

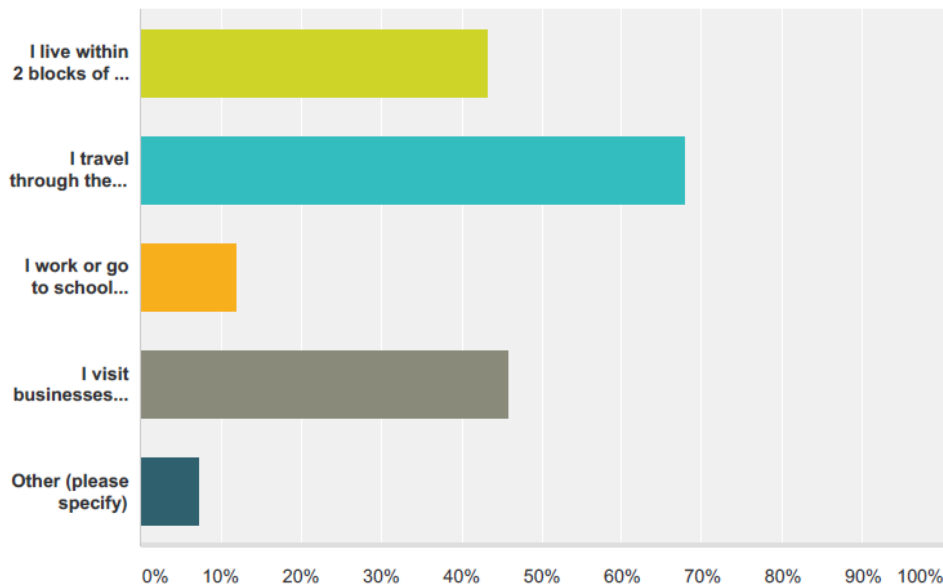
22 Fillmore Transit Priority Project Survey Results

During the month of January, and coinciding with our first open house, we hosted an online survey to collect community feedback about our proposed pedestrian safety and Muni reliability enhancements along 16th Street. Over 100 people wrote in, and the results are in! Thanks to everyone who took the time to share feedback about the proposal. While we couldn't post every comment that was submitted, we've highlighted a few below.

Survey results:

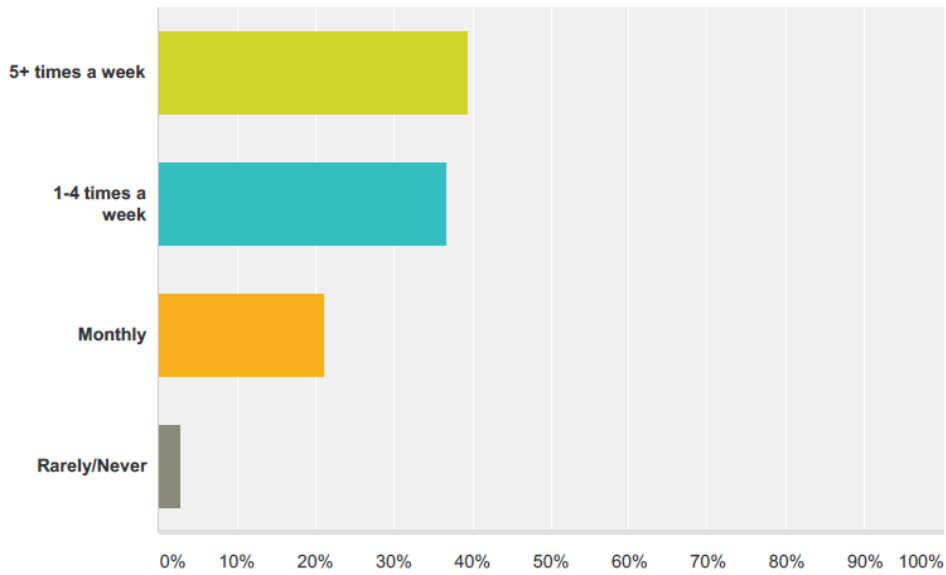
1) What is your connection to the project area? (check all that apply)

