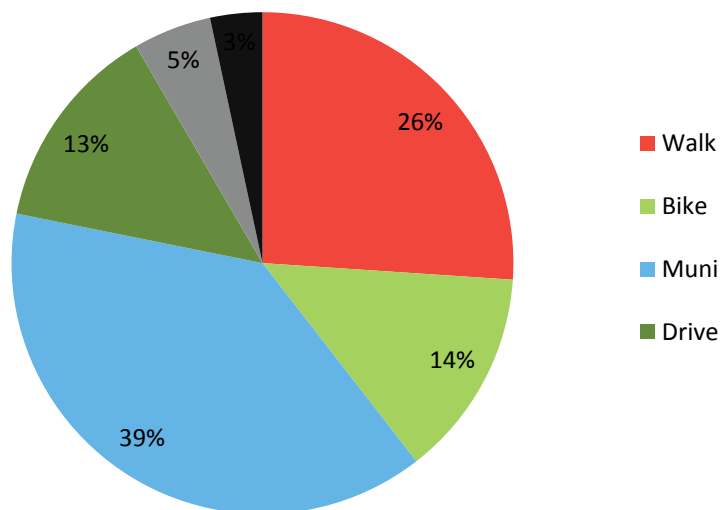


22 Fillmore Transit Priority Project Survey Results, #2 (185 responses)

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

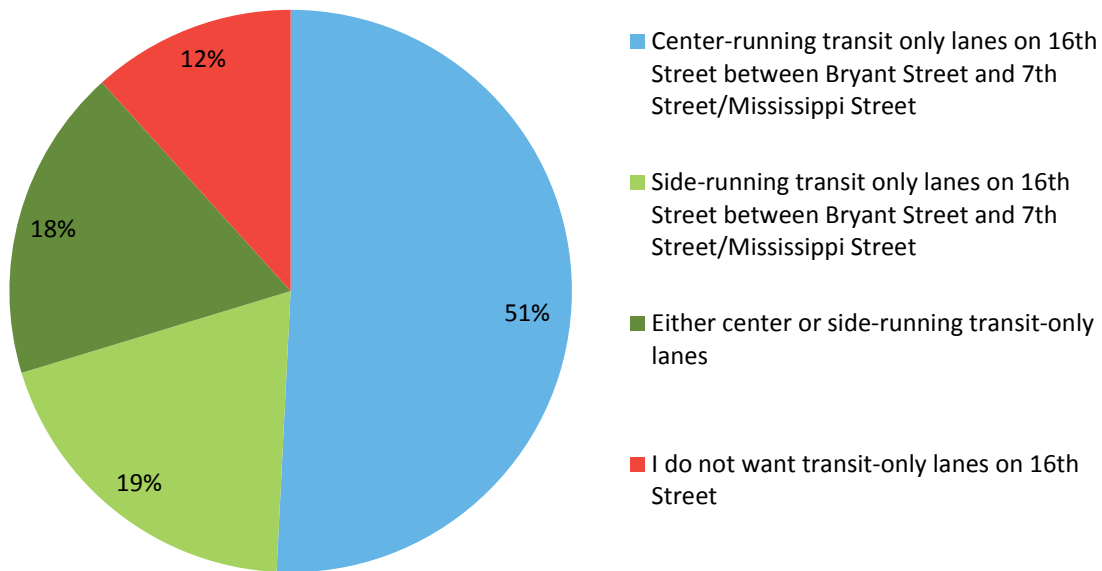


2. Transit-only Lanes

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?

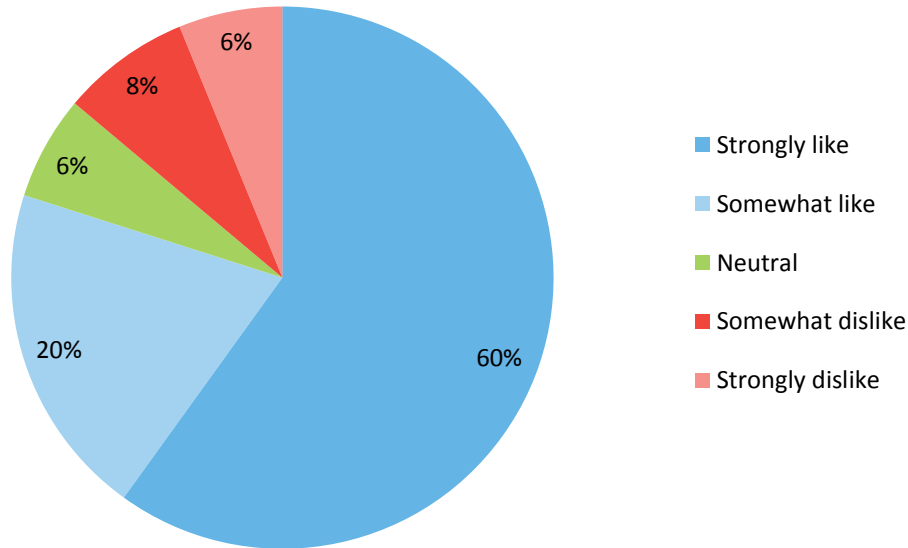


Comments:

