and does NOTHING to attract/incent others to move to bikes/scooters when their life is still threatened by motor vehicles while riding. We need to make bicycling safe enough that people of all ages and caliber of biking participate. The only way to do that is to make biking safe and separated from vehicle traffic.	Community Advocacy Group:bettermarketstreetsf.org/SFMTA.com;		45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	2	Yes	
157	11/15/20 10:17:36	11/15/20 10:21:49	English (United States)	Wider streets for pedestrians and lack of cars	Cars	4	I would like an elevated bike lane all together	4	All the time	All the time	Sometimes					Work (I work on or near Market Street);	Elevated bike lane	Word of Mouth or From a Friend;		35-44	Female;	Hispanic and/or Latine;	English;	Very well	None;	\$100,000 to \$124,999	2	No	
158	11/15/20 10:57:03	11/15/20 11:05:32	English (United States)	I like that muni will likely be sped up and other traffic will be slow.	As a bicyclist, sharing a lane with taxis and commercial vehicles is really scary, because they tend to stop often and in unpredictable ways, they open their doors in dangerous ways and they're often not the most careful drivers. Bikes need their own lane.	3	I can't imagine anything that would make a shared lane safe. These vehicles are so much bigger and faster than a bike, they're always deadly. Lowering speed limits to like 15 mph might help but please please bring back the dedicated bike lane.	5	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	City resident;	Protect bike lanes!!	Email via Project Mailing List;		25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	3	Yes	
159	11/15/20 12:05:39	11/15/20 12:13:54	English (United States)	Dedicated red lanes for transit.	I think cyclists, scooter riders, etc need more protection from buses, cabs and trucks as the original elevated bike lane provided. Also pedestrians on market are often jay walking and not looking as they move from sidewalk to elevated bus stops. Super dangerous for bikes and pedestrians alike. An elevated bike lane would reduce this danger.	3	Intersections like 11th and 7th and market are tough for bikes. When going east, you have to diagonally cross the intersection to re-join the bike lane. In traffic it's nerve wracking and dangerous. Other cyclists are often not safe either. elevated bike lane would make a big difference.	4	All the time	All the time	Sometimes					Resident (I live on or near Market Street);	This is a long term investment in alternate modes of transport. This investment will move it into a safe/() space for downtown workers/commuters, tourists and anyone not driving. The city needs to make this investment a number one priority both to prevent global warming but also to show the bike/non car community that SF is prioritizing this.	Community Advocacy Group;		45-54	Female;	White;	English;Spanish;	Very well	None;	\$175,000 to \$199,999	4	Yes	
160	11/15/20 12:25:26	11/15/20 12:31:23	English (United States)	Increased space for bikes and scooters	It eliminates key advantages with the previously agreed design, including curb-protected bike lanes and unobstructed transit-only lanes. I am concerned that a few cars will block the free flow of cyclists, and that conflicts will result in people passing on the left and creating hazards with the trolley tracks.	3	Extensive speed bumps / traffic calming and barricades so that through traffic is forced off every block or every other block, ensuring that only last-block taxi or delivery dropoffs can use the street.	4	Sometimes	Sometimes	Rarely	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Some of the concerns about Market could be alleviated if there were completely protected / car-free space on Mission or one of the parallel streets for bikes and scooters to use.	Community Advocacy Group;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
161	11/15/20 13:30:57	11/15/20 13:44:53	English (United States)	Separates MUNI public transit from bike lanes.	The bike lane is not separated from taxis, paratransit or commercial vehicles. Sharing a bike lane with motor vehicles is a huge negative and makes cycling much less safe than it could be and will result in injury and death. The bike lane should be completely separated from all vehicular traffic for this design to be safe and effective. Double parked cars and commercial vehicles and their erratic driving is a major negative for bicycling safety.	3	No taxis, commercial vehicles or paratransit in the bike lane with significant penalties. Sharing the bike lane with any motorized vehicle makes be feel unsafe and uncomfortable.	4	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I have a regular appointment with a business near market street;		Word of Mouth or From a Friend;											
162	11/15/20 14:47:40	11/15/20 14:52:01	English (United States)		maintaining the mix of cars and bicycles on the roadway is dangerous for cyclists and gives lie to the stated goals of vision zero.	2	creating a separated cycle lane	3	Sometimes	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Community Advocacy Group:SFMTA.com;		45-54	Male;	Hispanic and/or Latine;	English;Spanish;	Well	None;	\$75,000 to \$99,999	2	Yes	
163	11/15/20 13:06:56	11/15/20 16:32:27	English (United States)	Very little, this is an embarrassing bait-and-switch	The lack of a protected bike is an abomination	1	bollards! kral! pylons! Any physical infrastructure to protect cyclists!	1	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Rarely	Work (I work on or near Market Street);	Please don't betray your profession and make San Francisco's most important thoroughfare be absent of a protected bike lane	Community Advocacy Group;		25-34	Male;	White;Prefer not to answer;	English;	Well	None;	\$100,000 to \$124,999	2	Yes	

164	11/15/20 17:31:26	11/15/20 17:42:57	English (United States)	I love Muni and bikes no longer sharing a lane!	I'm disappointed to lose the dedicated bike lane. Car free Market St has been a wonderful change, but I would be thrilled to be able to cycle down Market without having to worry about any other vehicles.	4	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	My frequency of use is much lower now than it was pre-COVID, but I look forward to cycling to work and taking transit regularly again as soon as it is safe. I absolutely appreciate that the amount of available funding has changed since the pandemic, and appreciate that this design tries to make the best of this far from ideal situation. I hope the current design doesn't preclude someday taking on a more ambitious redesign of Market St. I think the pandemic has let to SF residents valuing outdoor public spaces more than ever, especially those that are bike/ped friendly. I	Email via Project Mailing List;		35-44	Female;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	Yes	
165	11/15/20 17:46:16	11/15/20 18:06:49	English (United States)	I don't like it. After years of asking for public feedback and approving a project, to ignore that feedback says the City did not really mean it. This is the premier street, the spine of San Francisco and it should have a safe, separated bikeway as already approved. I understand the pandemic-caused budget problems. Delay the project until it can be done as previously agreed.	A bicycle lane shared with taxis and trucks will not attract those from 8 to 80 to bicycle in San Francisco if they cannot even ride Market Street comfortably.	3	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	I bicycle Market Street for transportation;	Delay the project and do it right.	Community Advocacy Group;Word of Mouth or From a Friend;		45-54	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	2	Yes	
166	11/15/20 18:10:14	11/15/20 18:14:57	English (United States)	Absolutely nothing. There must be a separate bike lane, protected from traffic. This is nonnegotiable.	Traffic and bikes sharing the same lane when the explicit benefit of this redesign was to make Market Street actually look like the main street of a 21st-century city and not a 1970's thoroughfare meant for cars.	1	Sometimes	Sometimes	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Add back the separate bike lane. Make it work.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No	
167	11/15/20 18:18:30	11/15/20 18:34:13	English (United States)	Wider lanes allow passing. With the addition of ebikes, cyclists are traveling at different speeds. Passing is necessary.	Light timing should not be 12 mph. The speed limit should be set at the highest speed that still discourages motor vehicles. The speed limit should be faster because bicycle commuters on standard bikes routinely cruise at higher speeds in the 15 to 20 mph range. Ebikes also have higher average speeds. Someone who is traveling at 12mph or less is not in a hurry and can wait through the occasional red light. Someone commuting should not be hindered by unnecessarily restrictive speed limits.	5	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Business Owner (I have a business on or near Market Street);	This is a great plan that fixes many of the shortcomings of the previous design. I just wish you'd do more outreach to businesses. There's a lot to like regarding loading zones and lack of construction disruption.	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	None;	\$10,000 to \$24,999	1	No
168	11/15/20 18:21:48	11/15/20 18:47:47	English (United States)	Having the lane limits are nice - there are a lot of lane changers and having this limit will provide more protection to the cyclists.	I don't like how the roads are still shared.	3	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Word of Mouth or From a Friend;		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$150,000 to \$174,999	1	No	
169	11/15/20 19:17:25	11/15/20 19:19:53	English (United States)	Dedicated lanes for buses	No protected bike lanes! Please separate cyclists from cars. It's dangerous for us to share a lane with cars.	1	Sometimes	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Rarely	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	
170	11/15/20 19:56:39	11/15/20 20:05:07	English (United States)	It's better than nothing. At least there's the curb to discourage lane changes, but it's not a good solution at all.	Forcing cyclists to share the road with taxi and delivery vans constantly end up parking in the bike lane to unload / drop off passengers, creating a potentially dangerous situation. The constant interaction with parked vehicles is guaranteed to be a nightmare for cyclists and I have no confidence that taxis/delivery vans will be respectful of cyclists' space and speed needs (they are the worst offenders just about everywhere else). We need real protected bikelanes,	2	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Rarely	Resident (I live on or near Market Street);	If we're going to "re-design" market street, let's do it right, with protected bike lanes that are fully separated from motorvehicle traffic. Forcing cyclists to share the road with taxis and delivery vehicles will decrease safety and convenience for everyone.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No	

171	11/15/20 19:44:42	11/15/20 21:48:35	English (United States)	The mountable curb is so-its could have a positive or negative effect depending on other conditions.	Speed tables are not effective at limiting motor vehicle speed low enough to share a lane with microtransit. Speed tables only lower speeds to the ~20-25mph range, which is insufficient. Most users of microtransit travel between 10-15mph, and the lane must be safe and welcoming in inclement conditions (wind, rain, etc.) and for microtransit users who can only manage 5-10mph. Especially with fresh pavement in a wide lane, speed tables will not accomplish this - I have been punish-passed and nearly hit traveling at 20mph on a speed table.	1	(In order from highest to least proposed priority/impact): > Speed bumps: * aggressively shaped* concrete speed bumps (small w/ sharp rise) placed every few hundred feet, probably about 5 - 8 per block in each direction. To facilitate microtransit, they should be structured in sections across the lane. There should be a ~1ft gap between the the curb and speed bump on each side of the lane, and a larger gap in the middle just narrow enough that a vehicle with a standard wheelbase cannot avoid either side. Based on experience in busy shopping centers,	3	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Market St. is the primary way I access San Francisco from Oakland by transit;Work (I work on or near Market Street);	Market will only be safe enough for all ages and abilities if it is safe enough to walk in the people-first ("shared") lane. This should be the test/standard for any set of treatments considered. While this may not be the intended use of the lane, if it's not safe enough to walk in the lane, it's not safe enough for microtransit users 8 - 80. People should certainly feel safe jogging/running in this lane. A kid who can only pedal at 8 or 9 mph should feel safe on Market. Paint should not be considered as part of the treatment except to indicate loading	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.),Bettermarketstreetf.org;	25-34	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	1	No
172	11/15/20 22:23:54	11/15/20 22:29:06	English (United States)	Some change is better than none.	It doesn't go far enough. There should be protected bike lanes.	2	Protections for bikes. Motorists routinely break the law and drive down Market St. even after this became illegal.	4	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	SF has Transit First as a policy and then always equivocates and makes concessions to car drivers.	Social Media (Facebook, Twitter, Instagram, etc.);	45-54	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	2	Yes	
173	11/15/20 22:18:40	11/15/20 22:41:36	English (United States)	I do like that Muni would have a dedicated lane.	I'm concerned that as proposed, the design does not make the experience of biking along Market Street safer. I think this for two reasons: the shared lane is shared with taxis and box truck drivers who tend to not drive safely in my experience, and without police enforcement cars seem to be funneling back onto Market, which makes me think that we're essentially just adding shoulders and not doing anything else to make things better. For \$120M, we can do better.	2	We need some combination of the following: * A protected, sidewalk level bike lane for nervous riders (this would make it a lane safer for children for example). * Forced turn lanes on every block so that absolutely no cars (or taxis, delivery drivers, etc) can use Market as a main thoroughfare. This in combination with speed bumps/tables would likely reduce speeds enough to be safe. * Completely rid Market Street of vehicles (with the exception of Muni and Paratransit). Why can't taxi drop offs and deliveries be made to side streets? SF	4	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Word of Mouth or From a Friend;	19-24	Gender Non-binary;	White;	English;	Very well	None;	Prefer not to answer	3	No		
174	11/16/20 6:26:05	11/16/20 6:45:29	English (United States)	Very little.	With the obvious increase of electric assisted vehicles flooding the streets and our traffic it seems particularly dangerous to blend foot traffic, bicycles and all other wheeled vehicles together... that's just insane. Pedestrians need a dedicated sidewalk down Market St. The bike lane should exist in the middle of Market St with Muni and Deliveries on either side.	1	Nothing	1	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Electric bike rider;	A dedicated green path bike and electric assisted wheeled vehicle lane is essential on Market st, that is not obstructed by Muni tracks or delivery trucks.	Community Advocacy Group;	65-74	Male;	White;	English;	Very well	None;	Less than \$10,000	2	Yes	
175	11/15/20 14:13:17	11/16/20 9:28:05	English (United States)	I do not like this design	There are no protected bicycle lanes. This plan is not consistent with the exciting vision for a bicycle friendly Market Street. By allowing taxis, commercial vehicles, and paratransit vehicles to share a lane with bicycles, the city's plan introduces many dangers to cyclists and does not preserve this as an appealing thoroughfare for non-vehicle traffic.	1	I will not feel safe riding in a shared curb lane, and I will therefore not ride on Market Street. Any bicycle lane that is shared with large commercial vehicles is NOT safe.	3	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	In order to realize the vision for Better Market Street, I think safe passage for bicycles and pedestrians should be the top priority for the project. I am disappointed to see that these goals are being compromised	Community Advocacy Group;	25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	No	
176	11/16/20 9:07:32	11/16/20 9:39:58	English (United States)	There is a dedicated Muni lane	There is no dedicated bike lane which concerns me as a bicycle rider worried about being hit by a car	3	a dedicated bike lane with barriers between cars and/or Muni	4	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I commute to the east bay via Market street, shop along Market Street and pass through Market Street to get to the Embarcadero, SOMA, North Beach and other neighborhoods;	Compared to driving, bicycling is not only better for the environment, but better for the economy along and around Market Street. Installing a dedicated bike lane along the length of Market Street will make bicycle riding safer and encourage cycling to and from downtown as well around the entire downtown area. A car generally carries only one or two people at a time, which also makes it far less efficient than public transportation, creates noise pollution and emits carbon dioxide, which causes poor air quality and contributes to climate change. Cars are also far more dangerous to	Community Advocacy Group,Bettermarketstreetf.org,SFMTA.com;	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	

177	11/16/20 9:39:53	11/16/20 10:03:04	English (United States)	A dedicated Muni lane	The fact that bikes and cars have to share a lane is very concerning for the health and safety of cyclists and could hinder people from biking. To promote a truly pedestrian-first, bike-friendly culture, there must be a dedicated bike-only lane/space.	2	No cars in the bike lane. I am a pedestrian who has been hit by a car not paying attention (thankfully, I am ok and was not badly injured). To encourage bike-friendly policies, we must prioritize cyclists safety.	3	Sometimes	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Please keep cycling lanes bike-only and separate from all vehicles. I know many friends who are scared to bike in the city because of the many instances of collisions, death and injury from cars hitting cyclists. It's clear that we need more people to feel comfortable navigating their city by bike. By giving bikes dedicated lanes (free from any vehicles), we're signaling to our community that we prioritize their safety and that will encourage people to incorporate biking into their life - no matter where they're going in the city.	Community Advocacy Group;Word of Mouth or From a Friend;		25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	
178	11/16/20 9:52:31	11/16/20 10:05:31	English (United States)	width	sharing any lanes with vehicles is dangerous to cyclists. this design is not an increase in safety.	3	physical barrier between cars and bikes, not just painted suggestions	4	Sometimes	All the time						bike to reach leisure activities and shopping appointments;	Community Advocacy Group;		35-44	Female;	White;	English;	Very well	None;	\$22,000 to \$49,999	1	No	
179	11/16/20 10:24:03	11/16/20 10:28:07	English (United States)	I don't really like anything about this design.	I have been biking from Noe Valley to the Embarcadero every day for four years. The section on Market street where I share the lane with taxis, delivery trucks, and buses is the most terrifying section, and the section where I've witnessed the most accidents. This solution doesn't address this situation or make me feel any more safe.	3	A separate, protected bike lane that is not shared with taxis or delivery trucks.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please return to the separate bike lane idea. This doesn't solve anything and is a waste of time and money.	Community Advocacy Group;		35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	3	Yes
180	11/16/20 11:06:42	11/16/20 11:20:29	English (United States)	Nothing. Bikes cannot and must not be forced to share lanes with motor vehicles. Bikes need protected lanes apart from motor vehicles. Protected lanes for bikes should be safe for people from ages 8-80. This project is too important to make the same mistake of forcing bikes and motor vehicles to share space - dangerous!	Bikes cannot and must not be forced to share lanes with motor vehicles. Bikes need protected lanes apart from motor vehicles. Protected lanes for bikes should be safe for people from ages 8-80. This project is too important to make the same mistake of forcing bikes and motor vehicles to share space - dangerous!	1	Only a physically separate lane will work. I commute daily on 8th, 7th, Howard. This is the minimum level of safety for bikes. A separate protected lane.	4	All the time	All the time						Resident (I live on or near Market Street);Work (I work on or near Market Street);	Please take into account the climate change catastrophe and the need to plan for smaller trucks, slower vehicles, fewer private trips in vehicles.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;Bettermarketstreet.org;SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	3	No
181	11/16/20 11:19:41	11/16/20 11:35:02	English (United States)	Wide sidewalks, bicycles and mass transit prioritized	Literally everything else. It's okay as it is right now, but this is a step backwards. 1st, I don't understand why this happening in the first place. If it's utility work then separate this project from said utility work. 2nd, regardless of said work, any new bicycle infrastructure, especially such main thoroughfares, should be completely separate from vehicle traffic. Completely. 3rd, given SF's track record on projects, I feel that I'll be too old to ride a bike by the time this project is completed in 25 years.	1	NOT FUCKING SHARING IT. Seriously, completely separated infrastructure for bikes. Do any of you that work on this project even ride a bike regularly?	3	All the time	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	All of this is moot without enforcement. I've seen numerous private vehicles on what is supposed to be car free market street right now. How would you stop private vehicles from getting onto market?	Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	Prefer not to answer	2	No
182	11/16/20 12:00:35	11/16/20 12:20:03	English (United States)	More space for non-motorized vehicles!	Please add a separate, protected bike lane that isn't shared with automobiles and trucks! People need to feel safe using the bike lane; many people don't use bikes on a regular basis because of fear around motorized vehicles. Taxis and delivery drivers are not safe drivers 100% of the time.	4	See above.	5	Sometimes	All the time	All the time	All the time	Rarely	Does not apply to me	Rarely	Work (I work on or near Market Street);		Community Advocacy Group;		25-34	Male;	White;	English;	Very well		\$50,000 to \$74,999	2	Yes
183	11/16/20 12:58:27	11/16/20 13:17:43	English (United States)	Not much, but I do like the clear distinction between bikes and pedestrians and how large the lane is for bikes. With the originally approved design that had support from many people, I was slightly worried pedestrians would end up walking in the same lane as bikes since it was the exact same level as them.	CARS. Cars are still intermingled with cyclists, and they still can travel the length of market unfettered. If we're going to mix cars and bikes, cars should only be there for passenger pickup/dropoff, hence they should only be able to travel 1 block before being forced to leave market street. If it's "optional" as in, like current safe streets "not a through street" we will see hundreds of cars traveling the distance of market every day. Guaranteed. Also, the larger lane is going to cause cars to have a tendency to travel faster. The speed humps are not going to	2	Cars should be blocked from traveling > 1 block on market street with pylons, if cars must be allowed on market street. I stand-by the original proposal as being massively better and far different from what is proposed here. This current plan is so neutered it's barely an improvement on Market Street for cyclists or pedestrians.	4	All the time	All the time	Sometimes	Rarely	Rarely	Does not apply to me	Does not apply to me	I commute through market street from the inner sunset to Soma;		Email via Project Mailing List;Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes

