



Sloat/Skyline Phase II Outreach

Fall 2018

Second round outreach events

In October and November 2018, the SFMTA and SF Public Works received draft designs for two design alternatives for the Sloat and Skyline intersection. SFMTA staff conducted three outreach events to collect feedback from residents on which of the two alternatives they preferred and why. These events included one pop-up event outside the Garden Center along Sloat Blvd and 45th Ave on October 27th from 10am to noon and two coffee hours at the Peet's Coffee at Lakeshore Plaza on November 1st and 8th. Staff also knocked on doors and distributed postcards to residents within the immediate vicinity of the intersection.

SFMTA staff held three outreach events, visited over 50 homes in the neighborhood, and received 152 total survey responses between October and November 2018.

Staff sought to understand residents' and neighbors' preferred alternative for the intersection and why. Understanding what elements are deemed important by the public informs staff about the public's concerns for the intersection-either reaffirming what we heard during our initial outreach process or bringing new concerns we may have not yet heard. Additionally, while public preferences will be considered in alternative selection, the final alternative chosen for implementation will be part of a longer, Caltrans-SFMTA partnership. Understanding the key elements the public desires in either option will help inform the future Caltrans-SFMTA process.

Survey results

Staff developed an online and text-based survey to gather feedback on the two drafted alternatives (roundabout versus signalized) as well as specific design elements. 152 people completed the survey, including 77 from the immediate vicinity or surrounding neighborhood of the intersection and 75 from elsewhere in San Francisco or outside the city. While most respondents from every neighborhood preferred the roundabout design, preference for the roundabout increased with distance.

Respondents who preferred the roundabout cited the ability to slow traffic while maintaining through movements and the opportunity for beautifying the center island, while respondents who preferred the signal appreciated the shorter pedestrian crossings and were concerned about navigating a roundabout.

