

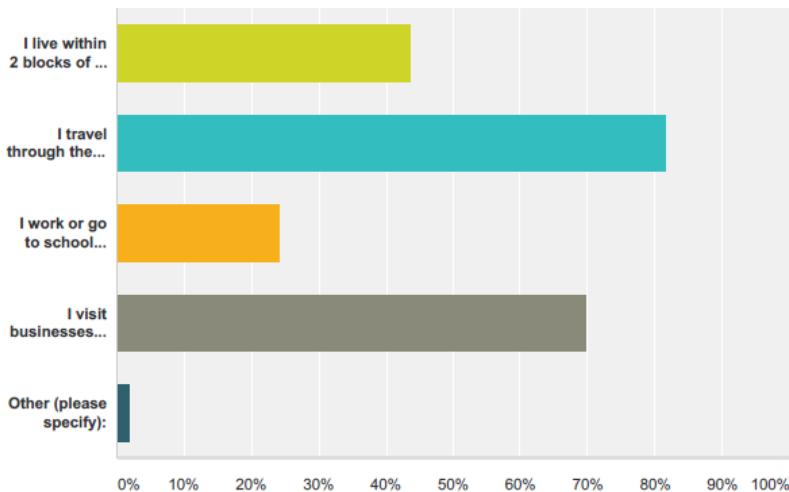
## 14 Mission – Inner Rapid Project Survey Results (as of 3/19/2015)

Starting in February 2015, 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 Mission Street from South Van Ness Ave to Randall Street. As of March 19<sup>th</sup>, 2015 more than 250 people wrote 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:

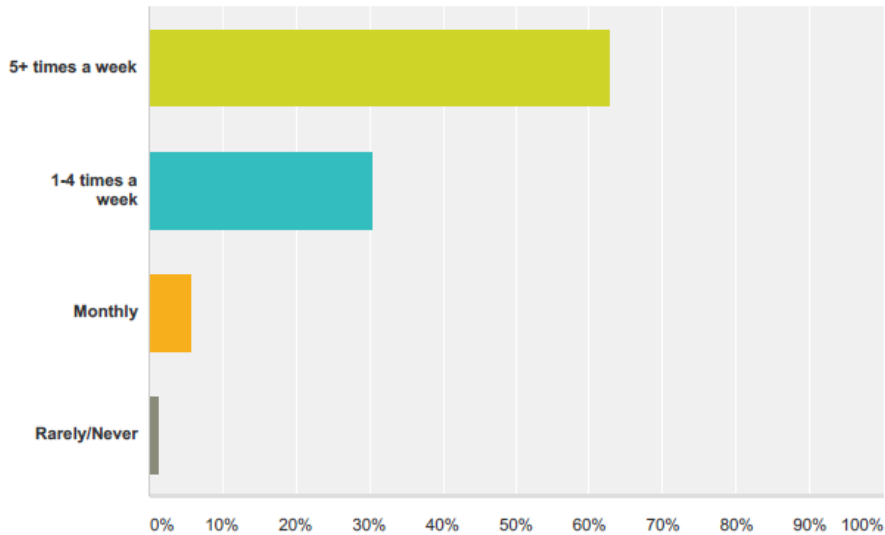
#### 1) What is your connection to the project area? (check all that apply)

- I live within 2 blocks of the project area: **44%**
- I travel through the project area regularly: **82%**
- I work or go to school within 2 blocks of the project area: **24%**
- I visit businesses within 2 blocks of the project area: **70%**
- Other: **2%**