184	11/16/20 13:16:20	11/16/20 13:21:25	English (United States)	Fewer cars, keep buses and bikes apart	I expect that cars will speed, drive aggressively and ignore the bumps discouraging lane changes. Also, I expect cars will often ignore restrictions on who can drive, I was seeing that already, I don't think it will be very safe.	3	Protected bike lane	5	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Cars have gotten increasingly reckless and lawless over the past year and will ignore anything but a physical barrier.	Word of Mouth or From a Friend;		25-34	Female;	Asian and/or Pacific Islander;White;	English;	Very well	Prefer not to answer;	\$175,000 to \$199,999	1	No
185	11/16/20 13:19:47	11/16/20 13:24:31	English (United States)	this seems basically the same as the current market street, I don't see a point	It's no safer than the current market street design	3	making it separate instead of shared	3	Sometimes	Sometimes	Rarely	Sometimes	All the time	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	bring back the separated lanes, these sharrows don't actually make anyone any safer	Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	1	No
186	11/16/20 13:23:42	11/16/20 13:28:24	English (United States)	This is a bad design	It is obviously stupid to mix taxis + delivery vehicles + (I assume) cop cars (I have seen numerous instances of cops harassing cyclists to include cops swerving menacingly and deliberately into bike lanes to make cyclists nervous)	3	There should be an actual protected bike lane that is raised above the level of motorized traffic	4	Rarely	Sometimes	Rarely	Sometimes	Rarely	Does not apply to me	Rarely	Work (I work on or near Market Street);	Pretty disappointing that y'all have committed to Bummer Market Street but can still find money for freeway projects on treasure island	Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Well	None;	\$100,000 to \$124,999	2	Yes
187	11/16/20 13:24:36	11/16/20 13:31:54	English (United States)	The curb that discourages lane changes and upgraded curb ramps and sidewalks.	It is not safe for bikers because there are taxis and delivery vehicles in the lane. I am concerned that the BART grates will cause accidents when bike wheels are stuck in the ruts. The lane also does not have any lane delineations for slow and fast bikers, and it would not mitigate peak hour chaos when there are lots of bikers at different speeds.	3	Not having it be shared	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Work (I bike to the Civic Center BART from the Richmond);	Please give us a separated bike lane on Market Street and redirect taxi and delivery traffic to parallel or side streets. It will make the corridor so much safer and cleaner, and give it a grand avenue sense of place.	SF Bicycle Coalition;Community Advocacy Group;		19-24	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	Yes
188	11/16/20 13:38:55	11/16/20 13:49:20	English (United States)	Muni gets its own right-of-way. The double sharrows negligibly helps drivers understand that the lane will be shared with cyclists.	Cyclists still have to interact with truck drivers who do not have good visibility on cyclists they share the road with. Condensing the 4 lanes of Muni lanes on Market to 2 lanes will degrade Muni bus and streetcar service on Market, since currently the various Muni lines have staggered stops.	3	Prohibit large commercial vehicles from using the shared curb lane between 7 AM and 12 AM, when the majority of bike traffic happens (from personally experience).	2	All the time	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Word of Mouth or From a Friend;		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$150,000 to \$174,999	3	No
189	11/16/20 11:21:59	11/16/20 13:50:24	English (United States)	It isn't any different than the current state of Market St. I suppose the small bumps will be a mild inconvenience to taxi drivers speeding through the transit lane.	We're spending 100+ million dollars to repave a street, put in some new pipes and paint some sharrows. Leaving the street the same as it currently is. Why? It's not like we're extending out a subway tunnel for the price per mile most EU countries pay. The cost is ridiculous for no gains for the pedestrians, bikers, businesses, and constituents who spent ten years campaigning the city to do something positive for our city's main thoroughfare. It's a spit in the face, and we all know 3 years from now when the budget recovers it'll be "too late" to reconsider or add anything positive	1	Banning taxis, only allowing deliveries from 2AM to 6AM, and putting up retractable metal bollards to actually enforce the street as car free.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I used to commute daily on Market Street before COVID.;	I'm just disappointed this will probably go through without any considerations for the comments received.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
190	11/16/20 15:40:24	11/16/20 15:56:26	English (United States)	Speed tables on Market are good - anything to stop people from trying to speed and "beat the light". The "mountable curb" might help, but people who drive over hit posts and drive through the new painted Page/Market bicycle intersection show that there's a fair number of people who are willfully non-compliant, so you might want to invest money on creating a safer space for slow bicycles on the sidewalk.	The removal of the side-walk level bike lane! If you're not changing out the sidewalk, maybe just add some demarcation on the sidewalk to make a barrier between pedestrian zone and bicycle zone. So many of the sidewalks in Europe work this way. Take a look at this link: https://www.finanzfrage.net/frag/mus-man-als-fahradfahrer-auf-dem-buergesteig-fahren The red indicates bicycle, the grey is pedestrian. This sidewalk is more narrow than Market Street and yet it works. Sure, faster and more confident riders will continue to take the	3	I don't think there's a happy compromise here. People driving cars will inevitably be frustrated by bicycle traffic like they are now. I can manage it solo, but if I was riding with my partner or family I would likely tell everyone to ride slowly and carefully on the sidewalks instead.	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Email via Project Mailing List;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	Yes
191	11/16/20 16:03:17	11/16/20 16:08:44	English (United States)	I like that curb ramps will be improved.	There should be a lane just for bikes. The number of bikes on Market street is huge, and it's not realistic to think that they can safely share a lane with cars, trucks, and the other mentioned in the description. Sharing a lane with cars does not work for kids on bikes and older bike riders. They need more protection and safety —and they deserve it!	3	It shouldn't be a shared lane, it should just be for bikes!	4	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	I'm a SF resident and am constantly on Market for work and personal needs.;	This design is not the step forward San Francisco needs today or in the future. It is short sighted and insufficient.	Word of Mouth or From a Friend;		35-44	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No

192	11/16/20 16:20:48	11/16/20 16:35:30	English (United States)	NOTHING. I'M JUST BACK FROM ANOTHER HARROWING RIDE DOWN 'CAR-FREE' MARKET STREET. THIS NEW DESIGN IS COMPLETELY UNACCEPTABLE. DRIVERS ARE OUT OF CONTROL AND SFMTA AND SFPD HAVE SHOWN THEMSELVES TO BE UNWILLING AND UNABLE TO ENFORCE SAFE BEHAVIOR. THEREFOR A DESIGN THAT DEPENDS ON ENFORCEMENT TO SUCCEED WILL FAIL.	EVERYTHING. THIS IS JUST THE EXISTING STREET WITH SOME SHARROWS. THIS DESIGN GIVES ME DEEP CONCERNS ABOUT THE LEADERSHIP AND VISION OF SFMTA. PRIVATE CARS AND PICKUPS WILL CONTINUE TO ROAR DOWN THE STREET IGNORING THE SIGNS, AT ZERO RISK OF ANY ENFORCEMENT. DRIVERS WILL STOP IN THE LANE AND BIKERS WILL FALL CROSSING THE MINI-CURBS (INTO THE PATH OF A BUS?) I JUST WANT A SINGLE SAFE EAST-WEST ROUTE IN THE ENTIRE CITY. IS THAT REALLY TOO MUCH TO ASK?	1	A BIKE LANE SEPARATED FROM CARS & TRUCKS (WITH CONCRETE AND STEEL PROTECTION).	2	All the time	All the time	Sometimes	All the time	Rarely	Rarely	Rarely	Work (I work on or near Market Street);	GET YOUR ACT TOGETHER. DRIVERS ARE OUT OF CONTROL. VAN NESS AND 2ND STREET ARE THE SLOWEST, WORST-MANAGED CONSTRUCTION PROJECTS I'VE EVER SEEN. WHERE ARE THE PROTECTED LANES ON VALENCIA?	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	Prefer not to answer;	English;	Very well	None;	\$125,000 to \$149,999	2	Yes	
193	11/16/20 22:58:25	11/16/20 23:00:54	English (United States)		Shared lanes between bikes and vehicles are dangerous. Do speed "tables" really discourage speeding? Why can't we take private vehicles off market St completely?	2	A fully protected bike lane	5	All the time	Sometimes	All the time	Sometimes	Rarely	Does not apply to me	Rarely	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.); Word of Mouth or From a Friend;		35-44	Male;	White;	German,English;Another language (please specify in other);	Very well	None;	\$200,000 or more	1	No		
194	11/17/20 8:10:43	11/17/20 8:16:11	English (United States)	Wiggle is good in general but sharing with four wheeled vehicles is not desired	Shared lanes with four wheeled vehicles	2	No cars, buses or other 4 wheeled vehicles	5	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	I live in Potrero Hill;	SF Chronicle;		65-74	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	Yes		
195	11/17/20 10:08:00	11/17/20 10:10:50	English (United States)	Nothing.	It will still be incredibly dangerous to bike on Market Street.	3	Diverters for auto traffic at every intersection. Zero through traffic for anything but Muni and cyclists.	2	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$200,000 or more	6	Yes	
196	11/17/20 10:05:30	11/17/20 10:14:47	English (United States)	No buses in the curb lane. Physical barrier between high-traffic motor lane (the center transit lane) and the vulnerable users in the curb lane.	Besides moving the buses, the curb lane looks almost identical to today. And today, even with car-free Market, cycling conditions on Market St are not comfortable for new or inexperienced cyclists – there are many private vehicles illegally using Market driving in the curb lane, there are conflicts with taxis loading in the curb lane, etc. The proposed design does not do enough to clearly indicate the curb lane is a lane for cyclists, and I expect there to be similar volumes of through traffic on Market with this design as there are today.	3	Forced right turns for motor vehicles every block, enforced with concrete or other physical infrastructure. This would ensure the curb lane is truly only used for local access and not through traffic. Paint & signs aren't enough – the "you must turn" rules at 6th/Market, Market/O'Farrell, or 2nd/Stevenson precluding car-free Market St were entirely ineffective. Nighttime or early morning deliveries only, to keep the most dangerous vehicles (large trucks) out of the lane at peak travel times.	4	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	2	Yes	
197	11/17/20 10:22:13	11/17/20 10:26:22	English (United States)	I like any design that separates vehicular traffic from bicycles. Market Street has been a killing zone for cyclists and this would be a welcome addition	nothing	5	none	4	Sometimes	Sometimes	Sometimes					Resident (I live on or near Market Street);	friend;		65-74	Male;	White;	English;	Well	None;	Prefer not to answer	2	Yes		
198	11/17/20 10:45:54	11/17/20 10:50:15	English (United States)	separation of bikes from buses	cars trucks bikes mixed. I would not feel comfortable riding there. My way will be blocked. I will get hit by cars or doors. It has been too scary in such situations. I have had many close calls. Don't want to die.	2	no vehicles. Must separate bikes from cars, vans, trucks and their mean drivers and swinging doors.	4	All the time	Rarely	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	please dont do this	Email via Project Mailing List;		45-54	Female;	White;	English;	Very well	Prefer not to answer;	Prefer not to answer	2	Yes
199	11/17/20 11:14:30	11/17/20 11:41:22	English (United States)	Dedicated transit lanes; new trees.	Mingling truck and taxi traffic with bikes in an unprotected bike lane.	3	Move both trucks and taxis out of the bike lane. Or, at least move trucks. Taxis are doomed after the passage of Prop 22.	4	Rarely		Sometimes	Sometimes				Visitor, shopper;	Mixing trucks and cars with bicycles spoils the design for all three modes.	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	\$100,000 to \$124,999	3	Yes		
200	11/17/20 12:33:30	11/17/20 12:51:49	English (United States)	I like that all MUNI moves to the center lanes. I also like that utilities, traffic signals, and transit infrastructure will be upgraded or replaced.	Having biked down Market Street consistently in 2020 - when taxis, commercial vehicles, and bikes have all been sharing one lane - I feel confident in saying this design falls far short of encouraging mode shift from private cars and TNCs to bikes. Taxis and Commercial vehicles are often in a rush, consistently double park, and tailgate groups of cyclists excessively. The addition of a mountable curb will likely only make these problems worse in my opinion. This feels like a \$200M Sharrow project to be quite frank.	3	A dedicated, protected or raised, bike lane.	4	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	I live in the Mission and often use Market Street as a bike commuter as a way to travel to other parts of the city. As a flat street that is now closed to all vehicles except public transit, cabs, and delivery vehicles Market Street has the potential to easily become one of the best streets for biking in the entire city, I'm disappointed with the 2020 plan which reverts from a plan to build dedicated protected bike lanes and instead creates a shared taxi/delivery truck/bike lane.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No
201	11/17/20 13:26:36	11/17/20 13:37:10	English (United States)	Nothing. It is a horrible refusal to acknowledge all the work done in getting consensus on the original design.	As someone who was literally run over by a MUNI bus while riding my bike in the designated area, I feel strongly that we just do what is done in most European countries, separate cycling and motor vehicles. It's ridiculous to believe that cyclists will be safe riding together with taxis and delivery trucks!	3	A shared lane is NOT an option!!	2	All the time	All the time	Sometimes					recreational cycling;	When you take into account the cost of lives and settlements due to accidents with unsafe infrastructure, there is no cost saving. Think long term. More and more people are riding bikes and walking.	Community Advocacy Group;SFMTA.com;		65-74	Male;	Prefer not to answer;	English;Spanish;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$100,000 to \$124,999	5	Yes	

202	11/17/20 13:55:19	11/17/20 14:31:18	English (United States)	Dedicated transit lane.	* Bikes sharing a lane with delivery vehicles and taxis sucks unless you're part of <5% of bikes that's an aggressive, vehicular cyclist. * I don't see how the design prevents the problem we currently have with other private vehicles turning onto Market St as well. * "mountable curb between vehicle lanes will discourage lane changes" I bike with my 6yo, who rides pretty slow maybe 6-8mph (a lot of people ride this slow, not just kids). We already get punisn' passed all the damn time. Now the impatient delivery vehicles and taxis will be stuck behind us? You're asking me and	2	No taxis, no delivery vehicles. Figure out how to make deliveries happen on e-bikes, and/or restrict delivery to 12 am.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Community Advocacy Group; Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	2	No	
203	11/17/20 16:07:09	11/17/20 16:12:15	English (United States)	I like the extra space for bikes.	I'm concerned that vehicles will not be properly guided to either yield to bikes or pass them safely.	4	Signage indicating to vehicles how and when to pass cyclists, and that signage needs to be enforced.	5	Sometimes	All the time	Does not apply to me	Rarely	Does not apply to me	Does not apply to me	Rarely	Rarely	Work (I work on or near Market Street);	Community Advocacy Group;	25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
204	11/17/20 16:10:49	11/17/20 16:14:35	English (United States)	Barrows to show bikes are welcome.	Entire lane from end to end should be painted green to properly mark the lane as bike focused. Most critically this design is unsafe for regular cyclists. Sharing the lane with cars on busy market street that are pulling in and out of traffic is just a bad solution. I'd rather the entire change be delayed until funding for the original proposal can come together.	4	No need for taxis to have some special dispensation to drive down market street. Paint the entire thing green instead of incrementally	5	All the time	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;	35-44	Male;	White;	English;	Very well	None;	Prefer not to answer	5	No
205	11/17/20 14:01:02	11/17/20 16:16:44	English (United States)	There isn't anything I like about this revised plan. It would fail to meet the City's Vision Zero safety goals, as well as the City's long term goals to dramatically increase cross town trips by bicycle, public transit and other non-car modes of transit, as part of its carbon emission reduction objectives. If we spend our limited resources in ways that fail to support increases in bicycle transit, we'll fail to meet our transit, safety, and climate objectives while depleting our increasingly limited financial resources. The recently revised Better Market Street Plan is likely to fail to support	I would prefer that the City seek additional funding sources to implement the originally agreed upon plan, an opportunity that may become available under the incoming federal administration. In addition to the City's Vision Zero safety goals, the City has long term goals to dramatically increase cross town trips by bicycle, public transit and other non-car modes of transit, as part of its carbon emission reduction objectives. If we spend our limited resources in ways that fail to support increases in bicycle transit, we'll fail to meet our transit, safety, and climate	3	I disagree that the 5' wide "pinch points" in the original final plan would fail to accommodate a higher volume of bike traffic. There is a narrow, 5'4" wide, raised bike path section along Market St now, east of Gough, that adequately handled the pre-pandemic bike traffic and could support additional volume. Bikes can easily slow down and merge to single file for short distances, which would be a good thing to control the speed of bike traffic on Market Street. 1.The barriers between the bus lane and the curbside lane should be something	1	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Community Advocacy Group;	45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	2	Yes
206	11/17/20 16:19:16	11/17/20 16:25:08	English (United States)	Lack of protected bike lanes	This is unequivocally worse for bikes than the original design. Sharing a lane with cars is dangerous and creates congestion for both cars and bikes.	1	GETTING RID OF CARS AND TRUCKS.	3	All the time	Sometimes	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;	25-34	Female;	Asian and/or Pacific Islander;	English;Mandarin;	Very well	None;	\$125,000 to \$149,999	1	Yes
207	11/17/20 16:20:57	11/17/20 16:25:20	English (United States)	Nothing	COME ON YALL. YALL. As some who bikes and walks, I am so tired of sharing the road with 2000 pound vehicles who speed, drive recklessly, don't stop at stop signs. Unfortunately our roads and our culture are designed to award the most aggressive drivers. I am rightfully worried that a shared curb lane (which is literally the same as what is already there) will result in more deaths, anger, violence, policing, and conflict. I just want to live and safely bike to work and around my city like so many people who choose to drive get to do every single day.	1	NO SHARED CURB LANE. Stop assuming this has to happen. Please design for the future, and return the the separated bicycle infrastructure I deserve, you deserve, children deserve, and this city deserves.	1	Sometimes	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Major part of my commute;Work (I work on or near Market Street);	Community Advocacy Group;	25-34	Female;	White;	English;	Very well	None;	Prefer not to answer	3	Yes
208	11/17/20 16:06:38	11/17/20 16:28:35	English (United States)	Nothing	Nothing	1	NO SHARED CURB LANE. Stop assuming this has to happen. Please design for the future, and return the the separated bicycle infrastructure I deserve, you deserve, children deserve, and this city deserves.	1	Sometimes	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Major part of my commute;Work (I work on or near Market Street);	Community Advocacy Group;	25-34	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No