- "Having buses on the side is uncomfortable for cars trying to park, cars wanting to turn, and pedestrians. Center boarding spaces would be much better."
- "16th Street is highly trafficked, and this will just create a traffic nightmare during commute times -- it already backs up."
- "Auto and delivery truck drivers would likely double park in the curb side transit only lanes negating the time savings and reliability benefits. Please construct the center lanes with curbs and separation to reduce the chances of blockage."
- "I feel side-running transit only lanes to be safer for people riding bicycles, as they would only have to (ideally) share that lane with buses. Additionally, center islands create additional points of conflict, as people have a tendency to run off or toward trains unaware of their surroundings. Enforcement of cars being in the transit-only lane is important."
- "Need center-running lanes to keep Muni moving through this area. Too slow as is."
- "Although center-running transit only lanes could slightly inconvenience drivers, this option is preferable. Densely populated regions cannot rely solely on the automotive mode, and public transportation will continue to play a crucial role in keeping a city mobile. We should encourage more citizens to adopt public transportation by improving reliability, safety, and accessibility."

3. Adjusting Distances Between Transit Stops

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.

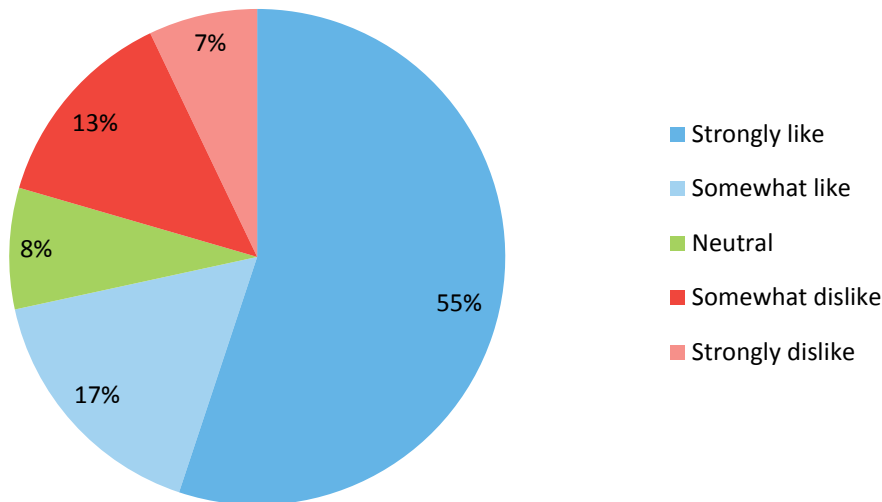


Comments:

- “Makes great sense. Especially the Dolores, Guerrero, and Valencia consolidation.”
- “Guerrero Street needs to go. But let's keep Dolores Street - that stop is heavily used by Elderly riders.”
- “I agree that having too many stops can have a negative impact on transit travel times, but consolidating stops needs to consider multimodal links and maintaining small catchment areas.”
- “I've used almost every stop on the route. For people with mobility issues, an extra three blocks might be troublesome?”
- “Hard to walk extra blocks with little kids, but willing to make that tradeoff.”
- “I'd walk more for a more frequent bus.”

4. 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.

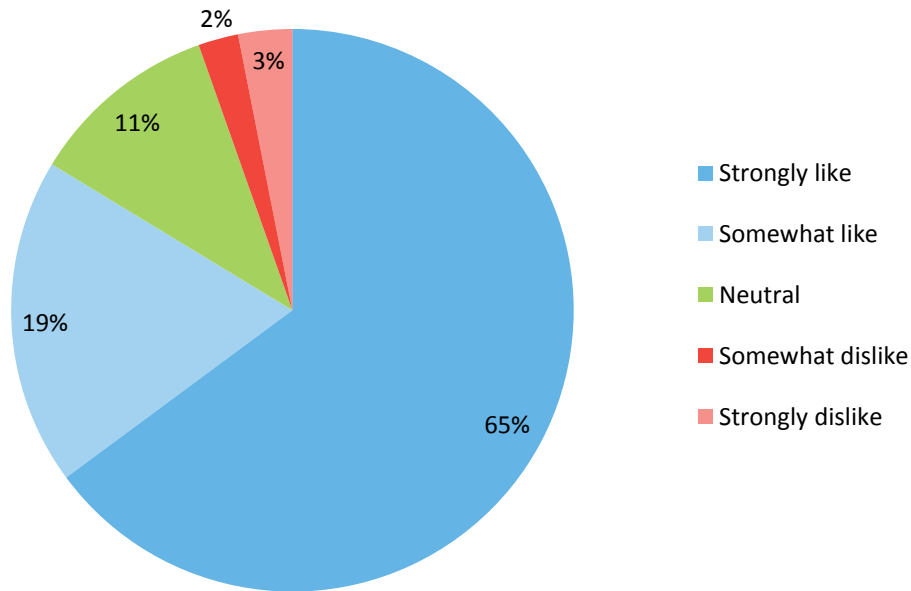


Comments:

- “This is already in place at Mission and at S. Van Ness during commute times, and seems to help.”
- “Generally support left turn bans. Safety considerations usually outweigh vehicle displacement and inconvenience”
- “I ride the 22 five days a week from Church and Duboce to 17th and Connecticut and I've never see this as a problem”
- “In most neighborhoods prohibiting turns makes sense. Because Potrero has a number of dead-end streets at odd angles, this would cause a significant increase in congestion.”
- “Do this periodically not at all intersections. Try to maximize mobility of cars. Don't allow lefts on Mission or Valencia.”
- “Do it! It's safer for peds and faster for Muni.”
- “Please stagger "no left turn" intersections to reduce driver frustration.”
- “As someone who typically chooses to drive, this is an inconvenience for me. However, I recognize the importance of giving public transit the right of way to reduce delays. Grade separated rights of way are more expensive but could be an alternative.”

5. Sidewalk Widening at Crosswalks

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.

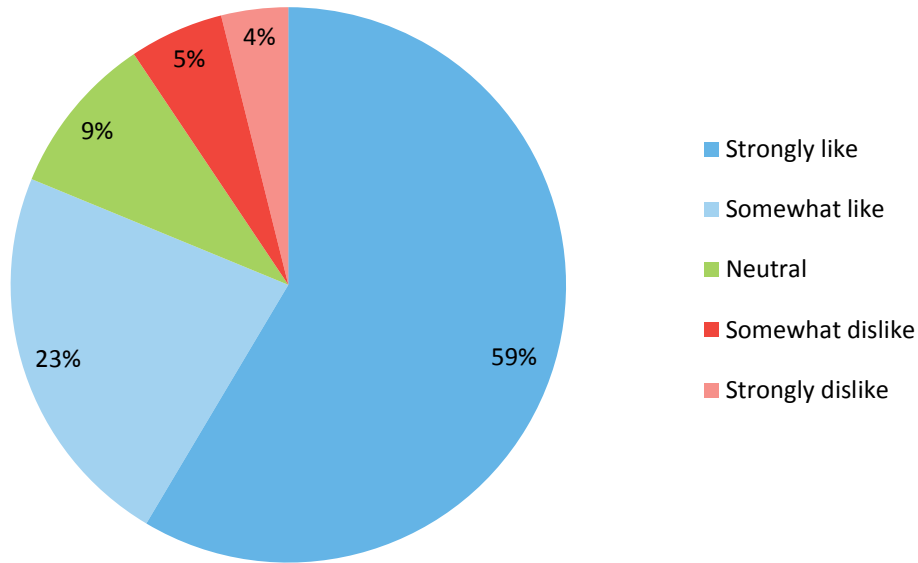


Comments:

- “As a pedestrian, I am strongly in favor of bulb outs. As a cyclist, I find them challenging where the road narrows, as it feels less safe to share the lane with cars.”
- I can't count the number of times I've almost been hit crossing the street at the crosswalk. Drivers not slowing down, braking late, etc., and as a pedestrian, I have no recourse or defense. I feel much safer crossing the street at corners with bulbed corners. Please prioritize this project.
- No, this creates more accidents as the road becomes smaller.
- Dress these up with plants or art or maybe benches so that people will feel welcome to walk more. Will make the burden of having to walk further to your bus stop feel like less.
- The pedestrian bulbs along Van Ness seems to have made a great improvement in regards to safety. I certainly feel safer as a pedestrian.