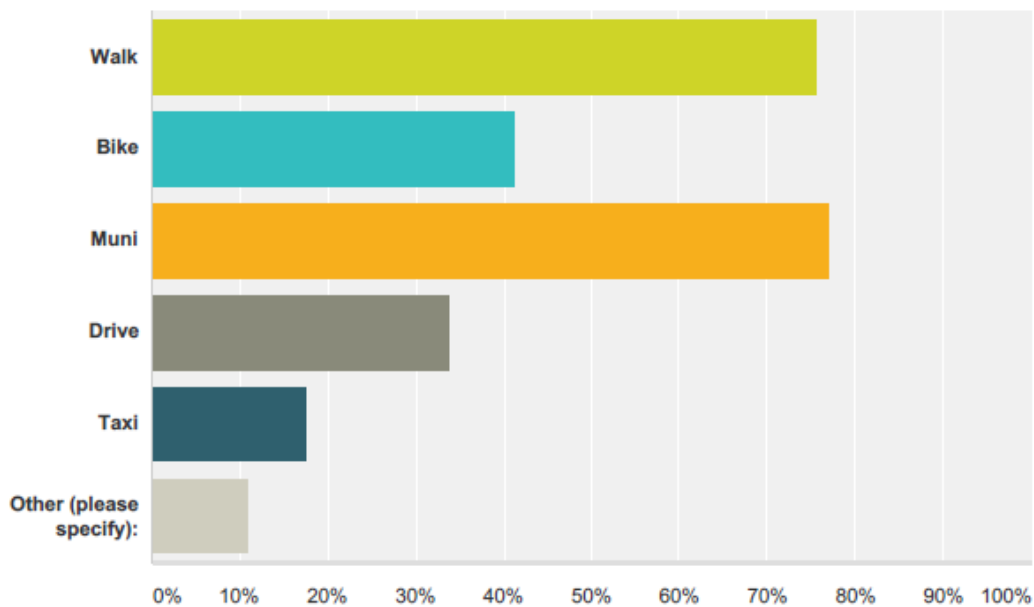
## 2. How often do you travel to or through the project area? (check one)

- 5+ times a week: **63%**
- 1-4 times a week: **31%**
- Monthly: **6%**
- Rarely/Never: **1%**



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

- Walk: **76%**
- Bike: **41%**
- Muni: **77%**
- Drive: **34%**
- Taxi: **18%**
- Other (please specify): **11%**



#### 4. Transit Only Lane Options

Dedicated transit-only lanes prioritize buses filled with riders during times of heavy traffic congestion, significantly improving travel times, customer comfort, and on-time performance. However, the existing traffic lanes on Mission Street are too narrow to accommodate a 10-foot-wide bus. Which option do you prefer?

Option	Benefit	Impact
<b>#1 Southbound Transit Only Lane</b>		
	<ul style="list-style-type: none"> <li>• Reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic in the southbound direction</li> <li>• Wider lanes can accommodate buses</li> <li>• Parking retained on both sides of Mission Street</li> <li>• Space for right-turn lanes at each intersection, allowing buses to proceed straight through the intersection with less traffic delay</li> </ul>	<ul style="list-style-type: none"> <li>• The northbound direction reduced to one lane, could be susceptible to traffic jams and less reliable Muni service</li> <li>• Forced right turns for northbound car drivers could divert traffic to parallel streets</li> </ul>
<b>#2 Southbound AND Northbound Transit Only Lane</b>		
	<ul style="list-style-type: none"> <li>• Reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic, in the northbound AND southbound directions</li> <li>• Wider lanes can accommodate buses safely</li> <li>• Retains one general traffic lane in each direction</li> <li>• Space for right-turn lanes at some intersections, allowing buses to proceed straight through the intersection with less traffic delay</li> </ul>	<ul style="list-style-type: none"> <li>• Cars would cross the transit-only lane to park, turn right, and access driveways, potentially blocking buses</li> <li>• Less street space for right-turn pockets</li> <li>• Parking removal on one side of the street</li> </ul>

#### Which do you prefer?

1. Option #1 Southbound Transit Only Lane: **8%**
2. Option #2 Southbound AND Northbound Transit Only Lane: **66%**
3. I do not want transit-only lanes on Mission Street: **19%**
4. Other: **8%**