209	11/17/20 16:13:41	11/17/20 16:36:19	English (United States)	11 feet is nice and wide. All muni in the middle is good if they actually stay there and do not weave around.	Taxi and delivery vehicles as often as some of the more aggressive drivers. sharing the lane with them is not ideal. This design does not feel as revolutionary as the previous design. I'm looking for a significant change that will make people feel welcome and safe along Market Street from the Ferry Building to the Castro. I want pedestrians (locals and tourists) to feel safer around the traffic as well as in terms of the feeling of vulnerability to street crime. I walk up and down the length of the street all the time, but my teens don't always feel safe on certain blocks and I hear the same from	4	strictly enforced time restrictions for deliveries outside of times that cycling traffic is heavy (most likely early morning) A true cycling lane similar to Copenhagen where the height of the bike lane is elevated but ramped so that a bike could still move out of the elevated lane if necessary to avoid a collision/conflict.	4	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Market street sets the tone for cycling across the city. Making Market Street into a main thoroughfare that welcomes cyclists of all abilities will improve the feeling of access and safety across the city. I want there to be a welcoming feeling you get when you ride a bike in Europe and you see people of all ages in all manner of attire riding their bike for transportation and recreation alike. A revolutionary design will make Market Street into a grand promenade and make San Francisco feel even more connected as a community.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		45-54	Female;	White;	English;	Very well	None;	\$200,000 or more	4	Yes
210	11/17/20 16:05:17	11/17/20 16:37:59	English (United States)	New roadway pavement. Red lanes. Street trees.	Forced mixing of all bike and scooter riders with taxis / delivery trucks. No protected bikeway. Curbs between the travel lanes are going to get destroyed. Locks buses in one lane - slowing service. No new sidewalk paving - would love to see the bricks removed.	2	A protected bikeway option. Even if it is narrow at places, it would be a benefit to riders who do not want to mix with motor vehicles.	1	Sometimes	Rarely	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This version is not the transformative Market Street that this project was slated to become. It does not enhance the public realm.	Media;Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	Another Disability or disabling health condition (please specify in other);	\$100,000 to \$124,999	2	No
211	11/17/20 16:34:42	11/17/20 16:43:32	English (United States)	I like the ramp improvements to make it easier for people with wheelchairs or strollers or with bikes. I also appreciate moving Muni to the center lane, and adjusting the loading zones.	I am very concerned about the lack of a protected bike facility. Currently the biggest offender is Muni buses, who don't give bicyclists enough space even when they're in the red lane and bikes are in the next lane over, and commercial vehicles who still double park in the right-hand lane even though there is a loading zone nearby. As someone who regularly bikes on Market Street, I hate the transition when I cross 8th St and go from a protected lane to a shared lane. Without better infrastructure, we are totally at the mercy of drivers.	3	More physical separation between vehicles and bicycles, between the red lane and the right-hand lane.	4	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;		25-34	Female;	Asian and/or Pacific Islander;	English;	Very well	Prefer not to answer;	Prefer not to answer	2	Yes	
212	11/17/20 16:59:58	11/17/20 17:15:59	English (United States)	Wide lane for bike riding. No longer needing to pass Muni in the bike lane. Lane-change barriers. Speed tables.	Large delivery trucks can be difficult to get around and can create visibility hazards. Non-taxi vehicles like Uber and Lyft often misinterpret restrictions and use "Taxi-only" lanes - they are much less safe to share the road with.	4	Vehicle with restrictions. Mid-block speed bumps with gaps for cyclists.	5	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;		35-44	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	4	No	
213	11/17/20 17:07:25	11/17/20 17:18:02	English (United States)	Dedicated red lane for transit.	No protection for cyclists. The 2020 design is a huge step back, and a slap in the face to everyone who has participated in the previous ten year process. It is literally no better than what we have today, and if implemented, we can expect to see the same rates of injuries and deaths, thus failing to meet the City's Vision Zero goals. I avoid cycling on Market Street today because it is unsafe compared to the alternatives, and I would continue to avoid it under the 2020 design.	3	A shared curb lane is not acceptable bicycle infrastructure for Market Street.	3	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	Prefer not to answer	2	Yes	
214	11/17/20 17:23:18	11/17/20 17:28:05	English (United States)	I like that mass transit (buses, etc) are separate from trucks and taxis.	I don't think that taxis and trucks should share lanes with bicyclists. This is dangerous and aggressive taxi drivers will inevitably cut off or hit cyclists. The bike lane must be a completely separate lane.	3	A completely separate, dedicated space for bicyclists.	4	All the time	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Word of Mouth or From a Friend;		25-34	Female;	White;	English;	Very well	Cognitive or mental impairment;	\$100,000 to \$124,999	1	No	

228	11/17/20 21:12:50	11/17/20 21:39:16	English (United States)	Your presentation makes clear the resource constraints affecting implementation of the 2019 design. The result may be inconsistent with my own priorities but I commend you for adapting the 2019 design to work within fiscal constraints. I think this is preferable to letting the redesign stall.	Traffic enforcement in San Francisco is a local driving (and cycling!) habit that reflects this. No amount of sharrow, green paint, or surmountable lane dividers will keep motorists from abusing the physical advantage their vehicles confer over bicycles, scooter riders, and pedestrians. Nor, I suspect, do your accident statistics give you sufficient granularity to quantify the expected injuries resulting from the design tradeoffs that allow vehicle and bicycle traffic to mingle. Forty-plus years of urban cycling have taught me well that nothing short of effective traffic enforcement can come	3	15 mph speed limit except Muni vehicles. Forgive my ignorance if it's already that slow.	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	My child's school is one block from Market St.;	I cycle regularly on Market St. west of Van Ness. Although these improvements affect me less than others, the improvements made east of Van Ness seem to influence motorists' behavior nonetheless. Pedestrian and human-powered vehicle prioritization makes it more obvious to drivers that these stretches of road are not the ones most suited to them exercising their physical advantage. So yes, please keep improving. But if traffic enforcement does not also change, I think it's unrealistic to expect your design improvements to have the kind of public	Community Advocacy Group;		45-54	Male;	White;	English,Cantonese,Man darin;	Very well	None;	\$175,000 to \$199,999	3	Yes	
229	11/17/20 22:04:45	11/17/20 22:21:52	English (United States)	The best part of this design is that speed tables are proposed in the curb lane to discourage speeding and a mountable curb between vehicle lanes should discourage lane changes. Also, the goober with the suit on the scooter and matching helmet is pretty funny.	As a biker who lives in West Soma, I regularly bike Market Street, and I look forward to the day I can bike to my office downtown again. I have bike commuted and biked as my primary form of transportation in downtown San Francisco for 5+ years. My serious concern with a bike lane shared with commercial traffic and transit is that cars and bikes just plain stink at sharing space, and it leads to bodily harm for bikers. It is terrifying to have a hot steel box come at you at velocity, and dangerous when for everyone involved when taxis and transit make sudden stops, which happens	4	Can something be done at intersections to smooth the experience for bikers AND drivers around turning and where to queue at stops? These always seem to be chaotic moments where the rules of the road are not uniform.	3	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Thank you for your commitment to a safe and welcoming Market Street!	Community Advocacy Group;		35-44	Female;	Prefer not to answer;	English;	Very well	None;	Prefer not to answer	1	No
230	11/17/20 22:42:13	11/17/20 22:48:52	English (United States)	Nothing, sharrowes are terrible for both bikers and drivers. At red lights, cyclists will inevitably (continue to) ride around the sides of cars and this mixing provides opportunities for collisions.	This design provides almost no improvement over the current street.	3	A dedicated bike lane	3	Sometimes	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	
231	11/18/20 5:52:53	11/18/20 5:59:46	English (United States)	Nothing! It's still includes taxis and taxi uber / Lyft drivers drive in an unsafe way.	We need a dedicated bike lane. The entire road should be bikes / peds / scooters only	3	I bike this stretch every day. I'm in front of a car or truck they want to run me down and are angry if I'm in their way. Divert cars and trucks to other streets. Make Market a slow street.	2	All the time	All the time	Sometimes	Sometimes	Sometimes	Rarely	Rarely	Rarely	Work (I work on or near Market Street);	Don't let another bicyclist get killed by cars!	Community Advocacy Group;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	4	No	
232	11/18/20 8:39:09	11/18/20 8:44:59	English (United States)	I don't see anything positive about this design and would not say so if there was since planners would likely use it to falsely claim I support this design over the approved plan.	Sidewalk-level, dedicated, and physically-separated bike lanes are a key element of the approved Better Market Street Project plan. The approved plan also considered the SFMTA operates a mix of more than a dozen local and limit-stop Muni lines on Market that cannot be consolidated into a single lane. The curbs separating the center lanes will need to be removed to allow the rapid lines to swing into the side lanes to pass local stops, which creates another hazard for cyclists. Despite claims that delivery drivers	1	The fully separated bike lane that is protected from traffic in the approved plan is necessary to make Market Street usable. I've lived on Noe near Market for 15 years and continually witness delivery trucks parked in the bike lanes. I have no reason to believe that the very same delivery drivers who ignore the dedicated bike lanes on Upper Market would respect cyclists in a traffic lane because of a sharrow.	1	All the time	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I am angry but unsurprised that City planners are trying to throw out the Better Market Street Project, wasting time any money pushing a half-baked plan that aims to remove the protected bike lane. Moving the local buses into the center lanes that the Better Market Street Project dedicates to the rapid lines will slow down Muni service seems aimed at making Muni slower and less reliable. Leaving brick sidewalks in place suggests the City isn't worried about ADA-compliance and has also thrown out the placemaking	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	\$100,000 to \$124,999	3	No		
233	11/18/20 11:06:49	11/18/20 11:12:19	English (United States)	All Muni separated from all other traffic is good.	"Shared" bike lanes are no bike lanes at all! Cars do not give a shit about sharrowes. Give us the grade-separated bike lanes!	3	completely separating bikes from motor vehicles	5	All the time	Rarely	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a once in a lifetime opportunity that we spent decades fighting for; do not compromise the original design!	Bettermarketstreetsf.org;		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No	
234	11/18/20 13:08:38	11/18/20 13:17:07	English (United States)	Center Muni lanes	I'm greatly disappointed that the 2020 design doesn't include protected bike lanes. Sharrowes are not bicycle infrastructure. Drivers will continue to hit, harass, honk at, punishment pass, and otherwise endanger people on bikes as they do throughout the city when they are forced to share a lane. Already private cars have returned to driving on Better Market Street because there's no infrastructure preventing them from doing so. I won't feel any safer with the 2020 design.	3	Concrete barriers or hard hit bollards	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Kids' school is right off Market Street;Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;Spanish;	Very well	None;	Prefer not to answer	4	No	

235	11/18/20 14:31:07	11/18/20 15:11:38	English (United States)	I don't particularly like much about this design to be honest. I suppose having tables on the sidewalk is nice and an improvement and if this indicates the road will be repaved and there are not massive potholes that's also good.	Not protecting our most vulnerable street users is a mistake. This corridor is largely the same right now and as a regular bikeshare rider I have been nearly hit by unsafe drivers almost every time I've ridden down Market during the pandemic. Most recently, I signaled I was stopping (using proper bike signals) and had previously been moving quite slow in anticipation of my stop and a 38-Geary came up on me too fast, nearly hit me, honked at me, yelled at me and impeded my ability to safely use the road. I have submitted a FOIA request and intend to share this - this type of violence	1	Protected bike space. Truly protected bike space. Put me single file behind another rider for the whole stretch. I'd do this all day everyday vs riding in this shared traffic lane. Can there be treatment on the sidewalk (just paved) so bikes can use that space alongside the road? This could allow confident riders to ride in the road and less confident riders to share the space on the sidewalk dedicated for bikes, scooters, etc. Also forced right turns. Automatic camera and speed enforcement. Make the speed limit on Market 15 mph (other cities have just done this - we can too) and enforce through	1	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I am a 32-year old woman who lives at Valencia & McCoppin (1 block off Market) who does not own a car. I bike, walk, transit everywhere. I work downtown and often use bikeshare to get to work. I'm truly multi-modal. I'll bike one way, walk or take transit back or to run errands, etc. I've recently been quite involved in the Better Market Street Project because last year I was unable to walk and needed mobility devices to get around and transit was so hard. I spent a year recovering and while I could barely walk (which limited my ability to take transit - too much walking) I	SF Bike Coalition;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreetf.org;		25-34	Female;	White;	English;	Very well	Reoccurring mobility disability that may become permanent ;	\$125,000 to \$149,999	2	No
236	11/18/20 16:46:48	11/18/20 17:06:56	English (United States)	Moving the muni to a separate lane is a good change, however, having bicycles and scooters sharing the travel lane with taxis and commercial vehicles is not what we would expect or deserve in a city with a commitment to Vision Zero.	Having bicycles and scooter sharing the travel lane with taxis and commercial vehicles runs counter to the city's commitment to Vision Zero.	3	banning taxis entirely and restricting commercial vehicles to overnight deliveries.	4	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Rarely	My wife works on Market St.;	I am really disappointed by the proposed design. It is a big step backwards from the original designs and a black eye for SFMTA. What happened to the city's Vision Zero Goal? This design is dangerous and will lead to injury collisions between cyclists and motorists on Market.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;NextDoor.com;		45-54	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	3	Yes	
237	11/18/20 19:26:20	11/18/20 19:38:18	English (United States)	It reduces bus/bike conflicts.	There's no longer a separate space for bikes. Keeping private cars off of Market Street is based on the honor system, which scowls drivers frequently flout. There's no plan for improving the safety of vulnerable road users at Market St.'s complex intersections with their unusual angles.	3	1. No trucks. If there must be trucks between 3pm and 5pm, that's acceptable. 2. No taxis. ☹️	4	All the time	Rarely	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	I work near Market in non-COVID times. ;Work (I work on or near Market Street);	I think this project (especially since construction hasn't started yet) is better off delayed rather than compromised.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	Prefer not to answer	2	No
238	11/18/20 22:38:49	11/18/20 22:50:41	English (United States)	I like that there is a lot of space for alternative transit like bicycles and scooters.	I am concerned that there are a lot of taxis and commercial vehicles that will not share the road that well. And even if they do, it is very concerning when a big truck is behind you while biking, adds a sense of urgency. I would much rather see all those vehicles share the center lane with muni. By discouraging lane changes with the mountable curbs, you actually force the taxis and commercial vehicles to stay behind the bicycles instead of enabling them to go around you in the red zone (when empty). What's the point of discouraging lane	3	1. Require commercial vehicles and/or taxis to share the middle lane with the bus. 2. If taxis or commercial vehicles ARE sharing the lane, don't add mountable curbs so you can let them pass in a red zone when no bus is present.	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$10,000 to \$24,999	1	No	
239	11/19/20 22:50:35	11/19/20 23:03:09	English (United States)	As a cyclist who regularly rides on Market street, I don't see any value in this design over what exists now.	This actually looks more dangerous to me because of the barricades, which could end up causing more bike accidents. As is, cars are regularly passing bikers with narrow margins between them and the curb. As a cyclist, the safer way to pass is often on the left. Taxis stop often, and passengers get out unaware and door bikers. Free movement to the left allows bikers to pass stopped vehicles at a safe distance to avoid getting doored, and the reality is traffic is a continuous game of leap frog, not a constant linear order of those in transit. As is taxis pull into	1	There is no value in this design over what is in place now. Either create a dedicated lane, or don't waste the money.	4	All the time	All the time							Work (I work on or near Market Street);	Community Advocacy Group;		35-44	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	None;	Prefer not to answer	Prefer not to answer	Yes	
240	11/19/20 23:54:22	11/19/20 23:59:07	English (United States)	Wider path for cycling	We need separated bike lane that does not interfere with cars, number 1 priority I dont want taxis on market street, not necessary, confusing.	3	No cars in bike lane		All the time		All the time					Resident (I live on or near Market Street);	Think long term, the original design was an economic game changer and would benefit small businesses and the economy. Need to understand how businesses and streets perform and respond to improvements. Think like other cities, stop being like san francisco	SFMTA.com;		45-54	Female;	Black or African American;		Well	Prefer not to answer;	\$50,000 to \$74,999	3	Yes	

241	11/20/20 6:52:37	11/20/20 7:09:15	English (United States)	Reducing car lanes to one.	Pedestrian and bicyclist safety and use must be priority!! (3). There is NO right of way for the death machines called cars. Streets are for people not cars. There's not one place in this City that a person couldn't get to in a CAR FREE SF. Anyone can walk, ride a bike scooter skateboard wheelchair and public transit and get anywhere they need to go. Stop the TYRANNY OF THE CAR!!	4	Limit curb lane to bikes.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Community Advocacy Group;		65-74	Female;	Native American/White; English;	Very well	Hearing impairment.Cognitive or mental impairment;	\$30,000 to \$24,999	2	No		
242	11/20/20 8:19:59	11/20/20 8:23:06	English (United States)	I don't like that bikes and cars still share a lane	I'm concerned that it removes the separated bike way	3	There shouldn't be a shared lane.	3	Sometimes	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Visit sf often during normal times;	Community Advocacy Group-Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		35-44	Male;	White;	English;Spanish;	Very well	None;	\$100,000 to \$124,999	3	Yes	
243	11/20/20 14:21:22	11/20/20 14:31:21	English (United States)	Better toad markings	No dedicated bike lane! Cars/trams DO NOT honor shared lanes and are dangerous to cyclists- I've personally seen 2 cyclists hit by cars on shared lanes. We MUST have a dedicated lane with physical separation from cars. Let's get this right this time.	3	Nothing - shared lanes are a hazard. We need a dedicated bike lane.	3	All the time	All the time	Sometimes	Rarely	Rarely	Does not apply to me	Rarely	Rarely	Work (I work on or near Market Street);	Dedicated bike lanes save lives	Word of Mouth or From a Friend;		35-44	Male;	Middle Eastern and/or North African/White;	English;Spanish;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	2	No	
244	11/20/20 18:40:41	11/20/20 18:49:58	English (United States)	It's better than how Market Street is now.	Using the fully protected bike lane is a huge loss compared to the 2019 plan. Sharing a lane with trucks, taxis, etc, even a low volume of them, completely takes away the ability of bike riders to relax. It makes the entire ride more stressful and will clearly reduce the number of people who feel comfortable biking on Market Street.	5	Should be 5-10 mph speed limit for non-Muni vehicles at all times. Would also be great if trucks/taxis/etc were required to turn off Market Street at the next opportunity. In the current setup, drivers often illegally switch into the Muni-only lane at intersections in order to bypass forced turnoffs. I understand the need to provide curb access, but there's no reason for Market Street to be an almost-traffic-free shortcut for trucks in a rush.	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Super sad that the project scope was reduced. I hope the city will tackle outrageously high construction costs in order to do the full project while saving money.	Bettermarketstreets.org;		19-24	Male;	Prefer not to answer;	English;	Very well	None;	Prefer not to answer	4	Yes
245	11/21/20 10:14:24	11/21/20 10:25:06	English (United States)	I like that this will lead to less conflict between buses and bikes in the curbside lane. I also like that the sidewalk is very wide, and that there will be a smaller effect on the businesses during these COVID times. I also like that it does not preclude a raised bike lane in the future.	I would like more enforcement to restrict private vehicles. There are still way too many cars that ignore the restrictions.	5	Maybe more pullouts into sidewalk area for delivery trucks and taxis.	3	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Major flat bike route for many rides in city.;	I think this is a good compromise, and while I do think a large enough bike lane to avoid conflict between bikes and other vehicles would be good in the long run, I don't think disrupting the businesses along Market during COVID times is a good idea.	Community Advocacy Group;		65-74	Male;	Prefer not to answer;	Prefer not to answer;	Very well	None;	Prefer not to answer	2	Yes
246	11/21/20 10:15:20	11/21/20 10:25:29	English (United States)	Moving buses to center lane to avoid conflicts between bikes and cars and repaving. I also like changes that support bike interactions with any motor vehicle.	This does not have to do with design, but I'd like more enforcement on removing private vehicles. I was riding down Market street the other day with a motorist that was speeding. We both rode/drove by numerous parked police cars.	4	Enforcement of speed, enforcement against private vehicles, designated areas for taxis and delivery vehicles.	3	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Regular biking route;	Please consider vehicle speeds. Though I am a bike club member and receive regular emails from WalkSF, I think the SFMTA has come up with a good compromise for now.	Email via Project Mailing List;Community Advocacy Group;SFMTA.com;		65-74	Female;	Prefer not to answer;	Prefer not to answer;	Well	None;	Prefer not to answer	2	Yes
247	11/21/20 17:18:20	11/21/20 17:52:54	English (United States)	Moving all public transit to the center lanes, eliminating bike/transit conflict. This is huge!	Although there are clearly indicated loading zones at various points along Market St., I'm concerned that delivery, paratransit, and taxi vehicles will continue to occasionally ignore and stop along the main flow of bike traffic. Longer boarding islands could create potential bottlenecks if a delivery vehicle or taxi stops to make quick deliveries/pickups.	4	Not sure how to deal with it, but mostly concerned about the curbside lane when it is sandwiched between curb and boarding island. The schematic seems to indicate that the lane will be 12' wide at that point, but the renderings look much narrower. Since these islands will be much longer than current design, what happens if a taxi or delivery truck stops there to make a delivery/pickup? (I know, they're not supposed to, but they will).	5	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Market is a major transportation artery. I use it visit restaurants/shop/com mune to work/Everything!Work (I work on or near Market Street);	I understand the need to redesign due to budget constraints. However, if the city really wants to get more people out of private automobiles, we need to build and transform our streets so that the conflict between bikes/peds/scooters/etc. is practically non-existent. Imagine how safe a 70 year old, first time rider would feel riding her bike down Market St. There are some good elements in this design, but it's far from being a total solution.	SF Bike Coalition and Walk SF;Community Advocacy Group;		45-54	Male;	White;	English;	Very well	None;	\$22,000 to \$49,999	1	No
248	11/21/20 19:27:52	11/21/20 19:47:07	English (United States)	boarding islands for transit to separate bikes & buses	that the planet is burning. SF Board of Supervisors declared a Climate Emergency. Adopted Vision Zero and declared a state of emergency on it as well and yet you would rather MIX taxis, heavy trucks, and bikes on San Francisco's premiere thoroughfare rather than make a street that is truly TRANSIT FIRST. The lack of vision would be stunning even in a "red city" in 2020. That it's here in San Francisco is flat out offensive and straight up climate denialism.	1	nothing. stop this line of thinking. It is unacceptable. Get all non-MUNI vehicles off of Market. Bikes, Pedestrians, Scooters, MUNI = BEST Market!	3	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Non-MUNI off of Market. Start thinking differently - you're burning the planet, killing 30+ and injuring thousands of other people on our streets each year by accommodating cars & trucks EVERYWHERE.	BikeTwitter;		45-54	Female;	White;	English;	Very well	None;	Prefer not to answer	3	Not applicable/don't know/not sure

