

Western Addition Community-Based Transportation Plan

Promoting Equity through Access



MARCH 2017 SFMTA.COM



Creating Opportunities through Access

Bringing local residents, community organizations and transportation agencies together to address and overcome neighborhood transportation challenges.



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THOSE THAT MADE THE WESTERN ADDITION CBTP POSSIBLE

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Thank you to the individuals who participated in the Western Addition CBTP, an effort to promote equity through transportation.

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SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

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AfroSolo
Booker T. Washington Community Service Center
Boys & Girls Club of San Francisco | Don Fisher Clubhouse
Buchanan YMCA
Community Grows
Friendship Village
Gateway High School
Hamilton Recreation Center
Handful Players
Hayward Rec Connect
Hayes Valley Neighborhood Association
Japanese Community Youth Council (JCYC)
Jewish Community High School of the Bay
Magic Zone
Prince Hall Computer Learning Center
San Francisco Youth Commission
Street Soccer USA
Truancy Assessment & Referral Center (TARC)
Up on Top Afterschool & Summer Program
University of San Francisco
Urban Services YMCA | Western Addition Family Resource Center
The Village Project
Western Addition Beacon Center
Westside Community Services
Women's Community Clinic

A step toward ensuring mobility for all

Community planning effort to address transportation gaps or barriers for underserved neighborhoods and areas with vulnerable populations



WHAT IS THE WESTERN ADDITION CBTP?

Executive Summary

The Western Addition Community-Based Transportation Plan (CBTP) includes a transportation planning analysis and community engagement process and recommendations. Through the engagement process, community members identified their transportation challenges and ideal solutions to improve mobility and access within the Western Addition.

The Western Addition project area was first defined by the MTC's 2001 Lifeline Transportation Network Report and revised in consultation with District 5 Supervisor Breed in late 2014. The redefined Western Addition project area is roughly bounded by Gough Street to the east, Divisadero to the west, roughly Sutter and segments of Pine Streets to the north, and as far south as Haight Street (see Figure 1-1).

The Western Addition Community-Based Transportation Plan is one of five community-based transportation plans completed in San Francisco and was funded by Metropolitan Transportation Commission (MTC) and San Francisco County Transportation Authority (SFCTA). With oversight by the MTC and SFCTA, the planning effort was led by the SFMTA in collaboration with the Western Addition community, District 5 Supervisor Breed, the project's Technical Advisory Committee (TAC), and community-based organization, Mo'MAGIC (Mobilization for Adolescent Growth In our Community).



Figure 1-1: Western Addition CBTP Project Boundary established November 2014

The Western Addition CBTP was designed to address the findings of the MTC's 2001 Lifeline Transportation Network Report and MTC 2001 Regional Transportation Plan's Environmental Justice Report. Both reports focused on the need to promote equity and support neighborhood-planning efforts in low-income communities throughout the Bay Area, in order to improve access to education and economic opportunity. This planning effort empowers community members with the opportunity to share their transportation challenges and work with SFMTA staff to create solutions that shape the future of their community.



A family visiting SFMTA Western Addition CBTP booth at Western Addition Sunday Streets, September 2015

The Western Addition CBTP builds on previous plans and projects by the San Francisco Planning Department, Recreation and Park Department, SFMTA and SFCTA, relevant to the Western Addition. Some of these plans and projects include the Octavia Boulevard Enhancement Project, Green Connections Plan, Buchanan Street Mall Activation Project, Muni Equity Strategy and 5 Fulton Rapid Project as well as citywide efforts like Muni Forward, Vision Zero and WalkFirst. Community engagement efforts from these previous documents provided a starting point for strategies to engage with the community.

For ten months, the project team partnered with community-based organization, Mo'MAGIC, to collaborate directly with community members to identify transportation challenges and solutions. Mo'MAGIC provides social services and resources for at-risk and in-risk young people. Mo'MAGIC also brings together other local social service providers in an effort to support and serve the greater needs of the Western Addition community. They connected the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers.

Through these workshops, the project team obtained a broad understanding of the community's transportation challenges and their ideal solutions. The project team incorporated community input in the development of streetscape recommendations throughout the neighborhood. In addition to the community input, the project team received guidance from District 5 Supervisor Breed and received additional support from the project's Technical Advisory Committee (TAC), which consisted of City staff from the Planning Department, SFCTA, SF Public Utilities Commission, and SFMTA's Transit Division and Livable Streets Group. Based on community input and technical expertise, the project team recommended transportation solutions



for the Western Addition neighborhood reflective of the needs of the community and existing street conditions. All the proposed improvements aim to enhance pedestrian safety, transit connections and community space.

