

Summary of Feedback - Summer 2017 Online Survey

- **372 total comments/responses**
- **The modes of transportation commenters said they use to get around Golden Gate Park (respondents selected all that apply):**
 - Walking—311
 - Bicycling—327
 - Driving—155
 - Transit / park shuttle—48
 - Taxi / ride-hail app—18
 - Other—20
- **Mention of major topics/issues:**
 - Car-free streets/park—133
 - Speed humps—80
 - (Protected) bike lanes—79
 - Signage—60
 - (Raised) Crosswalks—51
 - One-way streets—38
 - Bicycle facilities (general)—35
 - (Free) Park/Muni shuttle—29
 - Enforcement—22
 - Entrances and exits—17
 - Safe-hit posts—16
 - Speed cushions—15
 - Contra-flow lane—13
 - Speed limits—13
 - Traffic signals—12
 - Metered parking—11
 - Paving—10
 - Sidewalks—10
 - People with disabilities—9
 - Air pollution—8
 - Visibility—8
 - Bulb-outs—7
 - Fees/discounts—7
 - Roundabouts—7
 - Trails and paths—7
 - Bicycle boulevards—6
 - Noise pollution—6
 - Flashing beacons—4
 - Bollards—3
 - Bike share—2
 - Demand-responsive pricing for parking—2
 - Greenery—1
 - Restrooms—1

- **The number of people residing in ZIP codes as specified on the survey:**
 - 94121—66 → Richmond District / Outer Richmond / Sea Cliff
 - 94122—54 → Outer Sunset / Inner Sunset
 - 94117—50 → Haight-Ashbury / Cole Valley
 - 94118—35 → Richmond / Laurel Heights / Presidio Heights
 - 94114—33 → The Castro / Dolores / Noe Valley / Twin Peaks
 - 94110—30 → Mission District / Bernal Heights
 - 94103—12 → South of Market
 - 94107—11 → South Beach / Potrero Hill / Dogpatch
 - 94116—7 → Sunset District / West Portal / Forest Hill
 - 94102—6 → Hayes Valley / Civic Center
 - 94115—6 → Pacific Heights / Western Addition / Fillmore District
 - 94131—6 → Twin Peaks / Diamond Heights / Glen Park
 - 94111—5 → Embarcadero / Financial District
 - 94112—5 → Ingleside / Oceanview / Outer Mission / Excelsior
 - 94127—5 → Mt. Davidson / Midtown Terrace / West Portal
 - 94132—4 → Parkmerced
 - 94109—3 → Tenderloin / Nob Hill / Russian Hill
 - 94123—3 → Marina District
 - 94124—3 → Portola Place
 - 94134—3 → Portola / Visitacion Valley
 - 94015—2 → Daly City // Westlake
 - 94108—2 → Nob Hill/Financial District
 - 94129—2 → Presidio / Main Post
 - 94133—2 → Fisherman's Wharf / North Beach
 - 93940—1 → Monterey
 - 94030—1 → Millbrae
 - 94080—1 → South San Francisco
 - 94104—1 → Financial District
 - 94518—1 → Concord / Pleasant Hill
 - 94601—1 → Oakland // Fruitvale / Jingtletown / San Antonio
 - 94602—1 → Oakland // Oakmore / Lincoln Highlands
 - 94606—1 → Oakland // Cleveland Heights / Chinatown
 - 94618—1 → Oakland // Fairview Park / Rockridge
 - 94703—1 → Berkeley
 - 94904—1 → Marin // Greenbrae / Kentfield
 - 94920—1 → Marin // Tiburon / El Campo / Paradise Cay
 - 94925—1 → Marin // Chapman / Corte Madera
 - 94941—1 → Marin // Marin Headlands
 - 95124—1 → San Jose
 - 96073—1 → Redding

- **General reception of proposed 2017 spot improvements and traffic calming:**
 - **53% (196) 'supportive'**
 - **19% (72) 'somewhat supportive'**
 - This pool of survey respondents largely expressed that SFMTA's efforts were well-intended but should go further. Many people gave suggestions - one stated: "I'm open, but I would prefer we work to eliminate vehicles instead. There are plenty of roads in San Francisco, we don't need so many in our natural spaces."
 - **10% (39) 'somewhat negative'**
 - These people held views largely similar to those with 'somewhat supportive' views, except that they adopted different tones in their responses. For example, one of these commenters stated: "I don't see how [these proposals] address the problem. I understood the goal to be to reduce traffic. These may slow traffic marginally at specific points, but it seems like a total waste of time and money for such simplistic, trivial solutions."
 - **11% (40) 'negative'**
 - This pool of survey respondents, for the most part, expressed their opposition for one of two reasons:
 - Like the 'somewhat negative' pool, some of the 'negative' responses were based on an opinion that the SFMTA's current efforts were too minimal. One respondent expressed the traffic calming efforts as: "Woefully inadequate. For the cost of Heather Miller's life, we get a \$50 stop sign and a one-way pilot on 30th. Where are the separated bike lanes?"
 - Other 'negative' responses expressed an aversion the traffic calming efforts as they are seen as inconvenient and disruptive. For example, one stated: "The current speed humps are a nightmare. Whether cycling or driving below the speed limit they are a terrible impediment."
 - **7% (25) comments could not be identified** on their stance in relation to SFMTA's efforts.

- **Specific feedback – below are some suggestions offered by commenters:**
 - Critiques on the description of Golden Gate Park as a ‘regional destination’: “Why should the City adapt to the suburban behavior pattern, rather than the out-of-towners adapt to the urban environment? Out-of towners could be further accommodated by running express buses from GG Bridge, CalTrain, and BART.”
 - Several people suggested the use of speed cushions instead of speed humps to better accommodate bicycles: “It would be nice if the speed humps had small cut-throughs for bikes to go through without having to take the minor bump.”
 - Several commenters suggested taking away free parking:
 - “I want to know how much maintaining free parking in Golden Gate Park costs. It doesn't seem fiscally responsible to maintain so much free parking.”
 - “Remove parking and just have loading zones, bus stops and metered spaces. Actually promote transit, pedestrian, and bike improvements over cars.”
 - Many survey respondents expressed a desire for additional protected/separated bicycle lanes:
 - “Why are there no planned parking-protected bike lanes?”
 - “Protected Bike lanes on JFK Dr from Traverse Dr to Bernice Rodgers Way, just like the ones on JFK Dr outside the Conservatory of Flowers. It's extremely dangerous riding bicycles with my child past Traverse Dr to the beach.”
 - “More bicycle safety infrastructure such as safe-hit posts and physically-protected bikeways. Or even off-street bike paths that are exclusively for bicycles.”
 - “Create protected bike lanes and ticket cars that park in them.”
 - One person suggested the use of one-way streets throughout the park along with limiting entrances and exits: “One-way loop through [the] park, involving JFK, MLK, and Nancy Pelosi to discourage cut-through car driving. Eliminate Arguello as a car entrance/exit altogether. Protected bike lanes in [the] entire stretch of JFK, MLK, and Nancy Pelosi Dr. Encourage drivers to stay on Lincoln or Fulton until they are close to their park destination. No entry from Kezar onto [the] easternmost edge of JFK from 7am - 9am and 4pm - 7pm (so is not used for commute purposes).”
 - Many respondents emphasized a need for a shuttle or additional public transit to run through the park: “We need a decent shuttle service to and from the busiest areas of the park. Have various shuttles near bus stops, making it easy for those who take public transportation to get to their destinations within the park.”