249	11/21/20 22:08:37	11/21/20 22:25:12	English (United States)	Nothing—it really doesn't make sense. People need to get to the muni safely, not having to cross a lane overloaded with cars, trucks, bikes and scooters.	It is very unsafe for cyclists and scooters. Cyclists need an independent lane, and especially dangerous, is propping/sharing with commercial vehicles. Best option would be to remove commercial vehicles and taxis, and make it very pedestrian/bike/transit friendly. Great precedent in most major European cities.	1	No trucks or taxis.	1	All the time	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	This design accomplishes nothing: it is an unsafe compromise that will turn locals off from frequenting business on Market Street. Be bold, SF, and close the street to commercial vehicles. Muni, bike paths and sidewalk, outdoors cafes with tables on the sidewalk. It would restore the commercial businesses on Market Street, enliven downtown, and be a win for the environment. Lead SF!	Word of Mouth or From a Friend;		45-54	Female;	White;	English;	Very well	Prefer not to answer;	Prefer not to answer	4	Yes	
250	11/22/20 7:17:24	11/22/20 7:29:12	English (United States)	Absolutely not!! Please do not create a shared lane for cyclists AND taxis and commercial vehicles. Having witnessed a biker get hit this week- in broad daylight, by a car while biking in the bike lane - this is a deadly idea. You cannot pair bicycle against commercial truck.	Mixing bikes with taxis and commercial vehicles together in one lane is a horrible idea	1	Dedicated bike lane with a median	4	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Sometimes	Resident (I live on or near Market Street);	SF can do better than this. Let's make our city a model for alternative transit. Prioritize public transit, bikes and pedestrians on market street	Word of Mouth or From a Friend;		45-54	Female;	Prefer not to answer;	English;	Very well	Prefer not to answer;	Prefer not to answer	3	Yes	
251	11/22/20 9:17:36	11/22/20 10:02:12	English (United States)	The bike lane must be dedicated for bikes only. We need a separated bike lane, defined by a curb or other barrier. It's seem a choice needs to be made between either having public transit or other vehicles use the center lane. Are ride shares considered taxis? If so, it is a very bad idea to have Uber and Lyft drivers also use this lane.	It continues to prioritize vehicles over bikes and pedestrians. It	2	Separate bike lane defined by curb or barrier. No parking /vehicle access to bike lane.	3	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Sometimes	I am a descendant of Jasper O'Farrell, a designer of Market Street and 30 year resident of SF;	Market Street was envisioned as a public space. It has the potential to be a vibrant space, but will not under this plan. Please reconsider how Market Street can serve as a model for a carbon-free urban hub. Yes to more electric street cars, bikes and pedestrians. Move the buses, taxis and commercial trucks off Market.	Word of Mouth or From a Friend;		45-54	Female;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
252	11/22/20 9:20:58	11/22/20 10:02:32	English (United States)	I like that Muni is consolidated into the center-running lanes. This will significantly improve my experience as a rider. It is frustrating when different lines use different stops when different lines serve my journey. This also creates opportunities for providing more BRT-style service.	I am concerned that cyclists will have increased conflicts with vehicles, especially large trucks. I am also concerned that TNCs and other private vehicles will continue their current patterns of illegally using the corridor, resulting in more vehicle frequency than projected.	4	I would prioritize forced vehicle turns that allow for filtered permeability of cyclists. Adding physical treatments to this effect, would eliminate Market Street's use as a vehicular thoroughfare, while allowing commercial vehicles to reach their destination. Additionally, there should be a clear operations plan for instances when the Muni lane is blocked (such as when a bus breaks down) that continues to allow smooth operation of the system, while not increasing danger posed to cyclists.	5	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	I would not assume that the 2019 design is insufficient based on the significant increase in cycling. Instead, I would recognize how much latent demand there is for cycling infrastructure. I would hope that you are considering alternatives to the design changes. First, I would recommend looking at the surrounding street network and identify opportunities to improve facilities on parallel routes that would mitigate the demand demonstrated on Market Street. Second, I would consider more sophisticated traffic signalization that responds to conditions.	Community Advocacy Group;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No	
253	11/22/20 11:24:35	11/22/20 11:29:18	English (United States)	We can do better SF.	No taxis	3	No taxis or commercial	3	Sometimes	Rarely	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	A San Francisco resident who visits Market Street sometimes;	Restore the protected bike lanes to both directions to allow for safe and comfortable cycling for all people on Market Street. Also, please incorporate cameras or sensors to do enforcement and keep all private non-commercial vehicles out of the restricted portion of Market Street.	Word of Mouth or From a Friend; Streetsblog San Francisco; Email via Project Mailing List; Social Media (Facebook, Twitter, Instagram, etc.); BetterMarketStreet.org; SFMTA.com;		45-54	Female;	White;	English;	Very well	Blindness or vision impairment;	\$200,000 or more	4	Yes
254	11/21/20 14:29:23	11/22/20 14:43:03	English (United States)	Nothing!	This design seriously erodes and undermines the safety of people biking and will totally discourage other people from biking as well due to the concerns about safety.	1	Restore and include a continuous fully protected bike lane in both directions of Market Street.	2	Sometimes	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Word of Mouth or From a Friend;		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	Prefer not to answer	Prefer not to answer	Yes	
255	11/22/20 17:10:21	11/22/20 17:15:23	English (United States)	Safety of bikers in mind. Not having to consistently pass buses and vice versa for the buses.	Impatient drivers who get stuck behind bikers and not having the ability to pass.	4		4	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Word of Mouth or From a Friend;		19-24	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	3	Yes	
256	11/22/20 17:19:17	11/22/20 18:18:55	English (United States)	It gives a lot of room for cyclists. It is an improvement over the current situation.	I am skeptical that you can reliably keep cars out, or people from driving dangerously. It may still be scary for a lot of cyclists.	4	Maybe add barriers to make it hard or impossible for cars to drive a block or 2 on Market without having to turn, to reduce the amount of car traffic.	3	Sometimes	Sometimes	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me			Community Advocacy Group;		35-44	Male;	Middle Eastern and/or North African; White;	English;	Very well	None;	\$150,000 to \$174,999	1	No	
257	11/22/20 19:42:48	11/22/20 19:46:32	English (United States)	No cars	Needs to be bikes and pedestrians only	3	No trucks, no taxis	3	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Sf resident ;Work (I work on or near Market Street);		Word of Mouth or From a Friend;		45-54	Female;	White;	English;	Very well	None;	\$150,000 to \$174,999	4	Yes	
258	11/22/20 19:49:05	11/22/20 20:04:13	English (United States)	It is a sad cave to the staid quo that is destroying the planet. Get a backbone and lead the way — that is your job.	The planet is burning. SF Board of Supervisors declared a Climate Emergency. Adopted Vision Zero and declared a state of emergency on it as well and yet you would rather mix taxis, heavy trucks, and bikes on San Francisco's premiere thoroughfare rather than make a street that is truly TRANSIT FIRST. The lack of vision would be stunning even in a "red city" in 2020. That it's here in San Francisco is flat out offensive and straight up climate denialism.	1	We need to create a city where people on bikes feel safe and where transit flies through the city and to points beyond. This happens when we deprioritize car travel (including taxis) and keep trucks away from the unarmored people. San Francisco declared itself to be "Transit First" in 1973, but we don't live up to that. "Vision Zero" was adopted in 2014, recommitted to in 2019— make Market Street - of ALL streets - reflect these values. But instead you are taking the coward's way out. For shame.	4	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	It's time for Our city to step up and live up to our values—no more lip service. We are becoming a laughing stock with endless backward back room buyouts by agents of the status quo. Ask yourselves how we can become #BestMarketStreet instead.	BetterMarketStreet.org;		45-54	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	3	No	

259	11/23/20 8:37:57	11/23/20 8:47:00	English (United States)	I do not anything about this design. I do not like that the bike lane is shared with other vehicles!	It is not safe to bike in a lane with other cars, we need a protected bike lane on market street.	1	We need a protected bike lane, one that is restricted from cars/ other vehicles	3	Sometimes	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	I use market street to go downtown, go to the Embarcadero, ;	I would use market street much more if there were protected bike lanes. I would visit the shops downtown/ at the Embarcadero much more if there were protected bike lanes	Social Media (Facebook, Twitter, Instagram, etc.)		25-34	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	Yes
260	11/23/20 11:49:14	11/23/20 11:58:15	English (United States)	The wide sidewalks and improved safety features at crosswalks.	Serious concerns about rollers (cyclists et al.) safely sharing lanes with vehicles.	2	I really don't see how I would feel safe, sharing the lane with vehicles as well as large numbers of other cyclists. I think we'd all be jockeying around each other in what looks like a game of bumper-cars.	4	Sometimes	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Mission resident who goes downtown for all the usual reasons one goes downtown;		Community Advocacy Group,SFMTA.com;		65-74	Female;	White;	English;	Very well	None;	\$175,000 to \$199,999	2	Yes
261	11/23/20 17:00:07	11/23/20 17:05:24	English (United States)	NOTHING!	SAFETY -- for people with disabilities riding in taxis/ paratransit vans that are forced to stay in curb lane, with many other modes of travel.	3	1) Allow taxis, ramped taxis and paratransit vans to ride in the center lane. 2) STOP plans for a 3 inch high bevelled lane divider, between curb lane and center/ MUNI lane.	1	Sometimes	All the time						Sometimes	Work (I work on or near Market Street);	Terrible changes proposed.	Email via Project Mailing List;		65-74	Male;	White;	English;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	\$10,000 to \$24,999	1	No
262	11/23/20 21:47:47	11/24/20 8:10:09	English (United States)	1. Wider lanes for bicycles. The 5-foot bike lanes in the original design were too narrow for current (and future) bicycle traffic volumes on Market Street. I strongly support 11-foot lanes for bikes. 2. Separating Muni and bicycles. Shared Muni/Bicycle lanes is a significant problem with current street design (unsafe for bicycles, slows down Muni, and slows down bicycles). Separating Muni and bicycles will improve safety and circulation for modes.	Traffic mixing. A painted narrow doesn't protect someone on a bike from a truck. Limiting vehicle traffic (for example, by expanding times when loading is restricted and by aggressively enforcing vehicle restrictions) would reduce potential conflicts.	4	Expand the times of loading restrictions; 5-9:30am is not a large enough window. Also, PLEASE increase enforcement of vehicle and loading restrictions.	5	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Email via Project Mailing List;Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
263	11/24/20 12:11:08	11/24/20 12:29:16	English (United States)	The added speed tables and the mountable curb. Even though I believe a protected bike is greatly needed!	Doesn't include protected bike lane!!!!!!	3	Having a bike only lane!! Having rode Market thousands of times I don't foresee the changes being proposed making that much of a difference in actually protecting cyclist. Particularly, the changes aren't enough to provide new cyclist or people afraid of sharing the road with vehicles the confidence needed to actually get them to ride along Market. Seems like it's more for show than truly proving safety.	4	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	PLEASE, find the funding to create a truly protective bike lane. It's difficult to imagine the new designs increasing confidence and ridership along Market without including protective bike lanes.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;Bettermarketstreetsf.org-SFMTA.com;		45-54	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	1	No
264	11/24/20 14:46:45	11/24/20 14:54:04	English (United States)	I don't like this design. It takes away the dedicated infrastructure for cyclists and puts us in a narrow environment with vehicles. Given the complete lack of traffic enforcement in San Francisco, the road will continue to be a shit show of out-of-town drivers and flagrant Lyft and Uber drivers ignoring the rules. In other words, not Better Market Street. It would be Same Market Street with paint and pavement improvement.	I don't like this design. It takes away the dedicated infrastructure for cyclists and puts us in a narrow environment with vehicles. Given the complete lack of traffic enforcement in San Francisco, the road will continue to be a shit show of out-of-town drivers and flagrant Lyft and Uber drivers ignoring the rules. In other words, not Better Market Street. It would be Same Market Street with paint and pavement improvement.	2	Not sharing it with motorized vehicles.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Business Owner (I have a business on or near Market Street);		SFCTA newsletter;		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	4	No
265	11/24/20 15:42:18	11/24/20 15:45:25	English (United States)		There is no plan to keep private vehicles off Market Street. Additionally safe intersections should be the biggest priority and they are not.	2	No private vehicles. Period.	3	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Rarely	Rarely	Resident (I live on or near Market Street);		Community Advocacy Group;		25-34	Female;	Hispanic and/or Latinx;	English;Spanish;	Very well	None;	\$150,000 to \$174,999	1	No
266	11/24/20 17:10:42	11/24/20 17:19:09	English (United States)		OMG! One to two years of ripped up Market Street! There is no provision for autos when it's all done.			1	All the time	Does not apply to me	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	How do you plan to re-route car traffic? It seems the plan does not provide for it.	Email via Project Mailing List;		75 or over	Female;	White;	English;	Very well		\$50,000 to \$74,999	1	Yes	
267	11/24/20 19:26:12	11/24/20 19:32:50	English (United States)	This is just the status quo I think? I like that the bike lane looks a little wider and that there are small separators between it and the Muni tracks.	I HATE that delivery trucks and taxi cabs are in the bike lane - WTF! This is actually moving backward from the current design, where taxis normally use the bus lanes (I don't know if they are supposed to or not, but they do) and bikers don't have to have mid-grade anxiety that they will get run over from behind. The delivery truck parking is infuriating - those are some of the most dangerous vehicles that have killed cyclists in SOMA in recent years, and they will cause the taxis and emergency responders to swerve around into the bike traffic.	2	Sharing bike lanes with cars doesn't work - it feels even less safe than just biking in the road. There should be a DEDICATED bike lane (like the background image behind this survey), offset from the street by barriers or grade changes. No cars of any sort, please please please.	4	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Rarely	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I am daily commuter on Market from Church Street to 5th and sometimes down to the Embarcadero. I've seen gradual improvements over the last three years, but I am so disappointed in the new design. Where's the vision? Where's the spine? We have a chance to remake a core artery in a modern, progressive image that serves ALL PEOPLE rather than giving deference to the most dangerous mode of transit (automobiles and trucks).	Community Advocacy Group,SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	Yes

268	11/24/20 18:24:16	11/24/20 20:26:13	English (United States)	Cheap, fast, and more space for bikes. Compared with the current arrangement of the street, moving Muni into its own lane with boarding islands will probably be both a safety improvement for cyclists and a reliability increase for Muni.	It will be less safe for original design. In my current arrangement of delivery vehicles will very frequently stop illegally and force bicycles into adjacent lanes wherever it is not physically impossible. This is a move that kills cyclists in SF.	4	Making the lane feel narrow, cramped, and slow could help communicate to taxi/delivery drivers that they need to drive safely for bikes. Reducing places where it's possible for taxi/delivery vehicles to squeeze past bikes unsafely. It should not be physically possible to pass a bike unless it's safe to do so. A slow speed limit. Signaling to drivers on cross streets that they shouldn't block the intersection during red lights. Maybe painting the bike lane through the intersection so cross traffic drivers know when they're sitting on top of the bike lane? Signs that tell pedestrians to	5	All the time	All the time	Sometimes	Sometimes					Work (I work on or near Market Street);	Thanks for all of your work on this! I'm disappointed that the original design is being amended, but I think that with the new design, you guys are doing your best given the current situation. I'm confident that Market St. will improve.	Community Advocacy Group;		25-34	Male;	White;	English,Mandarin;	Very well	None;	\$200,000 or more	3	No
269	11/25/20 9:25:20	11/25/20 9:35:47	English (United States)	Separates bikes and buses	Does not provide any protected space for cyclists. Will not be a safe or comfortable place for timid cyclists. My kids will not be able to ride on Market St without more protection.	3	Not much. As long as there are drivers in the shared lane, some of them will drive dangerously or aggressively around people on bikes.	3	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Visit for non-work purposes too,Work (I work on or near Market Street);	I suppose this is fine as a short term solution, but long term Market St needs protected space for cyclists. I always thought the design for Better Market St had too much expensive streetscape stuff that wasn't related to transportation. I like the red bricks just fine (although more frequent deep cleaning would really help, especially during dry months) and don't see a need for changing them (except to move some curbs to provide continuous bike lanes). I just want some protected space for cyclists so that I don't risk my life every time I ride down the street. I don't think this design	Email via Project Mailing List,Social Media (Facebook, Twitter, Instagram, etc.),Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	4	No
270	11/25/20 8:55:18	11/25/20 9:54:03	English (United States)	I like that there is room for a large number of people on bikes/scooters during peak rush periods. I like that Muni is kept to the middle lane and prioritized.	As someone who rides a bike on Market Street during both peak and off-peak hours, I am extremely concerned about needing to take the lane with large trucks and taxi drivers. Even if they are going slow, it feels dangerous to share the road with them, especially delivery vehicles. Especially if I'm riding in an off-peak hour, I might be the only cyclist on a block meaning that I'm more likely to be bullied by a taxi or delivery driver, or just not seen and put in a dangerous situation. This isn't as big of an issue during peak times when there are more people on bikes so there is a "back" effect, but	3	Separated space to ride a bike during off peak time so that I don't have to mix with box trucks or taxi drivers at all. There is no treatment you can do on a major arterial street to make one lane feel safe for all road users. Market is not like a neighborhood Slow Street where sharing space safely is not as difficult of a task.	5	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	I get that we need to keep an eye on our budget and SFMTA is in an awful position right now, but to spend \$120 million and not even have a safe place for me or my partner to ride on Market Street feels wrong. We grocery shop on Market, we go to entertainment, we live every day on Market since we live at Market & Valencia. It still doesn't stop me from feeling unsafe and most of the trips we end up making are not during commute hours. Please don't forget those of us that will be riding bikes on Market outside of commute hours.	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.),Bettermarketstreet1st.org,SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No
271	11/25/20 9:50:19	11/25/20 10:00:17	English (United States)	Nothing. It's nearly the exact same as the design we have today.	The City has taken away space for cyclists. In the design that the community advocated for cyclists had access to a separated sidewalk-level bikeway AND the ability to ride in the curb lane. Public Works' project manager and Jeff Tumlin have pushed the false narrative that the new design gives cyclists more space and the bikeway would not have been enough space. It is concerning that City staff would spin this narrative to the community members and advocates who fought for the previous plan.	3	That the curb lane were not shared.	1	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	The premise of Question 5 here is not true. Please review your own Project Manager's comments during the SICTA CAC meeting regarding some of the issues that running Muni in a single lane will cause. This will lead to Muni vehicles increasingly being in each others way, vehicles needing to stop multiple times along a longer platform, and additional challenges for those with disabilities in knowing where to wait & how to board.	Community Advocacy Group;		25-34	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	Yes
272	11/27/20 11:48:36	11/27/20 11:55:58	English (United States)	I like the idea of center boarding islands, though I am curious what will happen as Muni volume picks up again	I don't like it. I understand what the city is going for, but in order for this to be a better option for people biking, we really need to ensure there are not cars that shouldn't be there. Sharrows are not protection, and we do not yet have a system where four blocks like this is sufficient	2	I would love to see something actually separated for less experienced people riding. Since it seems folks are deadset on going forward with something without that, there need to be hard restrictions on the vehicles on Market and there need to be tools such as traffic diverters to keep people driving off of it who shouldn't be there. Market should not be a through street for them and without treatments to ensure this, the proposal is no improvement for many vulnerable users on Market	3	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I'm still a little confused by what exactly this is accomplishing. I'll be riding Market Street either way, I have for years, but I don't understand how this design convinces someone new to biking that they are safe or prioritized. Paint is not protection. It will take a lot more than double sharrows to give people biking priority in my years of experiencing riding on the streets of San Francisco.	Community Advocacy Group;		35-44	Female;Transgender;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	No