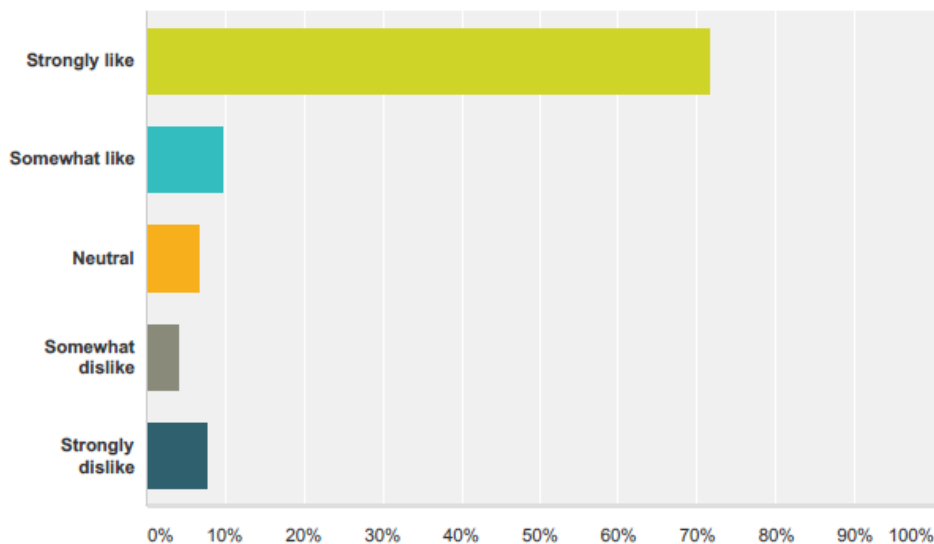
#### Comments:

- “Most drivers can choose alternate routes North and South”
- “One-way transit lanes are useless. Take parking spaces to make the bus useful and more people will use it.”
- “Transit only lanes do not take merchants deliveries into consideration.”
- “I am against Option #2 because parking in this area is already awful, and eliminating an entire corridor of parking will constrict it even further.”
- “Hopefully this will keep a lid on traffic by giving people a fast alternative to driving.”
- “Seems logical and workable.”
- “I LOVE TRANSIT ONLY LANES!! Please make this happen throughout the city. We need some real BRT lanes! Making the street one way would be another good option.”
- “Definitely need. The bus takes too long on mission street.”

## 5. Bus Stop Locations

The 14 Mission stops very frequently along this segment 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 14 Mission can stop every few blocks (ideally about 2), instead of at every single block. Please provide your feedback for this proposal feature below, and provide input regarding specific locations in the comments section.

1. Strongly like: **72%**
2. Somewhat like: **10%**
3. Neutral: **7%**
4. Somewhat dislike: **4%**
5. Strongly dislike: **8%**



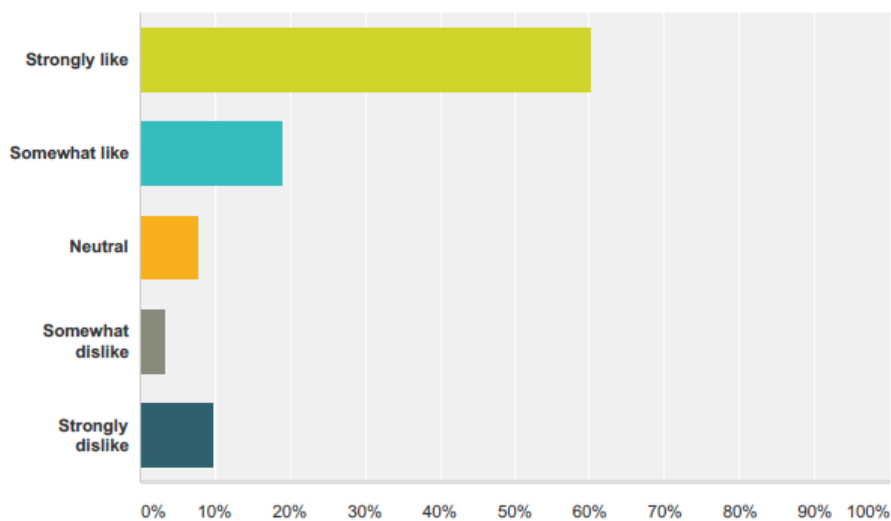
### Comments:

- “I'd much rather walk a block for a bus that comes more frequently.”
- “Not everyone can easily walk the extra distances. Additionally, if someone has groceries, small children, etc. it becomes a real pain.”
- “14 Mission is incredibly slow through Mission St. Any reduction in stops would be much appreciated.”
- “I am lazy, but I am also impatient. Every other stop would be fine and make the bus faster and encourage me to walk a little more.”
- “If there are designated transit lanes there should not be a reason to reduce the number of stops.”
- “The spaces between stops, as proposed, are too far for some citizens. Eliminating stops only solves one problem while creating another.”
- “This is the most important change to improve the 14 bus line.”
- “Reducing the number of stops along that corridor is sorely needed. I can't think of a reason why a stop is necessary every single block when the distances are so short. Please please make this happen.”

## 6. Transit Bulbs

Transit bulbs (bus bulbs) are sidewalk extensions at bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Bus bulbs can reduce boarding times, and provide space for transit shelters and other customer amenities. Bus bulbs that extend to a crosswalk can 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 feature below, and provide input regarding specific locations in the comments section.

1. Strongly like: **60%**
2. Somewhat like: **19%**
3. Neutral: **8%**
4. Somewhat dislike: **3%**
5. Strongly dislike: **10%**



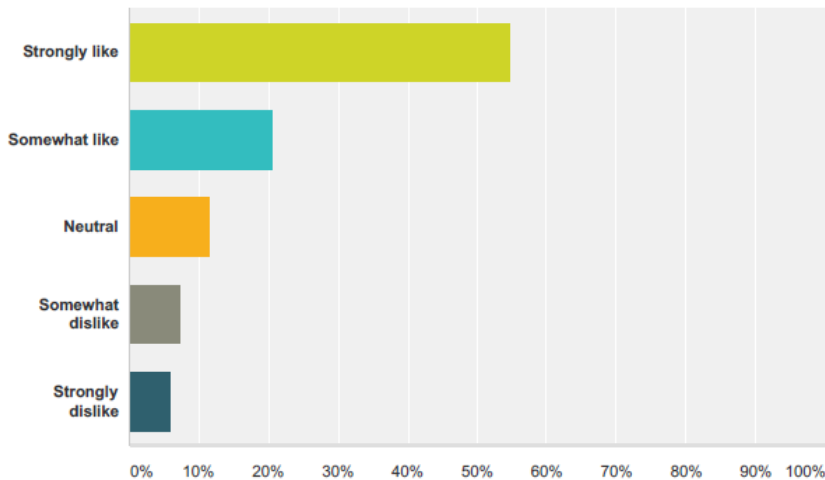
### Comments:

- “This would be faster for the bus and safer.”
- “What about the effect on the rest of the traffic on the street? Will this create honking, back-ups, etc., while the bus is blocking the flow of traffic?”
- “I like bus bulbs in theory but they work much better when bus loading/unloading is fast (so other buses and vehicles behind aren't blocked) and MUCH better if they buses have their own lane.”
- “I strongly support bus bulbs at as many bus stop locations as possible.”

## 7. Turn Restrictions

Cars waiting to turn block the intersection for through traffic, including Muni. Prohibiting turns at the intersection reduces Muni Delays and improves pedestrian safety by eliminating conflicts. Please provide your feedback for this proposal feature below, and provide input regarding specific locations in the comments section.

6. Strongly like: **55%**
7. Somewhat like: **21%**
8. Neutral: **12%**
9. Somewhat dislike: **7%**
10. Strongly dislike: **6%**



### Comments:

- “Maybe this can be like Market Street.”
- “Do not want forced right turns to not use Mission.”
- “There should be NO LEFT TURNS allowed on Mission, period. Even right-hand turns should be eliminated at busy intersections, like 16th and 24th.”