



Geary Boulevard Improvement Project

Park Presidio Stop Change Survey Results, February 2022

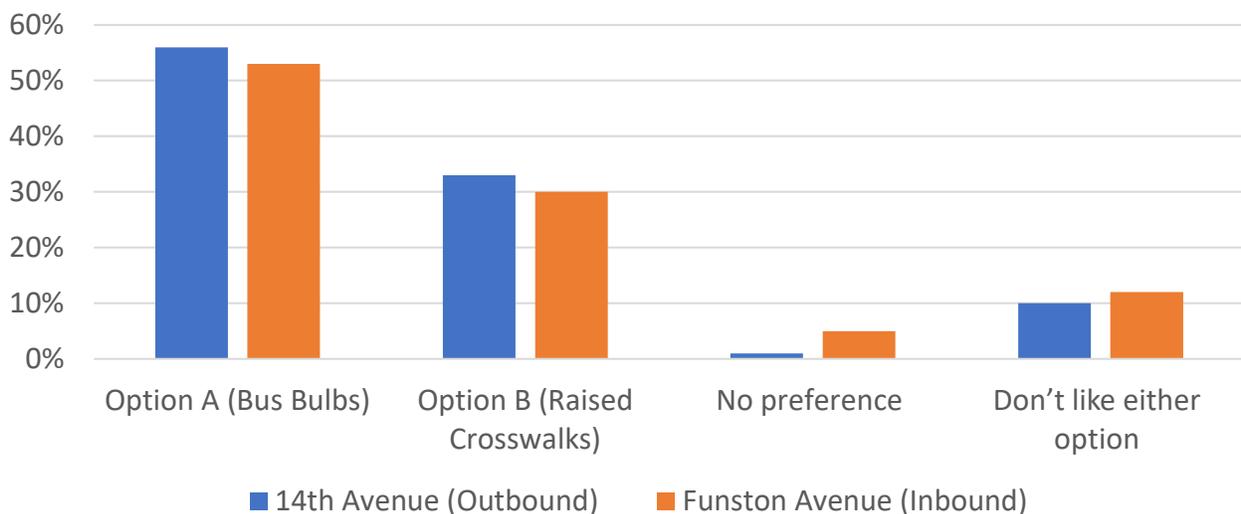
Overview

In December 2021, the SFMTA conducted design phase outreach for proposed improvements to the bus stops on Geary Boulevard at Park Presidio Boulevard. These changes are part of the [Geary Boulevard Improvement Project](#), which proposes transit and safety treatments between 34th Avenue and Stanyan Street.

Outreach included a [public website](#), a pop-up event near the bus stops, a mailer sent to nearby residents and businesses, and posters in the neighborhood. Feedback was collected via a multi-lingual survey completed by 100 respondents that was available online via the public website and in paper format at the pop-up event. We also collected feedback received via email and at a virtual community meeting.

Tradeoffs: A majority of survey respondents prioritized expanded bus stops over vehicle turning movements

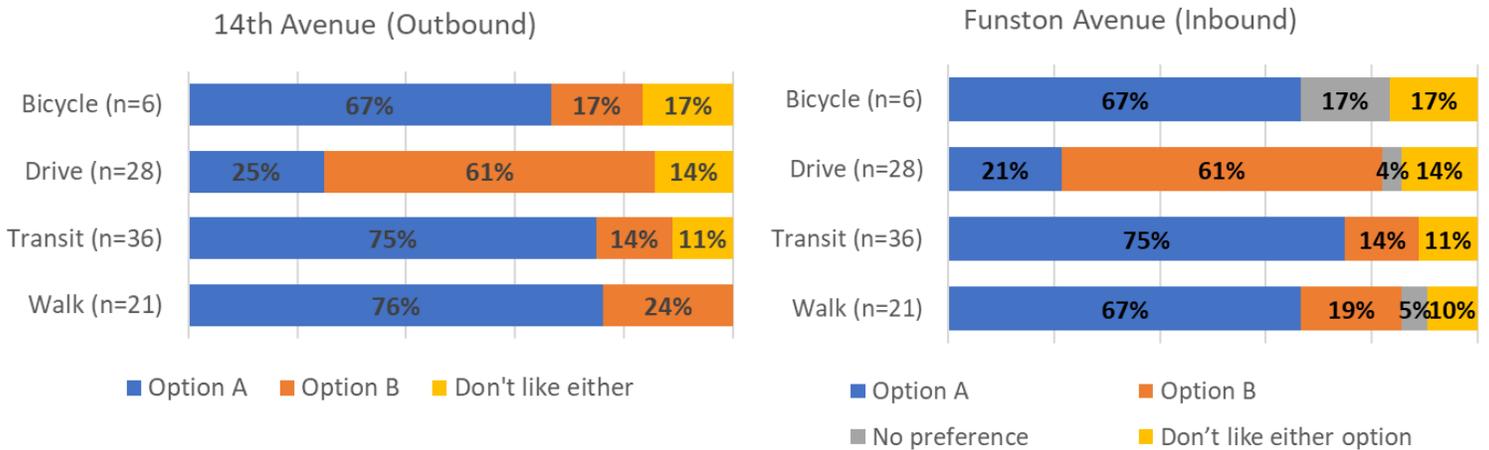
One design choice that is being considered is how to accommodate longer bus stops at Park Presidio to meet SFMTA standards. We asked respondents to choose their priority in the tradeoff between bus bulbs – which would add space for passengers but restrict some turning movements – and raised crosswalks that would not restrict turns but would provide less benefits.



n=100

The majority of respondents preferred bus bulbs (53-56%) to raised crosswalks (30-33%), with some respondents not liking either option.

Most respondents (88%) live in the area. Of these local respondents, when asked how they most often travel in the area, a majority (69%) said they walk, bike or take transit, while the rest (31%) said they drive most often. People who said they drive most often preferred raised crosswalks over bus bulbs, while those who said they walk, bike or take transit preferred bus bulbs.



Note: Mode data was only collected for the online survey (92 responses) and does not include responses for the in-person pop-up event (8 responses).

Qualitative Feedback

Following are common themes we heard and a representative sample of some of the more than 50 open-response comments we received.

Support for the transit and safety benefits of Option A:

“Good solution to keep buses moving and passengers safe. Like the angled parking on Funston and 14th Ave.”

“The more we prioritize pedestrians, cyclists, and public transit, the better, the safer. Inconvenience cars to the extent less people opt to drive. And I say this as a car owner living on one of the blocks depicted.”

“I prefer the option that would improve transit operations. As someone who walks/rides the bus in this area, I also prefer the traffic calming that the bulb-out provides.”

“SF is Transit First, so we should prioritize bus riders. The excellent grid in the Richmond allows drivers to use three right turns to access 14th Ave.”

Support for maintaining turn movements with Option B:

"Living on 14th near Geary, Option B allows us to have continue access to a major thoroughfare."

"Option A restricts turns off of Geary onto 14th, which will create further congestion on Clement St and 15th ave. The synogauge on 14th and Clement requires many folks to take the right turns off of Geary, and it would make the parking on the East side of 14th between Clement and Geary much more difficult to access."

"I don't want to have to travel in a large circle just to access my street."

"I think it is a good middle ground (option B). The raised cross walks will deter speeders and force drivers to slow down but still allow for double bus loading/unloading."

Do not support either option:

"Please leave things as they are. Want to improve traffic, then improve bus service. Don't mess with the roadways."

**Questions? Contact us at:
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**Learn more at
[SFMTA.com/ParkPresidioSurvey](https://www.sfmta.com/ParkPresidioSurvey)**