273	11/27/20 20:16:11	11/27/20 20:21:25	English (United States)	Nothing. This is a huge step backwards from the previously agreed design.	This design creates danger for cyclists compared to the previously agreed design by forcing them to share a traffic lane with taxis and delivery vehicles, many of which have poor visibility and are driven by careless drivers. In particular concern is a situation where a vehicle is stopped at a red light and cyclists come up behind the vehicle, squeezing round the sides to the bike waiting area in front of the vehicle. This is already a dangerous situation that would be locked in place by this design. Additionally, Muni required two lanes to provide sufficient service pre-pandemic.	1	This revision to Better Market Street appears to be a backroom deal between the DPW, who see this purely as a utility project, and the new SFMTA Director of Transportation, who seems to want to apply a Slow Streets treatment to Market Street. I think this is a bad approach and our major civic boulevard deserves better. Advocates and planners have worked in good faith for the last 10 years to produce a plan that works for all stakeholders. Re-opening the project once it is completed and ripping out the compromise that was thrashed out through	1	Sometimes	All the time	All the time	All the time	Sometimes	Does not apply to me	Rarely	Rarely	Resident (I live on or near Market Street);	Community Advocacy Group;	19-24	Male;	Middle Eastern and/or North African;	Persian (Farsi);English;Another language (please specify in other);	Very well		\$200,000 or more	3	No
274	11/27/20 22:10:30	11/27/20 22:17:16	English (United States)	Wide sidewalks and greenery.	Vehicles are allowed in the same lane as bikes. Proximity to cars is a primary concern when inexperienced cyclists begin riding. Street paint is a helpful reminder but not nearly enough protection.	3	Separated bike lane.	3	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Please consider ways to encourage more non-vehicular use of Market Street. Community Advocacy Group;	25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes
275	11/28/20 0:52:31	11/28/20 0:57:15	English (United States)	There is a small concrete barrier between lanes. There are trees on the sidewalk.	A taxis is about to run over the bikers. This is no different than the current design.	3	Having no taxis in the shared curb lane. Preventing cars from turning into the shared curb lane. The shared curb lane not being shared.	5	Sometimes	All the time	Sometimes	Sometimes	Rarely	Rarely	Rarely	Rarely	Periodically worked off Market pre-COVID;	Social Media (Facebook, Twitter, Instagram, etc.);SFMTA.com;	45-54	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	1	No
276	11/28/20 0:50:40	11/28/20 0:58:16	English (United States)	Not much. This looks terrifying.	I would be majorly concerned that an aggressive driver would try to pass me. Or that trucks would be double-parked. Or that a tourist or a reckless driver would accidentally drive into this lane.	2	I wouldn't want to ride in a shared curb lane. I would only ride on Market in a physically protected and separated bike lane. I'm a non-racing type regular bike rider and am terrified to ride my bike in the city anywhere outside of slow streets. But I LOVE riding my bike and would commute this way fully if safe routes were available.	3	All the time	All the time	All the time	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	My lack of using Market Street by bike today is 100% tied to lack of protected bike paths on Market. Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Female;	White;	English;Russian;	Very well	None;	\$200,000 or more	3	Yes
277	11/28/20 2:25:35	11/28/20 2:30:41	English (United States)	Plenty of room for cyclists. Should be quicker to implement than prior plan.	Allowing unfettered taxi and commercial vehicle access during off peak hours. Taxis already use Market as a cut-through. They have transit lanes on Mission. Every block of Market should have forced right turns for all vehicles. Also the plan needs better enforcement of existing turn restrictions (eg camera enforcement). Drivers are completely ignoring them currently.	4	Forced right turns for taxis and commercial vehicles on every block, so no through traffic.	4	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes
278	11/28/20 7:31:23	11/28/20 7:33:49	English (United States)	Nothing	Mixing bikes and vehicles is not safe or supports vision zero	1	Protected bike lanes please.	1	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		45-54	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	4	No
279	11/28/20 8:57:34	11/28/20 9:08:43	English (United States)	Drawing a picture of a bike on the ground is not magically going to make bikers feel safer. Nor is drawing a second picture of a bike to "emphasize that bikers have priority." This is an insulting re-design that de-facto prioritizes cars, regardless of whatever kind of lie your trying to spin with that paint.	It's just basically the same old market street in terms of bike infrastructure but it will cost millions of millions of dollars.	1	Banning cars in it like you said you were going to do you cheap cowards	4	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	If anybody actually reads this, I know you know that the bike infrastructure is lacking despite your original promise. Do the right thing please Community Advocacy Group;	19-24	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	4	No
280	11/28/20 10:51:42	11/28/20 11:03:05	English (United States)	I don't like much about this design. It's really unclear. If you wanted to make it more "life like" you'd intersperse the truck and taxi among the bikers — which makes me think this isn't the needed re-imagining of transportation on market street. It's just a repainting of market street.	Bikes and cars shouldn't be mixed here.	3	That's tough to answer from this illustration. It's not clear.	4	All the time	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	I'd like to see a clearer idea of delivery zones for businesses. To me, that should be the only real car/individual traffic anywhere on major streets like Market. Bettermarketstreetsf.org	35-44	Prefer not to answer;	Prefer not to answer;		Very well	Mobility disability (example: difficulty walking or climbing stairs);	Prefer not to answer	Prefer not to answer	No
281	11/28/20 12:39:24	11/28/20 12:59:07	English (United States)	Doesn't really feel any different to market street right now. So not a lot.	I won't feel any more safe than I do currently having to share space with cars, vehicles and buses without any serious barriers or separation. The goal of this project is to make me feel safer I thought?	2	Remove the low lying barriers between transit and the shared lane. If I have to swerve around a delivery car or taxi stopping suddenly, I'm more likely to be injured on those "barriers" rather than allowing me to use the rest of the road to safely move around the vehicle (looking out for transport etc).	2	All the time	All the time	Does not apply to me	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	The proposed design is honestly so disappointing. And feels like a waste of time and money as it does not improve the safety or experience for cyclists at all. This is a once in a lifetime opportunity to really improve the street. We don't want to waste it. Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	No
282	11/28/20 13:09:57	11/28/20 13:46:59	English (United States)	Less vehicles, bikes are equal to vehicles, separate rails speeds up MUNI	That's it taking so long to get approved and built	5	No taxis, only emergency vehicles and essential deliveries. Cut outs for delivery trucks	5	Rarely	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);	45-54	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	4	Yes

283	11/28/20 11:02:43	11/28/20 13:51:18	English (United States)	Nothing? I guess I like that trees will be planted in some of the planters. In the empty planters the sidewalk turns into a muddy mess after rains. Design is not as good as original. Passing stopped delivery trucks will be difficult with speeding cars and taking trying to overtake me on my bicycle.	If I'm biking down market street I'm sharing the lane with large trucks, taxis and cars*. The cost is way to high for a whole lot of nothing. The money spent for these minimal improvements aren't worth it. Might as well not "revamp" Market St. and spend the money bringing the Valencia bike lane to fruition. Or work making Portola Dr. nice for people not driving. * I'm sorry, but if anyone thinks Market St. is car free, they are kidding themselves.	3	Nothing...most certainly not double sharrows. The shared curb lane is ridiculous. The fact we're even considering it is ridiculous.	3	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Leisure, shopping, dining etc. (Work if I work on or near Market Street);	Surveys, open houses, and online seminars are important. I devote my time to give input. It's important and healthy for a feedback from residents. This whole redesign process is an insult to everyone who showed up to give their input and devoted many hours in attending the various meeting that DPW and MTA put on. It makes me question why do even attend these meetings. If I were with MTA or DPW I'd be very embarrassed for backing out of the social contract that they had with the community. For question 5, having all Mini in one lane	Who hasn't heard of this Roundtable by now?;Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;Bettermarketstreet.org;SFMTA.com;Ne xtDoor.com;		25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	Yes
284	11/29/20 9:48:33	11/29/20 9:50:50	English (United States)	dedicated transit lanes; large sidewalks	this is terrible for cyclists; they SHOULD NOT mix with private vehicles on the city's most heavily-used street for bicycles. private vehicles should be banned from Market St outright; there's no need to permit taxis or commercial traffic on Market.	4	No vehicles in the curb lane; bikes, scooters, and micromobility only	5	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me		Community Advocacy Group;		19-24	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	4	Yes	
285	11/29/20 11:43:29	11/29/20 11:50:18	English (United States)	Lots of sidewalk space; many trees, BRT lane, recognition that for-profit mobility can play a role in effective transit	This is wildly unsafe for anyone who is not in a car or truck. Riding a bike on sharrows next to taxis and trucks would make me very, very nervous about my safety. This is significantly worse than the current closed-to-cars plan for Market Street	1	There are none. Without a separate, protected bike lane, I would expect to see bike ridership fall and more people getting hurt or killed	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I cannot emphasize enough how disappointing it is to see the shared bike-and-car lane. It's wildly dangerous, especially near a BRT lane with rail tracks. I can easily see myself on a bike getting forced into the BRT lane and tracks by a careless driver or dooring incident.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	2	Yes
286	11/29/20 13:14:05	11/29/20 13:20:57	English (United States)	It has a transit lane	The bike lane is not protected or even separated from traffic! This is 100% completely unacceptable for our city's premier bike route. Going with this design would be an utter failure of the better market street project and honestly would be a waste of time. Painting some sharrows on the road does nothing to prevent drivers from killing bicyclists, as they keep doing at higher rates than ever, despite "vision zero". We need a fully protected bike lane no matter what, unless we're banning cars altogether (which would be ideal). Market street is	3	There is no possible way I will ever feel comfortable in a "shared" lane on a bike any more than I would on foot. This makes no sense.	4	All the time	Sometimes	Sometimes	All the time	Sometimes	Does not apply to me	Rarely	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org;SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	
287	11/29/20 13:21:26	11/29/20 13:36:36	English (United States)	New curb ramps at all of the crosswalks and sidewalk replacement at the corners.	Bicycles and scooters deserve their own space safe from vehicles. This plan endangers the life of people who cycle and scooter and creates a regressive image of San Francisco in social determinants of health.	1	NO SHARED LANE-DEDICATED CYCLE/SCOOTER LANE ONLY APPROPRIATE PUBLIC SAFETY AND HEALTH DESIGN.	4	All the time	Sometimes	Sometimes	All the time	Rarely	Rarely	Rarely	Rarely	Resident (I live on or near Market Street);	Email via Project Mailing List;		35-44	Female;	White;	English,Spanish;	Very well	Generalized Anxiety Disorder and Clinical Depression ;	\$50,000 to \$74,999	1	No	
288	11/29/20 14:02:38	11/29/20 14:09:13	English (United States)	Tree canopy	It is well documented that delivery trucks and THC platforms abuse any multimodal lane that allows for trucks and cars. Not only is this climate action, it's dangerous to bicyclists and other light mobility modes.	2	Bollards that prevent access to delivery trucks and similar. Other cities have pedestrianized areas without loss of revenue to businesses (in fact increase in revenue) without impinging emergency vehicles, or whatever other cockamamie excuses that are proffered in bad faith to keep four wheeled cars in some of the very few areas that are genuinely better suited to modes like cycling.	3	Sometimes	Sometimes	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Build better for pedestrians, ultimately. Having delivery trucks is antithetical to that, as cities that have most successfully implemented their Vision Zero programs know. No matter which other modes people travel by, we are all pedestrians for at least a few steps of our journey.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Gender Non-binary;	White;	English;	Mobility disability (example: difficulty walking or climbing stairs);	\$50,000 to \$74,999	1	No	
289	11/29/20 14:19:41	11/29/20 14:28:29	English (United States)	The trees	The 2020 design will give opponents of non-car infrastructure an arsenal to oppose any future improvements by arguing that it was expensive and ineffective.	2	Making it a non-shared. I will never feel (or be) safe sharing a lane with cars and trucks.	4	All the time	Sometimes	Sometimes	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	The 2020 design is not worth the expense. If we're going to invest, it needs to be a real improvement and a full transformation. Otherwise, it will fail.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	Don't know/not sure;	\$100,000 to \$124,999	2	No
290	11/29/20 15:06:13	11/29/20 15:17:43	English (United States)	Nothing! Why are there cars and trucks in the bike lane?	Those cars will kill people on bikes and scooters. This is a horrible design!	1		4	All the time	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Yes, please provide a protected bike lane and get the cars out of there!	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	Cognitive or mental impairment;	\$175,000 to \$199,999	2	No
291	11/29/20 15:16:52	11/29/20 15:20:03	English (United States)		Bike lanes should be protected and separated from traffic.	3	It no longer being shared	4	Sometimes							Work (I work on or near Market Street);	The original proposal was better	Social Media (Facebook, Twitter, Instagram, etc.);		19-24	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	3	No	
292	11/29/20 15:32:41	11/29/20 15:36:55	English (United States)		How is this different from the current Market St layout? It doesn't feel safer for bikers	2	Dedicated bike lanes	2	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I liked the original proposal better	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No

293	11/29/20 15:34:37	11/29/20 15:38:31	English (United States)	It's better than what exists currently.	I share the concerns echoed by Walk SF and the SF Bike Coalition about mixing bicycles and autos in the same shared street. Many cyclists - my wife for example - do not feel comfortable taking the whole lane so an 11 foot lane configuration is actually more dangerous.	4	I second the recommendations made by Walk SF and the SF Bike Coalition to improve the street, available here: https://walksf.org/2020/10/29/speak-out-to-protect-the-future-of-market-street-from-november-2-13/	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes	
294	11/29/20 15:39:12	11/29/20 15:52:19	English (United States)	It appears that no car traffic is allowed on top of the Muni tracks. That's good!	I don't understand the point of the design. If we want to make it possible for everyone (including children, older people, people with disabilities, and people who simply don't want to risk their lives to get to work) to ride a bike, we know exactly what we need to do: give cyclists a safe space. SF has an opportunity to be a leader here - we understand the climate stakes of reducing our dependence on cars, and we believe in social justice: nobody should be forced to buy an expensive vehicle just to participate in our shared society. This design doesn't move the city in the right	3	5 mph speed limits for automobile traffic, backed by automatic enforcement and heavy fines. If I'm riding with my son, there is nothing in the world that could convince me to use a shared lane on Market - why would I allow anyone to operate heavy machinery around my child? Many people don't seem to care whether he lives or dies.	Rarely	Rarely	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Remember - "this is a climate damn emergency!"	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	German,English;	Very well	None;	\$200,000 or more	3	No
295	11/29/20 16:06:54	11/29/20 16:12:13	English (United States)	Not very much as someone who bikes.	Why do we need to share a lane with taxis and commercial vehicles? Green paint doesn't do anything with a box truck ready to run me off the road.	2	A not shared lane! Why is a bike lane shared at all? That's the only way it's useful is if its dedicated.	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Call this infrastructure work, if you just need to spend the money and upgrade utilities. Calling it better Market is a farce. Save that marketing for something that's actually better. Let me just reiterate that SF's stated, transit-first, carbon-reducing, climate-change-affirming policies demand that we take more radical action. I know I'm preaching to the choir, at least at the SFMTA, but look at cities around the world - Paris, Barcelona, Vancouver, Amsterdam. They are (or in Amsterdam's case already have) dramatically shifting the balance of power on the streets from motorized vehicles, particularly private cars, to everything else, with fantastic effects.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	4	Yes
296	11/29/20 16:03:38	11/29/20 16:16:26	English (United States)	It gives some amount of priority for non-motorized traffic, which is good. It also give muni priority lanes, which is key! I love the improvements to boarding islands, making them ADA compliant. Speed tables are great, too - whenever possible, it's important to engineer the street to make reckless driving or speeding impossible, rather than relying on (extremely rare) enforcement.	There will be no options for non-motorized traffic to avoid sharing space with taxis, commercial vehicles, and paratransit. If the city is to realize true "8-to-80" bicycle friendliness, there needs to be some option for riders rightfully afraid of vehicles to be physically protected by a substantial barrier. Not soft-hit posts, not low, angled curbs, but a serious wall or curb that will stop and do damage to a vehicle that attempts to cross it. Further, there needs to be some mechanism to more seriously prohibit personal vehicles. They still constantly	4	Anything to force motorized traffic to slow, in order of preference: 1. speed humps/tablets, 2. automated speed enforcement (but I know it's currently illegal under state law, working on that).	Sometimes	Sometimes	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street); Work (I work on or near Market Street);	Let me just reiterate that SF's stated, transit-first, carbon-reducing, climate-change-affirming policies demand that we take more radical action. I know I'm preaching to the choir, at least at the SFMTA, but look at cities around the world - Paris, Barcelona, Vancouver, Amsterdam. They are (or in Amsterdam's case already have) dramatically shifting the balance of power on the streets from motorized vehicles, particularly private cars, to everything else, with fantastic effects.	Email via Project Mailing List; Social Media (Facebook, Twitter, Instagram, etc.); Bettermarketstreet.org;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
297	11/29/20 16:16:52	11/29/20 16:20:20	English (United States)	Nothing.	Shared lanes for bikes and motor vehicles is BS. Build proper infrastructure or resign and make room for those that will.	3	a separate lane.	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Build proper protected bike infrastructure or resign.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English,Russian;	Very well	None;	Prefer not to answer	3	Yes
298	11/29/20 19:04:22	11/29/20 19:13:17	English (United States)	Nothing - this is crazy. A bike lane is not a bike lane if it is shared with vehicles.	Everything - it will be unusable as a bike lane. 100% unusable, treacherous, ridiculous.	1	A shared curb lane is truly an insane idea. Worthless, useless, terrible.	All the time	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	This city needs to wake up! Climate change is here and we spend so much time and energy accommodating vehicles everywhere in San Francisco! Other cities (Paris, London, New York, etc) have passed us by and now San Francisco is even more visibly a parochial, backwards city. It's beyond illogical. Look at photos of Amsterdam from the 1970s and from today and use that as inspiration for what to do next: promote biking and walking and scootering every single way possible. San Francisco should be a progressive model for the country and for the world - instead, we fall at every	Social Media (Facebook, Twitter, Instagram, etc.); Word of Mouth or From a Friend; Bettermarketstreet.org;		35-44	Female;	White;	English;	Very well	None;	Prefer not to answer	Prefer not to answer	Not applicable/don't know/not sure
299	11/29/20 19:14:36	11/29/20 19:19:22	English (United States)	I like the dedicated transit lanes.	There are vehicles mixing with bikes. This does not create an inclusive market street for children, elderly, or woman who might not feel comfortable mixing with traffic.	3	Getting rid of taxis and limiting loading vehicles for local businesses to before 6 am.	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.); Word of Mouth or From a Friend; Bettermarketstreet.org;		25-34	Male;	White;	English;	Very well	None;	\$125,000 to \$149,999	2	Yes
300	11/30/20 1:39:47	11/30/20 1:47:57	English (United States)	I like that it considers bicyclists.	It doesn't focus on the safety of those not driving a motor vehicle. So long as bicyclists and motor vehicles share a line, motor vehicles will present an unreasonable danger to the safety of all others using the road. We shouldn't prioritize motor vehicles over all other uses of our roads.	3	Roads should have a bike-only lane. Roads should prioritize pedestrian and bicyclist uses, not motor vehicle uses.	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street); Work (I work on or near Market Street);	We should not assume that streets are intended to prioritize motor vehicles over all other uses. This is dangerous and harms communities. If biking becomes safer through bike-only lanes, then it will encourage more climate friendly use or non-internal combustion engine transportation.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English,Spanish;	Very well	None;	\$150,000 to \$174,999	2	Yes