- I live within 2 blocks of the project area: **43%**
- I travel through the project area regularly: **68%**
- I work or go to school within 2 blocks of the project area: **12%**
- I visit businesses within 2 blocks of the project area: **46%**
- Other: 7%



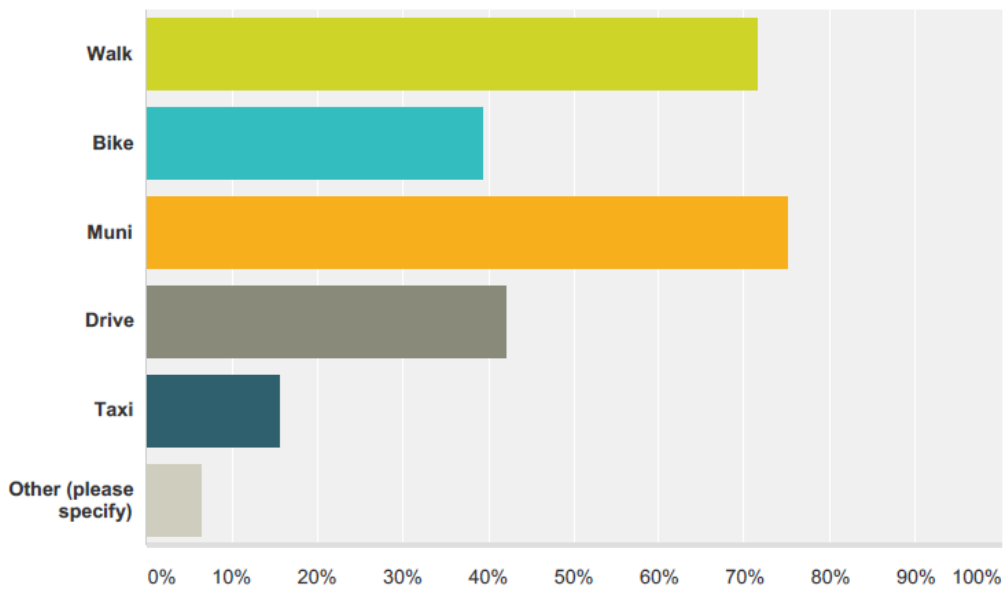
2. How often do you travel to or through the project area? (check one)

- 5+ times a week: **39%**
- 1-4 times a week: **37%**
- Monthly: **21%**
- Rarely/Never: **3%**



3. How do you usually travel to or through the project area? (check all that apply)

- Walk: **71.5%**
- Bike: **39.5%**
- Muni: **75%**
- Drive: **42%**
- Taxi: **15.6%**
- Other (please specify): **6.5%**