6. Bicycle Lane on 17th Street

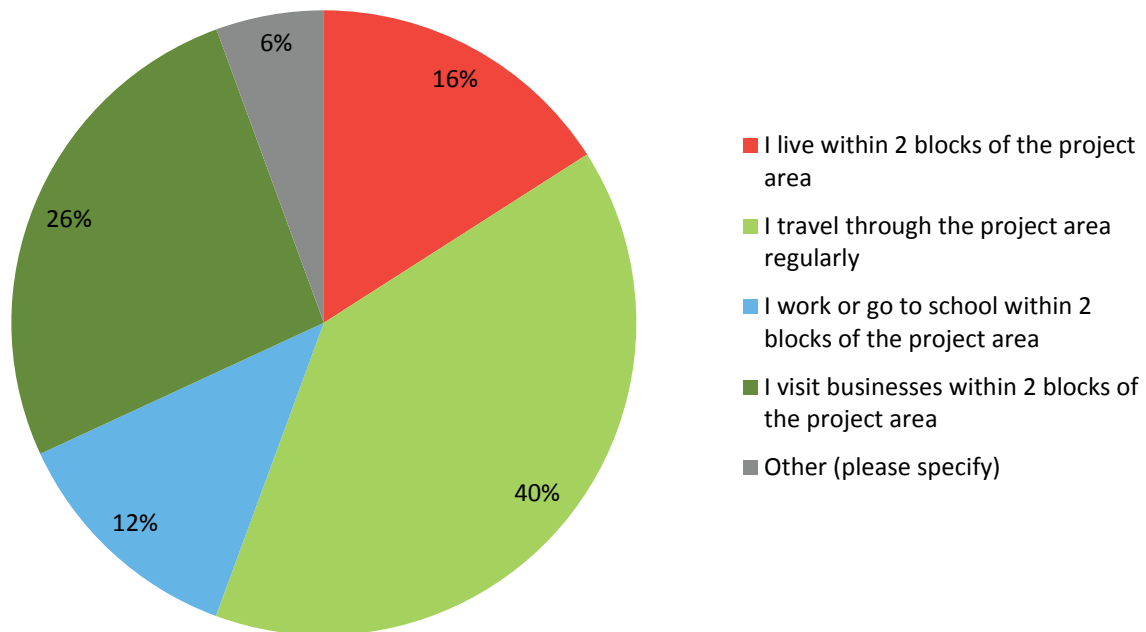
Moving the bicycle lane from 16th Street to 17th Street between Kansas Street and Mississippi Street would eliminate the need for people bicycling to travel in the same lanes as transit or heavy traffic. Please provide your feedback for this proposal generally, and provide input regarding specific locations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



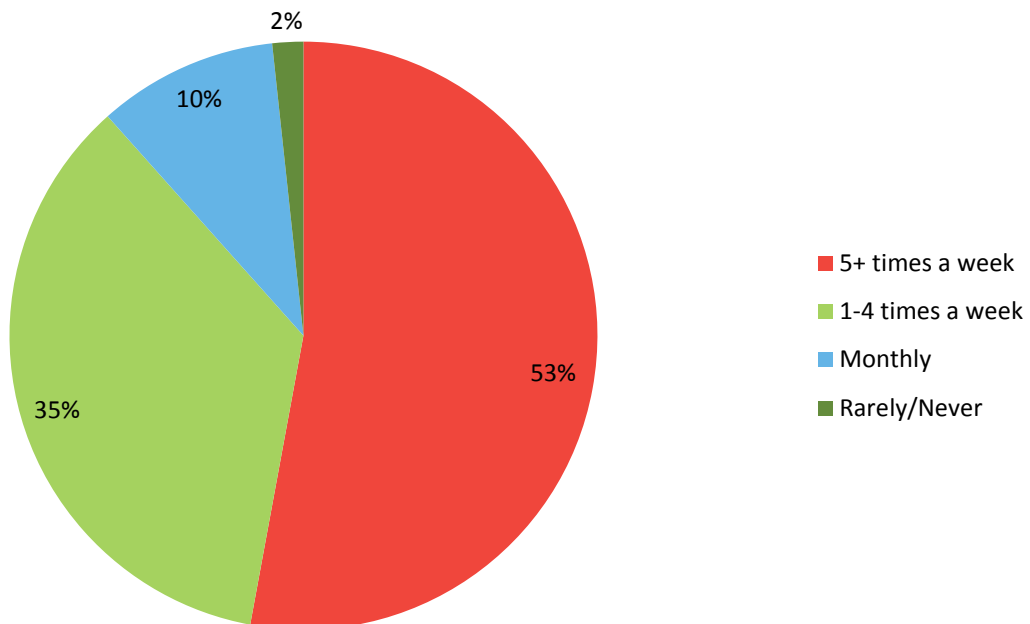
Comments:

- “17th is a much calmer street to ride on than 16th, and has better pavement for this stretch. 16th is nicer to cross Caltrain tracks, because you avoid the hill.”
- “It’s ludicrous to think that 17th street won’t have extremely heavy traffic due to the removal of lanes on 16th.”
- Makes sense. But given that some traffic may divert to 17th on the existing bike lanes, there needs to be some improvements to ensure the safety of that route for bikes.
- “17th Street is wider than a lot of other streets & only 1block from the busier 16th Street. An excellent alternative probably. Time will tell.”
- “16th St seems to be too busy with motor vehicles to be safe for cyclists.”

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



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



9. If you regularly drive to the project area, where do you usually park? (check one)