301	11/30/20 9:08:40	11/30/20 9:34:59	English (United States)	Dedicated lanes for Muni (but need actual enforcement).	Drivers use the current loading zones when convenient, don't when they don't feel like it. This will continue with this proposed design. When drivers are blocking the lane, you're going to be forcing cyclists to hop the barrier into the Muni lane, dodge the tracks, and hop it back.	3	1. Make it a dedicated, protected lane. 2. Make Market 1 way/1 lane for non-Muni vehicles, allowing plenty for room for dedicated bike space. 3. Install remote operated bollards at each intersection that require a delivery driver to use an intercom for access, showing that they have a reservation for a particular loading zone. Require taxi drivers to use Market only for pickup/dropoff, not thru traffic. 4. Cite businesses and drivers who load outside of loading zones.	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	This isn't about funding, it's about priorities. There are numerous cities around the world (and even SF!) showing you don't need massive funding to dedicate street space to non-drivers. For example, make Market 1 lane 1 way for deliveries (and if drivers don't use loading zones as required, they can wait), 2 Muni lanes, and a 16 foot 2-way bike path. Use some concrete barriers at intersections to prevent drivers entering the bike path. That wouldn't cost much or have construction impact and would be much safer.	Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
302	11/30/20 10:40:52	11/30/20 10:45:37	English (United States)	No cars	Not enough space for increased bicycle density.	5	I am all for anything that I'll eliminate private cars including ride shares from our streets	5	All the time	All the time							Transit down market;	Thanks you	Email via Project Mailing List;Bettermarketstreet.org;		65-74	Male;	White;	French;English;Spanish;	Very well	Hearing impairment;Mobility disability (example: difficulty walking or climbing stairs);	\$150,000 to \$174,999	2	Yes
303	11/29/20 20:07:06	11/30/20 10:50:28	English (United States)	I like that this is being discussed because this current design is of concern. For ten years there was discussion around a design that would truly protect human lanes of those who use bikes as their method of transportation. Then the design got revised where any kind of protection for human life was removed. Paint will not protect people from cars, especially the delivery vehicles that will be using the shared bike lane. This is sad and disturbing.	People will not be safe with this current design. Why the change in the design after ten years of lots of input and research into what would be the most effective transit design? Delivery vehicles, taxis, and other cars in the same lanes as bikes and scooters is not safe! San Francisco needs to give bikes more respect. Bikes will help address climate change concerns, can be a more efficient way of transport, is healthy, and is more socially equitable. This design is very poor.	2	Anything that promotes safety makes me more comfortable. For example, putting in a forced right turn for taxis and delivery vehicles would help. A protected green lane which would have a physical barrier for protection—not just paint.	4	Sometimes	Rarely	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Come to SF for work and tourism.;	Please prioritize increasing transit safety. I am concerned that the design is not clear to drivers who should not be driving on this section of Market. Especially a city that has A LOT of tourists—the tourists get confused and drive down the street in error. The current design is not self-enforcing. The design needs to have better communication about who is allowed on it and who is not.	Social Media (Facebook, Twitter, Instagram, etc.);		45-54	Female;	White;	English;	Very well	Hearing impairment;	\$175,000 to \$199,999	2	Yes
304	11/30/20 10:42:31	11/30/20 10:58:45	English (United States)	Bike lane width and removal of bus conflicts.	Permitting cars and trucks to drive in the bike lane is an unacceptable design that will induce conflicts, injuries, and deaths. It is unconscionable that a redesign intended to improve street safety would adopt a layout and design elements that are demonstrated to increase risk to cyclists. Understanding the constraints that led to this unfortunate compromise, it would be imperative to completely bar taxis from use of this lane, and to limit delivery vehicles to hours in which they will not present a horrifying threat to the thousands of people who will be riding their	3	No taxis whatsoever (rout them onto adjacent streets just like personal vehicles are, or why not have them share the transit lane with vehicles more their size and vulnerability level), and delivery vehicles limited to certain hours so as to minimize conflicts with people on bikes. Hard barriers whenever possible to prohibit drivers from flouting the rules. Unified enforcement by cameras.	5	All the time	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	While budget constraints are understandable, the solution should not be a dangerous compromise that promotes or retains conflicts between vulnerable road users and large vehicles. If personal cars can be routed off of Market Street, so can't should taxis. Otherwise they should be viewed as essential city transit and required to use the transit lane. Cycling on this street will not be safe and will fall short of its potential unless vehicles are truly separated from the bike lane. The transit consolidation and efficiencies are very promising.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org;SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No
305	11/30/20 11:01:05	11/30/20 11:04:25	English (United States)	It is terrible	Bicyclists need their own lane, not shared with trucks and taxis	1	Create a separate lane for cyclists this is totally unsafe. Heavy trucks are the main cause of cyclist deaths.	5	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Word of Mouth or From a Friend;		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
306	11/30/20 11:09:45	11/30/20 11:14:39	English (United States)	I like that all Muni moves to the center lane.	I have major concerns with no longer having a dedicated bike lane like the original design, and think that sharing the lane with taxis and truck drivers is dangerous. I bike Market Street frequently (in normal commuter times) and was most excited about a safe bicycling space.	4	Remove taxis, limit hours for deliveries even more. Put up physical barriers to prevent cars from unknowingly turning onto market (either poles that leave a small opening or obvious speed bumps that don't look inviting)	4	All the time	All the time	Rarely	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Email via Project Mailing List;Community Advocacy Group;		25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
307	11/30/20 11:14:53	11/30/20 11:22:23	English (United States)	I like that the Muni is completely separated from the bikes and that the bikes have a full lane.	There are still cars in the bike lane. The idea of delivery trucks bearing down on you is still scary. If we want a safe space for bikes, we need to completely separate them from cars.	4	Remove taxis, limit hours for deliveries even more. Put up physical barriers to prevent cars from unknowingly turning onto market (either poles that leave a small opening or obvious speed bumps that don't look inviting)	3	All the time	All the time	Rarely	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Email via Project Mailing List;Community Advocacy Group;		35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
308	11/30/20 11:14:51	11/30/20 11:22:52	English (United States)	A nice clean upgrade to Market Street. Not too fancy. Given the economic times that we are in, there is plenty of time to enhance Market Street. But taking care of the functional side first and bringing items up to current code makes sense.	Making sure the original brick sidewalk is safe.	2	If possible additional street markings for vehicles that the lane is shared. If possible reduce the speed limit to less than 25mph.	5	All the time			All the time					Work (I work on or near Market Street);	Email via Project Mailing List;		45-54	Male;	Filipino;	English;	Very well	None;	\$200,000 or more	4	Yes	

309	11/30/20 11:01:23	11/30/20 11:24:33	English (United States)	This design has a lot to be desired. I was following the design that had been worked on over the past decade and was very enthusiastic how San Francisco was pursuing a truly safe design for bikes, scooters, and pedestrians. Then about a week ago I noticed that the design had been completely watered down and life safety was not a consideration.	The current design feels like a check the box pursuit. San Francisco wants to be able to say that they are advancing transit safety for bikes, when the design has decomposed to a paint the lane design. Safety is very much a concern for me and this current design fails to address any kind of real safety design. There are plenty of other examples in other cities where the value of human life is taken into consideration with the design. Ten years later and we are looking at three blocks of lane painting—c'mon San Francisco, we can be better than this current design. This current design	3	Getting cars out of the bike lane is what would make me feel the safest. Bikes are a healthy way to get around. We want to do everything to promote safety. Have a bike lane that is protected. Make the bike lane for bikes and scooters, not allow any kind of vehicle in the bike lane. Better signage. I see people drive down the section of Market that is supposedly closed to vehicles. Often these are tourists who don't realize it is a car free zone. With better signage we won't have to put more funds towards enforcement. Use blinking red lights and effective signs.	4	Sometimes	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	I visit San Francisco and bring tourists frequently;	San Francisco has an opportunity to be leading edge and show everyone that there is concern for safety and the environment. Bikes are a form of transportation offer many benefits. San Francisco is expensive to live in and bikes offer a cost effective mode of transportation. It will free up a lot of real estate to be used for things other than cars. Biking is good for the environment (air, soil, and water health benefits by getting people out of cars.) I really hope that the entire bike design is revisited so that the original ideas that are much more progressive are incorporated.	SFMTA.com;		65-74	Female;	Asian and/or Pacific Islander;	English;	Very well	None;	\$175,000 to \$199,999	2	Yes
310	11/30/20 10:27:11	11/30/20 11:36:34	English (United States)	Muni might be faster but that's about it. Not a lot to like after so many years of planning. A hollow shell of it's former vision.	Very unsafe for biking and pedestrians. Should be 100% vehicle free apart from MUNI buses. Shift loading zones / commercial access / taxi drop-offs to side streets. There are plenty of highly commercial streets all over the world that have made this type of shift, and while change requires political will, the outcomes associated with car free spaces tend to be extremely popular.	1	Wrong question. Lane should not be shared. Market should be 100% vehicle free apart from MUNI. #3 is also the wrong question. You're posing a relative question with no baseline for the absolute.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	It's clear that the proposed design is inferior to previous designs in terms of safety and alignment with the city's values and commitments to countering climate change and enhancing public health. It seems like SFMTA agrees that it's inferior, but funding has been highlighted as a concern. Due to the complexity of the project and all the underground improvements, it's not clear how big a share of the total cost the pedestrian and bike improvements constitute. It's also not clear that railroading a half-measure through because of SSIM of expiring federal funding is a sound	Word of Mouth or From a Friend.SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Yes
311	11/30/20 11:30:04	11/30/20 11:42:02	English (United States)	It's good that bikes are separated from Muni.	Mixing bike traffic with taxis and loading will still be dangerous.	3		3	All the time	All the time	All the time	All the time				Resident (I live on or near Market Street);Work (I work on or near Market Street);	Unfortunately, I do not believe this proposed design will do very much to improve the experience of most Market Street users, no matter which mode of transportation they take. It's not all that much different than the existing conditions, which clearly don't work for just about anyone. Sad that the previous ambitious design concepts have been abandoned. San Francisco deserves better.	Email via Project Mailing List;		35-44	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	No	
312	11/30/20 11:46:36	11/30/20 11:55:07	English (United States)		I am concerned that this plan is not safe enough for bicyclists. Continuing to have bikes share right of way with cars and commercial vehicles is a major regression from the original plan.	3	I think more time should be spent identifying solutions that separate bike from auto traffic. There is more cost effective way to do this than the original plan including paint and bollards rather than a raised sidewalk. Please consider those before removing the important safety measures initially proposed.	3	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This project was more than 10 years in the making and I am nervous that these revisions are rushed and inadequate. Please consider a wider range of solutions before rolling back all of the great plans for Market Street.	Bettermarketstreets.org		25-34	Female;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	No
313	11/30/20 12:05:23	11/30/20 12:15:41	English (United States)	Nothing	There is no safe place for people on bicycles, especially vulnerable riders, like children.	3	Remove the cars, so the lane is only for bicycles.	5	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	It's very sad how this amazing project is now being watered down to accommodate cars.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Bettermarketstreet.org;SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Yes
314	11/30/20 12:57:30	11/30/20 13:00:24	English (United States)		It's not safe enough for bikers and needs a dedicated bike lane that's separated from from the road which will be used by motor vehicles.	3		3	All the time	Rarely	Sometimes	Sometimes	Rarely	Rarely	Sometimes	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);		NextDoor.com;		25-34	Male;	Prefer not to answer;	English;	Very well	None;	Prefer not to answer	2	Yes
315	11/30/20 13:30:23	11/30/20 13:34:56	English (United States)		You have failed to incorporate feces, tents and vagrants in the design.	3		3	Rarely							I cross it;	You efforts would be better spent cleaning up the urine and feces in the Muni stations, the vagrants sleeping on the sidewalks and the tent cities in the Tenderloin. But I suppose it's easier to polish the silverware and rearrange the deck chairs.	Community Advocacy Group;		Don't know/not sure	Don't know/not sure;	Don't know/not sure;	Don't know/not sure;	Don't know/not sure	Don't know/not sure;	Don't know/not sure	Don't know/not sure	Not applicable/don't know/not sure	

316	11/30/20 13:29:44	11/30/20 13:38:47	English (United States)	Compared to the original better Market Street design, not much. I like the curb to prevent lane changing. Curb ramps are of course important for accessibility.	After so much time and work to create a plan that incorporates truly safe bicycle infrastructure for Market Street -- i.e. sidewalk-level dedicated bike lanes -- taking the step backwards to shared lanes for taxis, delivery vehicles, and bikes is a travesty. The original design would have been transformational. This is... not. I know countless people who, even in the absence of private vehicles on Market Street, don't feel safe on that street; they universally say they would feel more comfortable doing so (and therefore biking to work) if there were dedicated bike lanes. Implementing this	3	A fully separated bike lane, not shared with vehicles that are inherently unpredictable in their movements.	4	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Community Advocacy Group;		35-44	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	No		
317	11/30/20 13:43:43	11/30/20 13:47:12	English (United States)	Muni in dedicated lane.	There are no dedicated, sidewalk level bike lanes. No sidewalk improvements.	3	Dedicated protected sidewalk level bike lane.	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Rarely	Rarely	Work (I work on or near Market Street);	Community Advocacy Group;		35-44	Female;	White;	English;	Very well	None;	\$50,000 to \$74,999	2	No		
318	11/30/20 13:58:43	11/30/20 14:01:27	English (United States)	N/A	Much prefer the no car traffic on Market St. approach. Seems very dangerous to have cars and bicyclists share the same lane	1	No cars	3	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	N/A	Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	None;	Prefer not to answer	4	Yes	
319	11/30/20 14:05:43	11/30/20 14:09:09	English (United States)	New center boarding islands and speedier transit!	No real protections for bicyclists.	3	No vehicles allowed in curbside lanes. Bike only.	5	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a disappointing design change. We need a real Better Market Street.	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	4	Yes	
320	11/30/20 14:18:06	11/30/20 14:20:49	English (United States)	I hate it. Sharrows are useless.	See above. Sharrows are USELESS. Please talk to anyone who actually rides a bike.	3	An actual protected bike lane like the one that was promised.	3	All the time	Sometimes	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Trying to kill the Better Market project under the cover of a pandemic is horrible. Please proceed with the plan that advocates spent literal decades designing, as is your responsibility!	Email via Project Mailing List;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;SFMTA.com;		35-44	Male;	Black or African American;	English;	Very well	None;	\$200,000 or more	4	Yes	
321	11/30/20 14:23:31	11/30/20 14:26:01	English (United States)	Nothing. It's almost the same as what we have now.	Shared space with taxis and delivery vehicles	2	No motorized vehicles should be allowed in the bike lane.	3	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	I take it to get to meetings -Work (I work on or near Market Street);		Word of Mouth or From a Friend;		35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes	
322	11/30/20 14:24:13	11/30/20 14:27:03	English (United States)	this is terrible	dangerous for children	2	physical barriers	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Rarely	Rarely	Work (I work on or near Market Street);	please make physically protected bike lanes that are separated from commercial traffic	Word of Mouth or From a Friend;		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	5	Yes	
323	11/30/20 13:51:51	11/30/20 14:28:52	English (United States)	not much	Sharrows do not make for safe 8 - 80 cycling infrastructure, even if there are two of them	3	restrict all motor traffic except paratransit	3	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	When you mix human-scaled and human-powered transportation with motor vehicle traffic, the automobiles take over--bullying all other modes out of the space. Double sharrows will not work any better than single sharrows (which we know don't work).	Email via Project Mailing List;Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	3	No	
324	11/30/20 14:30:20	11/30/20 14:34:49	English (United States)	Nothing. This design is very disappointing compared to the original proposal. Does not provide sufficient safety measures for cyclists. Shared lanes are not the way to go	Does not provide sufficient safety measures for cyclists. Shared lanes pose a significant danger. Cyclists need a dedicated bike lane	1	The curb lane needs to be separated from traffic. Shared lane is not sufficient	1	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please bring back the original proposal	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes
325	11/30/20 14:25:36	11/30/20 14:37:35	English (United States)	Muni-dedicated lanes and islands concentrated along those lanes versus both middle/curbside stops.	Cyclists are still subject to the danger brought by mixed traffic (taxis, other buses). No signage or support for cyclists turning onto a cross street, no island or signs that allow them to advance from behind the crosswalk in preparation of the turn, which cyclists routinely do anyway, so that pattern should be recognized.	3	Enforce the no-car-on-Market rule (there are many violations today), more physical barrier between transit lanes and mixed use lanes, more speed bumps.	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	4	Yes	
326	11/30/20 14:47:04	11/30/20 14:55:31	English (United States)	I like the accessibility improvements, i.e. the boarding islands and curb ramps.	I don't think this hits any of the safety benchmarks the project was set out to do and what community members have asked for the past ten years. We cannot have taxis, paratransit and bikes mingling - this is unsafe for bikes and will significantly slow down travel/lead to non-Muni vehicles to use the Muni lanes. Also, the lack of separation of Muni lines into two lanes will significantly slow down travel times - one of the biggest issues the project is supposed to fix.	1	I truly don't think I'll feel comfortable on Market Street if I have to bike alongside taxis. I avoid Market as it is now, taxis are some of the most unsafe vehicles I have dealt with while biking on Market Street for the past 7 years. I also do not want to impede paratransit, seniors and folks with disabilities need reliable service to make appointments, shop, etc. and this plan will make that impossible.	3	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Please rethink this plan, I understand that there's a huge deficit in the original budget. But, this project as planned above will not improve Muni travel times or bike/ped safety. I really want to see a community process where folks are able to think alongside planners on potential fixes that fit the budget and help us accomplish the project's goals. The planning process took decades and for this change to be hurried forward is really disheartening to all the folks who've given their time and feedback over that time period.	Email via Project Mailing List;Community Advocacy Group;Word of Mouth or From a Friend;SFMTA.com;		25-34	Transgender;Gender Non-binary;	White;	English;	Very well	invisible illness;Cognitive or mental impairment;Another Disability or disabling health condition (please specify in other);	\$100,000 to \$124,999	2	Yes	
327	11/30/20 15:13:14	11/30/20 15:16:44	English (United States)	Nothing	I shared bike lane is not safe	2	If the bike lane is shared, it is not safe	3	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	If your goal is to make riding a bicycle on Market Street safer, this will not achieve it	Email via Project Mailing List;		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	