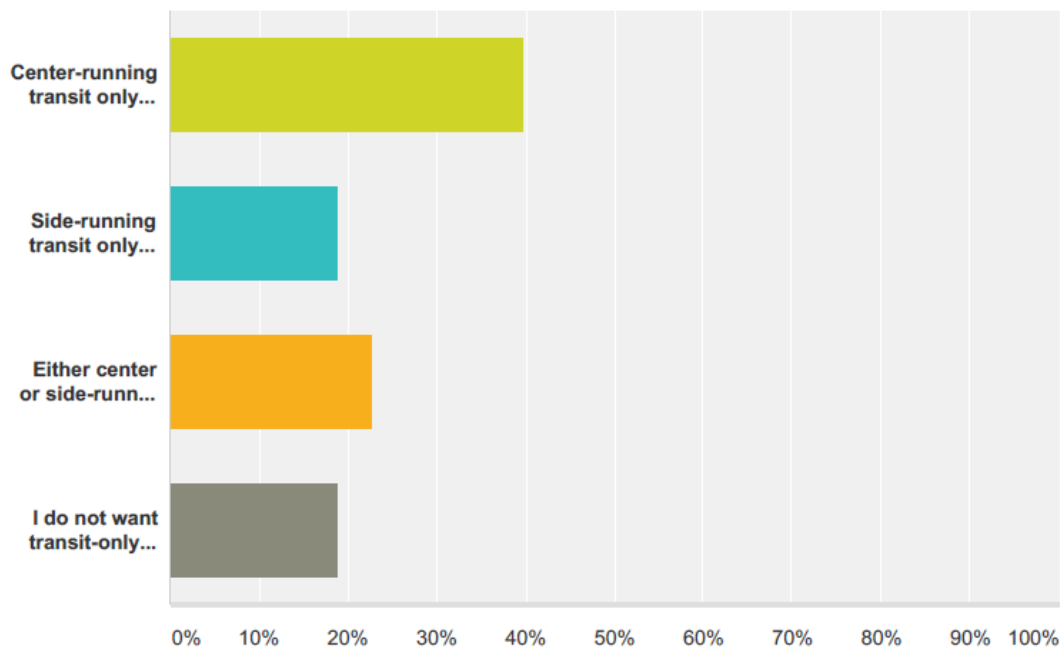


4. Dedicated Transit-Only Lanes on 16th Street prioritize buses during times of heavy traffic congestion, significantly improving travel times, customer experience, and on-time performance. There are two options for the placement of dedicated transit-only lanes on 16th Street between Bryant Street and 7th Street/Mississippi Street:

Type of Bus Stop	Benefit	Impact
Center-running transit-only lanes		
On transit boarding islands within the street	<ul style="list-style-type: none"> Reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic; personal vehicles less likely to use transit-only lanes Improve pedestrian safety by creating a mid-street pedestrian refuge 	<ul style="list-style-type: none"> Potential for more on-street parking to be removed Increased number of left-turn restrictions
Side-running transit-only lanes		
On bus bulbs are sidewalk extensions at bus stops	<ul style="list-style-type: none"> Reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic Improve pedestrian safety by shortening crossing distance, moving pedestrians out of drivers' blind spots, and forcing drivers to slow down when turning 	<ul style="list-style-type: none"> Cars would cross the transit-only lane to park, turn right, and access driveways, potentially blocking buses

Which do you prefer?

- Center-running transit only lanes on 16th Street between Bryant Street and 7th Street/Mississippi Street: **40%**
- Side-running transit only lanes on 16th Street between Bryant Street and 7th Street/Mississippi Street: **19%**
- Either center or side-running transit-only lanes: **23%**
- I do not want transit-only lanes on 16th Street: **19%**

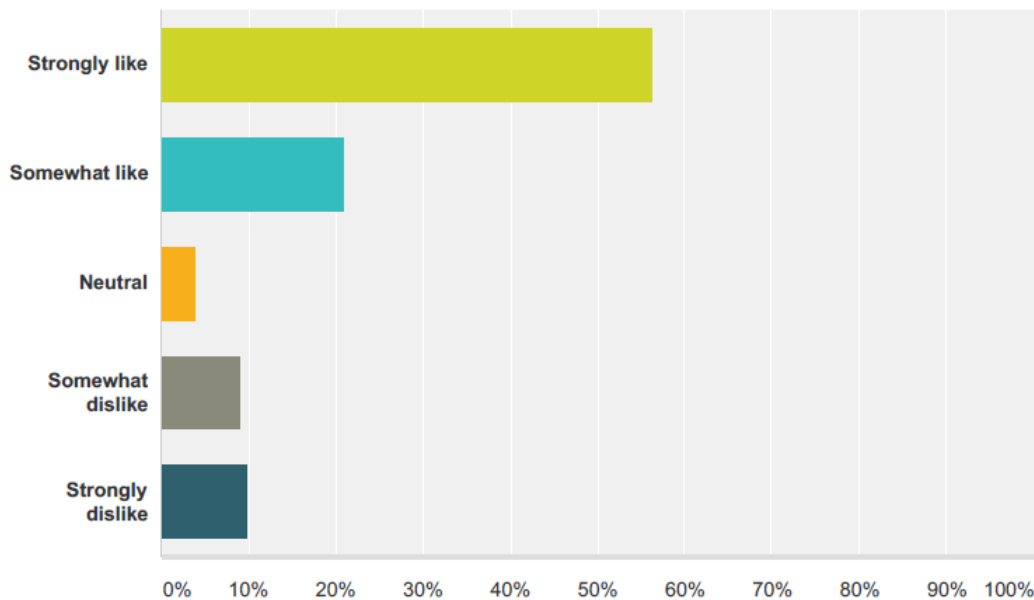


Comments:

- "I feel, from both observations and data, that center-running transit lanes reduce the most conflicts while maximizing on bus momentum, so to speak. I'm worried that side-running transit lanes won't be exclusive enough for buses."
- "Side running allows for occasional left turns, creates fewer cars circling blocks to cross 16th, thus improving pedestrian safety."
- "The benefits of center-running lanes outweigh the number of parking spaces that might need to be removed."
- "Side running transit lanes are going to have the same problem as bike lanes: Unless the transit lanes are physically separated, buses are going to be using the center lanes anyway because of all the cars and delivery trucks parking, blocking, and driving in the transit only lanes."
- "Side running lanes allow passengers to access the bus without crossing traffic or waiting for a walk signal, which seems safer and better accessibility for all."

5. The 22 Fillmore stops very frequently along some segments of the route, which increases travel times and makes for a very uncomfortable ride. Muni Forward proposes the consolidation and/or relocation of some stops so that the 22 Fillmore can stop every few blocks (ideally about 3), instead of at every single block. Please provide your feedback for this proposal generally, and provide input regarding specific stop locations in the comments section.

1. Strongly like: **56%**
2. Somewhat like: **21%**
3. Neutral: **4%**
4. Somewhat dislike: **9%**
5. Strongly dislike: **10%**



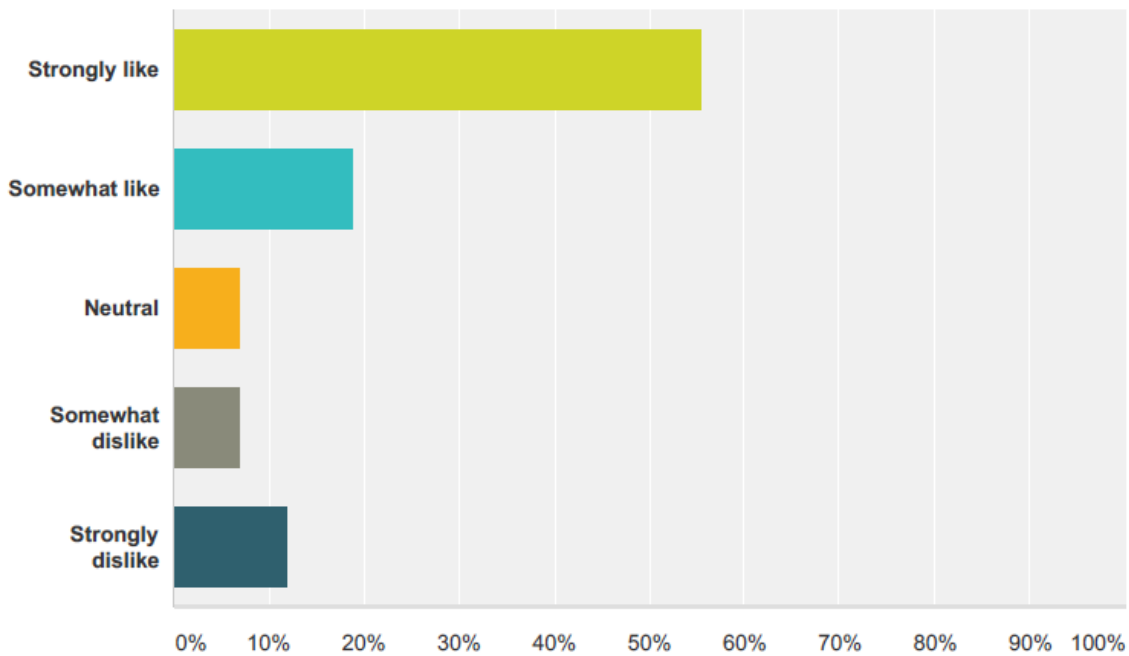
Comments:

- "It's important to me that disabled/senior access be considered, but stop consolidation in general is definitely needed here."
- "I strongly support stop consolidation, however, elimination of stops at Dolores and Valencia while leaving Guerrero is a mistake. Dolores and Valencia are much more pedestrian oriented streets than Guerrero, and provide a more comfortable waiting environment with more immediate destinations (both work, shopping, and

school). Understanding that Valencia is very close to Mission, a major transfer point, it may be better to eliminate Valencia but swap the Dolores elimination for Guerrero.”

6. Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by shortening crossing distance, moving pedestrians out of drivers’ blind spots, and forcing drivers to slow down when turning. Please provide your feedback for this proposal generally, and provide input regarding specific locations in the comments section.

1. Strongly like: **55%**
2. Somewhat like: **19%**
3. Neutral: **7%**
4. Somewhat dislike: **7%**
5. Strongly dislike: **12%**

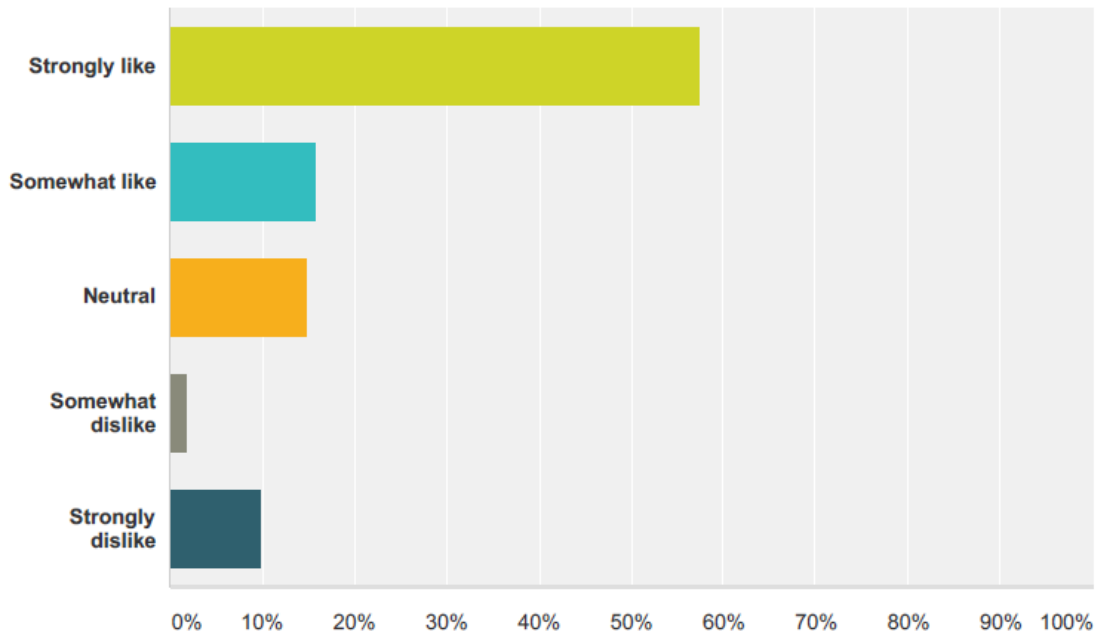


Comments:

- “As a driver, I find the bulbs make driving difficult, but as a pedestrian I like them.”
- Bulbouts and new crossings are pretty crucial, however, widening the regular sidewalks seems unnecessary for the corridor.”

7. Moving the bicycle lane from 16th Street to 17th Street between Kansas Street and Mississippi Street would eliminate the need for people bicycling to travel in the same lanes as transit or heavy traffic. Please provide your feedback for this proposal generally, and provide input regarding specific locations in the comments section.

1. Strongly like: **57%**
2. Somewhat like: **16%**
3. Neutral: **15%**
4. Somewhat dislike: **2%**
5. Strongly dislike: **10%**



Comments:

- “What about east of Mississippi? Please have a good cycletrack design for 16th on that section.”
- “Please paint them green as well so fewer drivers will park in them.”
- “I believe that all new bike lanes should be separated from traffic with a barrier of some kind. I really really really hope you are able to do this!”

This is just the first survey we’re hosting on the project. Stay tuned for survey #2 coming in March!