328	11/30/20 14:46:29	11/30/20 15:16:53	English (United States)	A dedicated transit lane that's not shared with taxis or commercial vehicles is the ONLY positive change. The bike infrastructure is a complete joke and extremely dangerous.	Bicyclists are going to be killed and injured. Period. It's guaranteed when there is zero physical separation or real traffic calming (a few speed bumps is not real traffic calming) on a major commercial corridor with this much bicycle traffic. I'm an experienced daily bike commuter and I've been nearly hit many times while riding a bike on the existing sections of Market St with shared lanes, including being nearly hit by an impatient Muni bus driver passing at high speed. The new design does nothing to solve the existing issues, which means Market St will continue to be a dangerous High Injury	1	Automatic access-controlled steel bollards that restrict access to only allow paratransit and emergency vehicles, similar to those used on busy shared lanes in the Netherlands. There is no treatment that can be done to make sharing a lane with a ten-ton commercial vehicle feel safe. Fixed concrete or steel barriers that force turn-offs at every cross-street to prevent multi-block thru-traffic would be a helpful alternative, but would not be completely sufficient for safety given the size and weight of commercial vehicles compared to bicycles.	4	All the time	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Rarely	Rarely	Daily bike commuter; Work (I work on or near Market Street);	This proposed change that eliminates the raised bikeway is going to get bicyclists injured and killed. The proposal is functionally no different than today's design with a shared lane for bikes and commercial vehicles, which is known to be deadly. This is the ONLY opportunity to address the bikeway - even if SFMTA wants to come back and add a real bike lane later, it will be impossible to get support from businesses on Market for a second construction project after having just gone through this disruptive multi-year construction project.	Word of Mouth or From a Friend;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Prefer not to answer	No
329	11/30/20 11:45:12	11/30/20 15:22:06	English (United States)	More room for bicycles than the 5-to-8 foot wide cycletrack.	Inadequate Muni capacity in the single lane, should ridership grow above pre-Covid levels. Effective elimination of Muni Rapid service on Market if the Phase 1 design is carried onto other phases.	5	Multiple additional measures to keep private automobiles off Market and taxis and deliveries to a minimum. Stronger signage on cross streets to deter turns onto Market, installation of cameras to automatically ticket motorists making illegal turns onto Market (allowed under state vehicle code) with warning signs that include the fine amount. Study of similar streets in Europe, adopting their best practices in this area.	2	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Involved with two nonprofits focused on Market Street;	There is so much contention over this plan, the city should seriously consider deferring the broader Better Market Street project, asking for an extension on the federal funds that have a sunset date.	Email via Project Mailing List; Community Advocacy Group;		65-74	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	2	Yes	
330	11/30/20 16:01:23	11/30/20 16:05:29	English (United States)	The business suit guy is riding a scooter and smiling	Shared lanes, keep bikers and other pedestrians safer by separating vehicles.	2	Having so little shared lane with cars and commercial vehicles as possible	3	Rarely	Does not apply to me	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely		Social Media (Facebook, Twitter, Instagram, etc.); Word of Mouth or From a Friend;		19-24	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$50,000 to \$74,999	3	Yes		
331	11/30/20 16:33:23	11/30/20 17:02:47	English (United States)	Not much	We have lost the critical bicycle improvements!!!!	3	Not much. This is horrible.	4	All the time	All the time	Sometimes	Sometimes			Rarely	Rarely	Resident (I live on or near Market Street);	This is a slap in the face - our 10 years of efforts to improve Market street have been tossed out!	Community Advocacy Group;		45-54	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	3	No	
332	11/30/20 17:07:13	11/30/20 17:13:31	English (United States)	I'm glad you're keeping the bricks!	I don't think bikes sharing the lane with trucks and taxis is a good idea	2	I don't think sharing the bike lane with delivery trucks and taxis is a good idea	4	All the time	All the time	Rarely	Sometimes					Resident (I live on or near Market Street); Work (I work on or near Market Street);	Keep the bricks forever! The pavers look ugly.	Community Advocacy Group;		45-54	Male;	White;	English;	Very well	None;	\$22,000 to \$49,999	1	No	
333	11/30/20 18:47:53	11/30/20 18:56:50	English (United States)	Nothing.	This goes against every single best practice in terms of safety of bicycles. I do NOT want myself and my children to have to share space with multi-ton vehicles. Are you insane to be proposing this in 2020 when we know this is sacrificing bicyclist safety for the convenience of motorists.	3	Protected bike lanes and intersections is the only acceptable solution. Remember the while "20% of trips by bicycle by 2020"? Amazing you are ignoring that, Vision Zero, and Transit First with this plan.	3	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Visit businesses or pass through;	I'm really disappointed at not just how bad this plan is, but your excuses for how you justify completely ignoring bicyclist safety.	Email via Project Mailing List; Social Media (Facebook, Twitter, Instagram, etc.);		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	4	No	
334	11/30/20 20:15:15	11/30/20 20:16:40	English (United States)	Trees and bus lanes	Mixed biking and vehicle traffic	3	Dedicated, separated bike lane.	4	Sometimes	Rarely	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me		Email via Project Mailing List;			45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Not applicable/don't know/not sure	
335	11/30/20 20:27:29	11/30/20 20:29:46	English (United States)		It does not provide a safe place to bicycle on Market Street.	3	Making it not shared	1	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.); Community Advocacy Group;		45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Not applicable/don't know/not sure	
336	11/30/20 20:24:52	11/30/20 20:31:43	English (United States)	I like the fact that muni traffic is segregated from other traffic to prioritize public traffic	No protected bike lanes. Mixing bike and vehicles is dangerous and is an expensive way to not actually make any effort to improve cycle transit. The fact that taxis can drive down market street negates and improvements from making it car free.	2	Not having a shared lane. Bikes should be separated from all other traffic.	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	The amount of money being spent to fall so short of the goals of this change is disgraceful. Why make any changes at all if you are going to compromise everything that was fought for to improve market street for everyone	Community Advocacy Group; SFMTA.com;		25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
337	11/30/20 20:18:38	11/30/20 20:35:36	English (United States)	I like that all MUNI traffic will be in the center lane.	Bikes sharing a lane with other vehicles is dangerous and not an improvement. Speed tables every block will cause problems for bikes. Mountable curbs, even if mountable on bikes, will pose problems for cyclists who may need to change lanes to avoid broken glass or vehicles in the shared path. Rails and vents in the street will still pose safety hazards to bikes.	3	Not having a shared curb lane. Bikes need their own lane.	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Where is the enforcement for the current phase? From the ground level, it looks like Market has been reopened to private vehicles.	Community Advocacy Group; SFMTA.com;		25-34	Female;	White;	English;	Very well	None;	\$75,000 to \$99,999	1	Yes	
338	11/30/20 20:31:50	11/30/20 20:37:15	English (United States)	I strongly advise against getting rid of the dedicated bike lane. As an emergency room physician I am constantly getting bike accidents with pedestrians and cars. It is the norm worldwide to separate these populations. This new design is a giant step backwards.	No dedicated bike lane. No muni express lane.	1	Shared lane is not safe.	1	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);	Virtual public meeting should be had.	Word of Mouth or From a Friend;		45-54	Male;	Hispanic and/or Latinx;	English; Spanish;	Very well	None;	\$200,000 or more	1	Yes	
339	11/30/20 21:12:02	11/30/20 21:17:03	English (United States)		I'm concerned about having taxis and delivery vehicles in the same lane as bicycles. It would	2			Sometimes	Sometimes	Sometimes	Sometimes					Resident (I live on or near Market Street); Work (I work on or near Market Street);		Through my triathlon club's Community Outreach Committee;		35-44	Female;	White;	English;	Very well	None;	\$100,000 to \$124,999	1		

340	11/30/20 21:37:09	11/30/20 21:43:16	English (United States)	Speed tables and curbs between lanes.	I am not pleased about the lack of separated bike infrastructure. Asking people on bikes to share the lane with delivery trucks and taxis isn't safe. I am also upset about the lack of effort put into making sure private cars stay off of Market St. there needs to be much more signage and physical barriers to prevent it.	3	Restricting delivery hours to very early morning or very late at night. Much more effort to reduce private vehicles on Market.	4	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	This is a crucial artery for people on bikes. Some of the most dangerous intersections in the city are on Market and I don't think this design does enough to fix that. It's disappointing that after 10 years of outreach it's all gotten watered down to this.	Social Media (Facebook, Twitter, Instagram, etc.);		35-44	Female;	Prefer not to answer;	English,Mandarin,Spanish;	Very well	Prefer not to answer;	Prefer not to answer	5	Yes
341	11/30/20 21:27:00	11/30/20 21:43:44	English (United States)	The idea of not allowing private cars.	This design throws out years of work in favor of an unproven design that relies solely on the honor system (and SFPD, who themselves routinely park on sidewalks and in bike lanes) to keep cars away from bikes. Riders will have to contend with trucks, taxis, and scofflaw car drivers, creating a street that will utterly fail to make our "interested but concerned" cyclists feel safe enough to ride in the city. This design also fails to do anything to stop box-blocking or improve intersection safety generally.	2	Scrap this idea and go back to protected bike lanes.	4	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	worked on Market Street pre-pandemic;	Throwing out the bike plans for Market is betrays community members who engaged over a period of years and makes a mockery of SFMTA's bicycle plans, strategies, and goals.	Email via Project Mailing List,Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	\$100,000 to \$124,999	1	No
342	11/30/20 22:35:23	11/30/20 22:40:23	English (United States)	Absolutely nothing. It's a death trap. Why even show this design? Someone should have been brave enough to stop this before showing off these plans.	Death trap. Mixes cyclists with motor vehicles. Shared lanes kill. Shared lanes are only for the most aggressive cyclists. We need lanes for ALL ages and abilities.	1	None. These lanes kill cyclists.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	This is so disappointing to see coming from San Francisco city government in the middle of a climate crisis. Who actually thought this was acceptable?	Word of Mouth or From a Friend;		45-54	Male;	White;	English;	Very well	None;	Prefer not to answer	4	Yes
343	11/30/20 23:56:36	12/1/20 0:08:44	English (United States)	I like that there is no park lane to the right of cyclists.	Very bad plan to have ANY motorized vehicles in a bicycle pathway... The Motorists will always be annoyed by the cyclists ad Assume the right of way..	1	A shared lane should not mix motorized vehicles with bicycles and scooters..	1	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Muni buses and taxis have a long history in this corridor of causing accidents when trying to get around obstacles including cyclists..please do Not put cyclists in harms way by having a mixed mode lane..	Social Media (Facebook, Twitter, Instagram, etc.);		45-54	Male;	Black or African American;	English;	Very well	None;	\$50,000 to \$74,999	2	Yes
344	12/1/20 5:35:49	12/1/20 5:53:15	English (United States)	Bikers need their own lane. Sharing with delivery trucks doesn't work. Let's look at mission if you can't make market safe. I see no difference between what's going on now and this "plan". How about forced right turns for vehicles at every block. Let the taxis delivery drivers and paratrait use mission for thru traffic and just pop up to market for pick ups and drop offs. We also need a ton off enforcement for double parking. Every time I bike market, I encounter vehicles blocking a lane of traffic for deliveries, etc. It's not working now. It's dangerous going between delivery	Still dangerous to get around illegally parked delivery trucks with buses in the other lane. Nothing keeps private vehicles off the street. The changes are minimal at best. Put in forced right turns at every block. No thru traffic on market, except buses in one lane and bikers in the other. Have enforcement on the street- ticket the illegally parked.	2	Forced right turn for cars and trucks at every block. No deliveries at all between 6:30am and 10pm. None. It's too dangerous biking between a delivery truck and a bus.	5	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Sometimes	Resident (I live on or near Market Street);Work (I work on or near Market Street);	You have to enforce the rules with tickets. Every day, when biking on market, I see multiple infractions from private vehicles cruising down market, to illegally parked delivery trucks, speeding vehicles, u turns, etc. There is no enforcement. IT's dangerous because this. Putting buses in one lane is a start. Let's add enforcement of the laws and forced right turns off market for all others. Let them use mission for thru traffic.	Email via Project Mailing List,Community Advocacy Group,Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;		45-54	Female;	White;	English;	Very well	Prefer not to answer;	Prefer not to answer	2	Yes
345	12/1/20 7:10:52	12/1/20 7:13:26	English (United States)		A shared bike lane is a profound abandonment of the Better Market Street vision and will result in injuries and deaths.	2		3	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);		19-24	Male;	Asian and/or Pacific Islander;	English;	Very well	None;	\$200,000 or more	2	No
346	12/1/20 7:08:57	12/1/20 7:25:45	English (United States)	Great! SF can be a world class bike city and this will bring us closer	Cost - SF government is infamous for wastefulness	5	More bikes, encouraged by other means: more cops and city workers on bikes/fewer cops and city worker in cars, more city bike share stations, giving bike share passes to people under the poverty line at no or low cost, cracking down on personal vehicles on market, and genuine punitive action for aggressive or careless driving (stop calling and treating preventable aggression "accidents").	4	All the time	All the time	Rarely	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Word of Mouth or From a Friend;		35-44	Female;	Asian and/or Pacific Islander;	English,Mandarin;	Very well	None;	Prefer not to answer	2	No
347	12/1/20 8:44:28	12/1/20 8:51:31	English (United States)	wide bike lane.	not clear there is a separation via concrete barrier.	5	no auto traffic in the bike lane.	1	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	beautifying market street is pointless unless you get rid of the homeless and drug dealers the converge at or near 7th and market from the tenderloin. the lack of initiative in addressing the drug dealing and open air sale of stolen property is shameful. this is the epitome of "putting lipstick on a pig".	Community Advocacy Group;		Don't know/not sure	Male;	Prefer not to answer;	English;	Very well	None;	\$100,000 to \$124,999	5	Yes
348	12/1/20 8:49:33	12/1/20 8:53:05	English (United States)	This is not safe and will result in injuries and death. We need separate protected bike lanes, not shared lanes for bikes and cars.	MUNI drivers and taxis can be aggressive drivers, it feels very dangerous while on a bike.	2	A separate protected bike lanes with barriers.	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);		Word of Mouth or From a Friend;		25-34	Male;	White;	English;	Very well	None;	\$175,000 to \$199,999	3	No

349	12/1/20 9:12:58	12/1/20 9:41:35	English (United States)	Moving all buses to the center lane. This has been a major source of danger for cyclists in the current design.	As an avid bike commuter and recreational cyclist, I am very confident this design is unsafe and not a material improvement over the current one. Allowing so many vehicles into the same lane as bikes will lead to constant blockages of this lane. That in turn forces cyclists into the transit lane (extra dangerous because of the tracks). We deserve better.	2	Physical separation for cyclists/scooters from both pedestrians and trucks/delivery vehicles/taxis. This is non-negotiable if we care about Vision Zero and safety of non-drivers. Full stop.	4	All the time	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Your original designs were great and very encouraging. We shouldn't let the pandemic deter us from making this a more livable city.	Community Advocacy Group,SFMTA.com;	35-44	Male;	Prefer not to answer;	English;	Very well	None;	\$175,000 to \$199,999	1	No
350	12/1/20 11:34:41	12/1/20 11:32:02	English (United States)	I like the concrete curb separators between the lane and Muni tracks.	I would prefer a dedicated bike and micro-mobility lane for people on scooters, bikes, skateboards, etc. I don't like the idea of people on on bikes, scooters, etc. sharing a lane with any sort of vehicles.	1	Dedicated lane for cyclists, scooters, etc. People were here before bikes. Bikes were here before automobiles. It makes zero sense that we're prioritizing the accessibility of automobiles when the history of transit advocacy and design is rooted in people first.	5	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend,Bettermarketstreet.org,SFMTA.com;	25-34	Male;	White;	English;	Very well	None;	\$75,000 to \$99,999	2	No
351	12/1/20 11:29:58	12/1/20 11:41:03	English (United States)	Considering that it is no different to the current market street, there isn't much to like about this design.	It's basically old Market St with new traffic signals. Loading restricted during peak hours is a joke. Trucks are going to load when they want and eat the tickets as a cost of doing business. Old Market was dangerous having to dodge cars and trucks. Now with the curb between lanes, you'll make it dangerous to move around stopped vehicles and dangerous to dodge the inevitable near-dooring that occurs when taxi/rickshaw passengers open their doors without looking. This is a waste of money.	2	Eliminate cars, including taxis from Market St. It is a pie in the sky dream to think that cars are going to peacefully coexist with bikes on Market St.	3	Sometimes	Sometimes	Sometimes	Rarely	Sometimes	Does not apply to me	Does not apply to me	Rarely	I bike on market or use the subway;	This proposed design is a waste of time and resources.	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	1	Yes
352	12/1/20 13:02:39	12/1/20 13:13:50	English (United States)	Not much	It does not look safe at all to have commercial vehicles share the bike lane. I thought part of the purpose of the redesign was to create a safe biking environment? Nothing about this design would give me comfort as a biker. I have seen bikers get hit on this street. This design is not going to meaningfully help that situation.	1	Not having vehicles in it	3	Sometimes	Does not apply to me	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	I wish San Francisco would prioritize biking, walking and transit options over cars. I am not a biker but would be if this city created a safer space for biking. If we are ever going to make meaningful change in the face of the climate crisis, steps need to be taken to prioritize other means of transportation.	Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Female;	White;	English;	Very well	None;	\$200,000 or more	2	Yes
353	12/1/20 13:24:31	12/1/20 13:27:58	English (United States)		There should be a dedicated lane for bikes, sharing the lane with cars is dangerous and inefficient.	3	properly segregate motor vehicles and bikes. properly time green lights so bikers can ride a "green wave"	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);			25-34								
354	12/1/20 13:28:53	12/1/20 13:33:20	English (United States)	The separated transit only lanes	The mixing of car traffic and cyclists. I think there should be a firm ban on all car traffic during peak hours.	4	Restrict car traffic for more of the day.	5	All the time	All the time	All the time	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);			25-34	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	1	No
355	12/1/20 13:48:11	12/1/20 13:56:14	English (United States)			1		4	Sometimes	Rarely	Sometimes	All the time				Sometimes	Resident (I live on or near Market Street);											
356	12/1/20 14:48:54	12/1/20 14:55:53	English (United States)	Trees and wide sidewalks.	Too much space for cyclists.	5	Ways to make cyclists obey traffic laws.	3	All the time			All the time					Resident (I live on or near Market Street);	I understand wanting to make Market Street bike friendly, but it will be much less pedestrian friendly if cyclists don't obey traffic laws like stop lights and signs.	Word of Mouth or From a Friend;	45-54	Female;	Asian and/or Pacific Islander;	English,Mandarin;	Very well	None;	\$175,000 to \$199,999	1	Yes
357	12/1/20 18:40:22	12/1/20 18:47:36	English (United States)	It provides a safe, clear lane for different types of transportation and as a daily bike who relies on bike lanes, Market Street has long been a dangerous, scary place with little to no consideration for bikers.	The design should also have some physical barriers between the bike lane and the sidewalk. I'd be afraid of pedestrians or loading vehicles wandering across or standing in the bike lane, as there's little space to maneuver and would be easily to slip off the elevated lane and into the cable car lane and easier still to get caught in the track and suffer a pretty nasty fall.	4	Again, physical barriers or some separation between pedestrians and bikers	5	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);		Community Advocacy Group;	25-34	Male;	Ashkenazi;	English;	Very well	None;	\$175,000 to \$199,999	2	Yes
358	12/1/20 21:31:35	12/1/20 21:34:48	English (United States)	The fact that is is closed to private vehicles	Many, many concerns. The lack of protected space for people getting around on two wheels is mind boggling. We cannot have people on 20lb bikes in the same lane as buses, taxis, and delivery vehicles.	3	Making it not a shared curb lane and separating two wheels from four wheels. Or just banning all cars on market except for busses. That would help.		All the time	All the time	Sometimes	Sometimes	All the time	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Go back to the previously proposed design.	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;Bettermarketstreet.org;	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes
359	12/1/20 22:09:17	12/1/20 22:26:50	English (United States)	All MUNI moved to center lane.	As soon as a vehicle stops in the "shared" lane (i.e., truck stops to unload, taxi stops to pick people up, ride share stops to drop people off -- yes, this will still happen), bikes will be forced to go into the lane with tracks to get around. This has always been my biggest safety concern with Market street & this design does nothing to resolve it.	3	Very strict restrictions on vehicles stopping in the shared lane to load/unload/etc. Loading zone use should be mandatory.	4	Sometimes	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);			25-34	Female;	White;	English;	Very well	None;	\$125,000 to \$149,999	1	No

360	12/1/20 23:29:39	12/1/20 23:35:50	English (United States)	Priority space for buses. This looks very stressful for biking. It appears moving vehicles will not be able to safely overtake bicycles. It appears bicyclists will have little room to overtake parked delivery vehicles. I think this plan ignores how many double parked commercial vehicles block market every day.	2	Set taxi/all vehicle speed limit to 15mph. Widely and clearly mark the spots where transit riders will traipse through the curb lane.	1	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Aren't buses going to get stacked up, with no recourse for passing each other?	Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
361	12/1/20 23:23:14	12/1/20 23:45:54	English (United States)	I currently use Market St and this looks just as dangerous as now. That biking space will be parking spaces for commercial vehicles, just like everyday in front of Twitter building, forcing bicycles into red lane. There's also no enforcement on Market St now so private vehicles are making their way back. To be honest though, the "No Car" signage is pretty poor so I can't always expect drivers to just know. I like red lanes but it's very common for bus riders to jump in front of shared lane to catch bus at island.	3	Dedicated bike lanes are the only safe way to make market St a double ride for those currently afraid.	3	All the time	All the time	All the time	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Also as a transit rider, need to be mindful that if all buses move to islands things will get very crowded. Particularly Montgomery St. (outbound) stop. Inevitably if bus islands not large enough, people will overflow into shared lane.	Community Advocacy Group;	25-34	Male;	Hispanic and/or Latinx;White;	English;	Very well	None;	\$150,000 to \$174,999	2	No	
362	12/1/20 23:48:33	12/1/20 23:54:39	English (United States)	Dedicated space for bikes, reducing conflict between bikes and transit.	1	Less safe for bikers. The non-bike vehicles in these shared lanes will not respect the bikers.	2	All the time	All the time	Does not apply to me	Does not apply to me	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);	Please please prioritize biking. It is the method of transport that supports me being able to live and work in San Francisco. Without safe bike lanes, I would not be able to do so.	Social Media (Facebook, Twitter, Instagram, etc.);	19-24	Male;	White;	English;	Very well	None;	\$200,000 or more	4	Yes	
363	12/2/20 1:32:01	12/2/20 1:37:34	English (United States)	No	3	Lack of protected bike lanes	1	All the time	Sometimes	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Business Owner (I have a business on or near Market Street);	This watered down plan is an embarrassment	Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes	
364	12/2/20 6:52:54	12/2/20 6:59:10	English (United States)	Prioritizing bikes and public transit yay!	2	aggressive drivers or small numbers of bikers. during peak transit times, vehicles would be less likely to cause accidents by passing due to high numbers of people. But biking at night or off peak hours would increase risks to pedestrians and non-vehicle traffic.	4	Sometimes	Sometimes	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);	19-24	Male;	White;	English;	Very well	None;	\$50,000 to \$74,999	1	No	
365	12/2/20 7:35:41	12/2/20 7:39:55	English (United States)		2	Better market street promised protected bike lanes, this design provides no protection for cyclists who will have to share a lane with delivery vehicles and taxis.	4	All the time	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Male;	White;	English;	Very well	None;	\$200,000 or more	2	No	
366	12/2/20 8:51:46	12/2/20 9:05:58	English (United States)	Very little. Good to see Muni having its own lanes (not shared with taxis etc) but I have major concerns with bikes/scooters/skateboards etc sharing traffic with taxis/commercial vehicles (shared below). This is a major step backwards for everyone - mixed mode lanes are dangerous for everyone involved. A shared-lane proposal is worse than the status quo.	1	Bikes/scooters/skateboards and other similar vehicles sharing lanes with motor vehicle traffic/cars/trucks/taxis is a recipe for disaster. Delivery and commercial vehicles rarely respect pickup and dropoff zones; taxis open doors unpredictably; cyclists cut inside and outside cars trying to manoeuvre. Having everything mixed together is exceptionally dangerous. Any change to Market Street needs dedicated lanes and signals for each mode.	5	All the time	All the time	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	The 2020 proposal appears to be a half-measure driven by budget constraints. Market Street is "ok" today - I would rather see the project delayed but done more thoroughly rather than rushed but with this apparently rushed mixed-mode design.	Community Advocacy Group;Word of Mouth or From a Friend;	35-44	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	3	Yes	
367	12/2/20 9:05:01	12/2/20 9:10:45	English (United States)		3	Mixing taxis and trucks with bikes in that way seems ludicrous. One friend of mine was hit by a box truck and another cut off and injured by a taxi. This seems sad.	4	Sometimes	Rarely	Rarely	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Sometimes	Work (I work on or near Market Street);		Social Media (Facebook, Twitter, Instagram, etc.);	35-44	Male;	Hispanic and/or Latinx;White;	English;Spanish;Filipino and/or Tagalog;	Very well	None;	\$200,000 or more	2	Yes	
368	12/2/20 9:23:24	12/2/20 9:25:27	English (United States)	Almost nothing. Not having a separated bike lane is absolute hell.	2	Shared "sharrow" bike lane with vehicles. Would rather share a bike lane with buses than taxis/cars/trucks.	2	Sometimes	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Would rather delay this project if there are budget concerns than regress to a worse solution.	Email via Project Mailing List;	25-34	Male;	White;	English;	Very well	None;	\$150,000 to \$174,999	2	Yes	
369	12/2/20 9:23:45	12/2/20 9:26:45	English (United States)	nothing	1	double sharrows? what a joke. major step backwards	3	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	I ride it on my bike to get to where I need to go;	If budget for the major overhaul is a concern, I'd rather them put it off for a few years rather than spend a cent on whatever this new proposal is.	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Male;		English;						
370	12/2/20 10:51:52	12/2/20 10:58:46	English (United States)	Protection from buses. I would love it, if cars and trucks were prohibited.	1	Cars and trucks sharing the lane with bikes and scooters. And without the ability to go into the bus lane, they will definitely not give riders 3 ft.	3	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I don't know if transit will be improved or if it will stack up and get delayed in the single lane. I put 3 because it could be worse or better, hard to know.	Social Media (Facebook, Twitter, Instagram, etc.);	45-54	Female;	White;	English;Spanish;	Very well	None;	\$200,000 or more	3	Yes	
371	12/2/20 11:01:11	12/2/20 11:05:44	English (United States)	curb ramps	3	No separated bike lane	3	Sometimes	Rarely	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	shopping;	I like the previous version with a separated bike lane much better.	Social Media (Facebook, Twitter, Instagram, etc.);	25-34	Female;	White;	English;	Very well	None;	\$175,000 to \$199,999	2	No	

372	12/1/20 22:36:36	12/2/20 11:14:13	English (United States)	Red transit lanes	Trucks behind bikes	2	Barriers between cyclists and cars	4	All the time	All the time	Sometimes	All the time	Rarely	Does not apply to me	Does not apply to me	Rarely	Does not apply to me	Work (I work on or near Market Street);	Protected bike lanes save lives and the planet	Community Advocacy Group:Bettermarketstreet.org;		25-34	Female;	White;	English;	Very well	None;	\$200,000 or more	2	No	
373	12/2/20 11:15:14	12/2/20 11:18:23	English (United States)	Dedicated ROW for muni street cars.	Private automobiles, no protected bike lanes. Not safe for pedestrians or cyclists.	1	Protected bike lanes. No private automobiles and trucks.	5	All the time	Rarely	All the time	Sometimes	Does not apply to me	Does not apply to me	Rarely	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;				25-34	Male;	Asian and/or Pacific Islander;	Urdu;English;Another language (please specify in other);	Very well	None;	\$75,000 to \$99,999	2	Yes	
374	12/2/20 12:39:19	12/2/20 12:42:58	English (United States)	The muni in the center	A non-dedicated bike lane doesn't seem ideal. I'd like to see a protected bike lane fully streamlined away from traffic and not affected by loading and unloading.	3		4	All the time	All the time	Rarely	All the time	Sometimes	Does not apply to me	Does not apply to me	Sometimes	Work (I work on or near Market Street);	Word of Mouth or From a Friend;			25-34	Male;	White;	English;	Very well	None;	\$200,000 or more	2	Yes		
375	12/2/20 13:06:08	12/2/20 13:09:34	English (United States)		There are pros and cons to the speed tables, which seem to force cyclists into a rutted solution	4			All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	Word of Mouth or From a Friend;			35-44	Male;	Black or African American;	English;	Very well	None;	\$200,000 or more	1	No		
376	12/2/20 14:56:37	12/2/20 15:04:33	English (United States)	Prioritizing MUNI.	A lane to be "shared" between cars and bikes is just a cars-first street with paint on it. I would not feel safe biking in this design with my children. Designate and protect bike space for bikes. I like it a lot better.	3	Concrete dividers between cars and bikes.	3	All the time	Sometimes	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);	Social Media (Facebook, Twitter, Instagram, etc.);			35-44	Female;	Prefer not to answer;	English;	Very well	None;	Prefer not to answer	4	Yes		
377	12/2/20 19:03:25	12/2/20 19:09:46	English (United States)	That bikes are not confined to a small two way path shared with ebikes, scooters, wheelchairs, etc. bikes belong with cars not pedestrians	I like it a lot better.	5	Continue ban on private cars	4	Rarely	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	SF resident ;	I favor bike integration not exceptionalism. Separation only makes sense on high car volume, fast streets like 8th or Folsom.	Community Advocacy Group;			65-74	Male;	Jewish ;	English;	Very well	None;	\$200,000 or more	2	Yes	
378	12/2/20 20:18:05	12/2/20 20:21:22	English (United States)	I don't like anything about this design	I absolutely HATE that we are getting rid of the dedicated bike lane. People die each year on bikes because cities fail to provide safe spaces for the most vulnerable.	1		1	All the time	Sometimes	Sometimes	Sometimes		Rarely	Does not apply to me	Rarely	Resident (I live on or near Market Street);				25-34	Male;	Asian and/or Pacific Islander;	English;	Very well		\$50,000 to \$74,999	4			
379	12/2/20 21:05:48	12/2/20 21:20:26	English (United States)	I don't like this design at all.	Taxis, paratransit, and commercial vehicles have to be separated from people who bike because they have different speeds and it's not safe for bicyclists. Now, when Market is quite empty all the vehicles are rolling faster.	3	It doesn't have to be a shared CURB lane, it must be a separated BIKE lane.	3	All the time	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	this is my main commute corridor;	I've heard about Open House Meeting but didn't participate in it,Email via Project Mailing List;			35-44	Female;	White;	English;Russian;	Well	None;	Prefer not to answer	2	No		
380	12/2/20 21:47:23	12/2/20 22:00:05	English (United States)	doesn't seem to substantially improve the safety of bikers from the current design	You should build a dedicated bike lane and improve the light timing so that mission through spear are synced with a bicycle green wave	3	would prefer not to share it	4	All the time	All the time							I use market street to bike commute between Emeryville and the Outer Sunset;	the original plans for car-free market looked better	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	Asian and/or Pacific Islander;Black or African American;	English;	Very well	None;	\$50,000 to \$74,999	1	Yes		
381	12/4/20 7:29:46	12/4/20 7:33:33	English (United States)		Delivery vehicles and bikes shouldn't mix. Taxis should NOT have preferential treatment over Uber/Lyft	3	A separated bike track	5	All the time	Sometimes	Sometimes	All the time					Work (I work on or near Market Street);		Word of Mouth or From a Friend;			Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Prefer not to answer	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Prefer not to answer	Not applicable/don't know/not sure
382	12/4/20 12:44:07	12/4/20 12:45:42	English (United States)		No separation between cyclists and other traffic	3		4	Sometimes	All the time	Sometimes	Sometimes	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);		bummemarketstreet.com;			25-34	Male;	Don't know/not sure;	English;	Very well	None;	Prefer not to answer	1	No	
383	12/4/20 15:24:55	12/4/20 15:32:59	English (United States)	Sharing one lane with taxis and the micromobility users is a horrible idea. The measurements indicate that one taxicab care share the center lane with two buses and still allow for loading and unloading at the expanded islands.	The "dividers" proposed to separate the two lanes are too high and unnecessary with consistent enforcement.	3	Allow the taxicabs to use the center lanes -- at least during off-peak hours.	4	All the time	Does not apply to me	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	All the time	I pick up and drop off passengers on Market Street regularly as a taxicab driver.;	Please review the current approvals and make changes to them.	Email via Project Mailing List;Social Media (Facebook, Twitter, Instagram, etc.);SFMTA.com;			45-54	Male;	White;	English;	Very well	None;	\$10,000 to \$24,999	1	Yes	
384	12/4/20 15:08:59	12/4/20 15:42:01	English (United States)	This whole redesign is a joke and makes me feel really sad about SF politics. Add a couple of personal vehicles to the image above and that is about what Market St looked like last week. So many folks have put a lot of time and effort into wanting to make Market St safe for folks outside their cars and to have it gutted like this is shameful.	I'm concerned that bicycles and delivery vehicles are mixed! Why isn't there a fully dedicated and protected bike lane like there was in the original design?! Too many drivers are ignoring the driving restrictions on Market St as it is and policing it is inequitable. The cops can't be our first line of defense! This area of SF needs quality public space! Where did all the new sidewalk surfaces, seating, planters or even the art go? What are we spending the \$1-1.2 Million on if none of this will be built?	2	How will we keep private vehicles off Market St? I haven't biked to work one time, day or night without seeing a private vehicle speeding down Market. The police aren't doing anything about it now. We need a better design with protected bikes lanes! If we're going to tear up the streets for sewer, utility work, road resurfacing, and transit construction the WHY AREN'T WE ADDING PROTECTED BIKE LANES. WHY are these essential maintenance projects being lumped into Better Market St Project anyhow?	3	All the time	All the time	All the time	Sometimes	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Resident (I live on or near Market Street);Work (I work on or near Market Street);	A separated, protected bike lane might be busy during rush hour but this is NO REASON to scrap the plan. Seasoned cyclists will ride in the shared lane anyway and we have to make sure vulnerable bike/scooter users feel safe enough to leave their cars at home or to ride with their families. We're in the middle of a climate emergency. San Francisco has the opportunity to lead the nation on this and this current plan ain't it!	Email via Project Mailing List;Community Advocacy Group;Social Media (Facebook, Twitter, Instagram, etc.);Word of Mouth or From a Friend;Bettermarketstreet.org;			35-44	Prefer not to answer;	Prefer not to answer;	English;Filipino and/or Tagalog;	Very well	Prefer not to answer;	\$22,000 to \$49,999	2	No	
385	12/4/20 16:09:22	12/4/20 16:11:51	English (United States)	It's not what was agreed on after a decade of public hearings and meetings.	That it doesn't take into account a decade of public input.	1	Exactly what was proposed and verified previously.	3	Sometimes	All the time	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	Work (I work on or near Market Street);					35-44	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Very well	Prefer not to answer;	Prefer not to answer	Prefer not to answer	Prefer not to answer	Not applicable/don't know/not sure
386	12/4/20 16:23:55	12/4/20 16:28:05	English (United States)	Very little.	Car traffic is mixed with bicycle traffic. You'll get tons of cars, just like we do now. The enforced right turns aren't enforced.	3	Jersey barriers between the trucks and bikes. Slip 'em down everywhere. Yeah, I know they look terrible. We're broke. Do the cheap thing. But do the thing.	5	All the time	All the time	Sometimes	All the time	Does not apply to me	Does not apply to me	Does not apply to me	Rarely	Business Owner (I have a business on or near Market Street);Work (I work on or near Market Street);	Jersey barriers. Everywhere. Ugly, yet effective.	Social Media (Facebook, Twitter, Instagram, etc.);			45-54	Male;	White;	English;	Very well	None;	\$200,000 or more	3	Yes	
387	12/4/20 16:22:51	12/4/20 16:34:13	English (United States)	I like the dedicated MUNI lane.	Bikes mixing with commercial vehicles, particular Amazon deliveries, etc is a recipe for disaster.	4	Find a way to place restrictions on certain types of commercial vehicles, or educate them similar to the way taxi/MUNI drivers are.	4	Sometimes	Sometimes	Sometimes	Sometimes	Rarely	Does not apply to me	Does not apply to me	Rarely	I use Market as a thoroughfare in the course of life. ;	I appreciate budget constraints have altered the possibilities of this project. However, I'd still like to see a way we can prioritize pedestrians and bikes over vehicular travel.	SFMTA.com;			35-44	Female;	Asian and/or Pacific Islander;White;	English;	Very well	None;	Prefer not to answer	2	Yes	

388	12/4/20 16:37:27	12/4/20 16:44:25	English (United States)	Not much. It doesn't fix the major problems with Market Street.	Mixing cyclists with motorized vehicles is a very bad idea. Everybody should be able to cycle down Market Street without fearing for their lives. Having delivery vehicles and taxis and Muni buses share the same lanes is a no-go. How is that any better than what we have already?	3	It should not be "shared." There should be concrete between motorized vehicles and where cyclists and pedestrians are. That's what makes a street comfortable. What we did to the Great Highway is a perfect example. Now that's comfortable.	4	Sometimes	All the time	Rarely	Rarely	Does not apply to me	Does not apply to me	Does not apply to me	Does not apply to me	Work (I work on or near Market Street);	I'm disappointed in this. This doesn't do anything to make Market Street safer.	Social Media (Facebook, Twitter, Instagram, etc.);		25-34	Male;	White;	English;Another language (please specify in other);	Very well	\$22,000 to \$49,999	1	No
389	12/4/20 21:59:26	12/4/20 22:14:28	English (United States)		It limits transit to the inside lanes, thereby slowing transit in general. It also punishes transit users by reducing stops and making transit users walk further. Overall, the direction of the future of San Francisco transit and street use is anti-senior and anti-ADA. Making it harder for people with mobility issues by lengthening distance between stops or not allowing private cars and TNCs to drop off people close to their destination does not serve them well, and may be discriminatory - it's only a matter of time before someone gets fed up and files a federal suit citing ADA or other relevant	3		1	Sometimes	All the time	All the time						Better Market Street is designed only to serve bicyclists because they made enough noise. It's a negative for Muni riders because of the consolidated stops and stop removals, and potential bunching of buses because all buses will be one lane versus the current two. For pedestrians, it's no difference because the streets are still dirty, and the panhandlers and drug dealers are still there.	SFMTA.com;		Prefer not to answer	Prefer not to answer;	Prefer not to answer;	Prefer not to answer;	Very well	Mobility disability (example: difficulty walking or climbing stairs);	Prefer not to answer	Prefer not to answer	Yes