After the project team solidified designs, they worked to identify and pursue multiple funding sources for implementation. Once initial funding was identified, the designs were divided into three implementation phases based on level of intensity and cost. Quick, cost-effective

intersection improvements are proposed as near-term recommendations. Mid- and long-term recommendations, like large corridor and community connections projects will require additional design and environmental review, public notice and MTA Board approval. The goal for the plan is to have all three phases of recommendations approved and constructed within a consecutive five-year period following this plan, creating a safer, more accessible and livable Western Addition.

FOCUSED ON THE NEED TO PROMOTE EQUITY AND SUPPORT NEIGHBORHOOD PLANNING EFFORTS IN LOW-INCOME COMMUNITIES THROUGHOUT THE BAY AREA, IN ORDER TO IMPROVE ACCESS TO EDUCATION AND ECONOMIC OPPORTUNITY.



Introduction

How did the Western Addition CBTP come to be?

A joint effort in neighborhood transportation planning.

Regional and local transportation efforts come to the Western Addition.



HOW DID THE WESTERN ADDITION CBTP COME TO BE?

Introduction

At the center of San Francisco, the Western Addition is a residential neighborhood located east of Golden Gate Park and west of City Hall between Market Street and Geary Boulevard. This neighborhood is home to many low-income housing residents as well as a large minority community. These characteristics in combination with San Francisco's high-cost of living, led to the Western Addition's classification as a Community of Concern in the Metropolitan Transportation Commission's (MTC) initial transportation equity efforts of the early 2000s.

Background

In 2002, the MTC launched a Bay Area-wide Community-Based Transportation Planning (CBTP) Program, which evolved from their Lifeline Transportation Network Report and the Environmental Justice Report. Both served to promote equity in low-income communities of color and recommended community-based planning as a method for setting neighborhood priorities for addressing transportation gaps. This program provides these identified communities an opportunity to address transportation challenges and collaborate with transportation agencies to find solutions.

Community-Based Transportation Plans (CBTPs) are intended to bring local residents, community organizations and transportation

agencies together to identify communities' transportation disparities and develop improvement strategies. Community-based planning serves to identify projects, programs and/or strategies developed with robust community involvement that increase the efficacy of improving community members' safety and access to their everyday destinations.

After community-supported projects, programs and/or strategies are identified, the SFMTA develops a potential implementation strategy including a funding plan. CBTPs are then used as a tool to compete for transportation funding for implementation.

Each completed plan contains CBTP Requirements :

- Demographic analysis of the area
- Documented results of community outreach efforts
- List of community-prioritized transportation challenges
- Implementation Strategy that addresses community challenges
- Viable public and private funding options for implementation
- Identify stakeholder(s) committed to implementing the plan

The Western Addition Community-Based Transportation Plan

MTC's regional equity analysis identified San Francisco's Western Addition neighborhood as one of five San Francisco neighborhoods in need of community-based transportation planning. After more than a decade since initially being classified as a Community of Concern, the Western Addition Community-Based Transportation Plan reassesses neighborhood demographics, transportation conditions and mobility trends. The plan documents a ten-month, three-phased community engagement process to identify and improve their transportation needs and challenges. The Plan includes a range of transportation improvements based on the community outreach and notes a number of existing efforts that respond to other community challenges not addressed in these recommendations. These recommendations are shared in a potential three-phase implementation and funding strategy.

The San Francisco Municipal Transportation Agency (SFMTA) completed the CBTP with oversight by the MTC and SFCTA. The SFMTA project team collaborated with the Western Addition community, District 5 Supervisor Breed, the project's Technical Advisory Committee (TAC) and community-based organization, Mo'MAGIC.

Study Area: Where is the Western Addition?

Since the early 2000s, when the MTC identified the study area for the Western Addition CBTP, there have been a number of major economic changes in San Francisco and the greater Bay Area region (e.g.; the dot-com collapse, Great Recession and recent Tech Boom), which have triggered significant shifts in jobs, housing, neighborhood boundaries and communities. To ensure the plan captures areas that fall under the Community of Concern criteria, the SFMTA worked with the District 5 Supervisor London Breed to revise the study area. The Supervisor identified public schools, community centers, senior housing and affordable housing developments to be prioritized and incorporated in defining the new study area.

The new study area expanded and is roughly bounded by Sutter Street to the North, Divisadero Street to the West, Fulton Street to the South, and Gough Street to the east. This rectangular area is modified to capture the identified priority land uses. For instance, the study area extends south of Fulton Street along Buchanan and Webster Streets until Haight Street, to include affordable housing sites and John Muir Elementary School. Affordable housing sites along Laguna and Octavia Streets north of Sutter Street to Pine Street were also incorporated. A portion of the Gough Street corridor between Eddy and Fulton Street are also part of the study area.

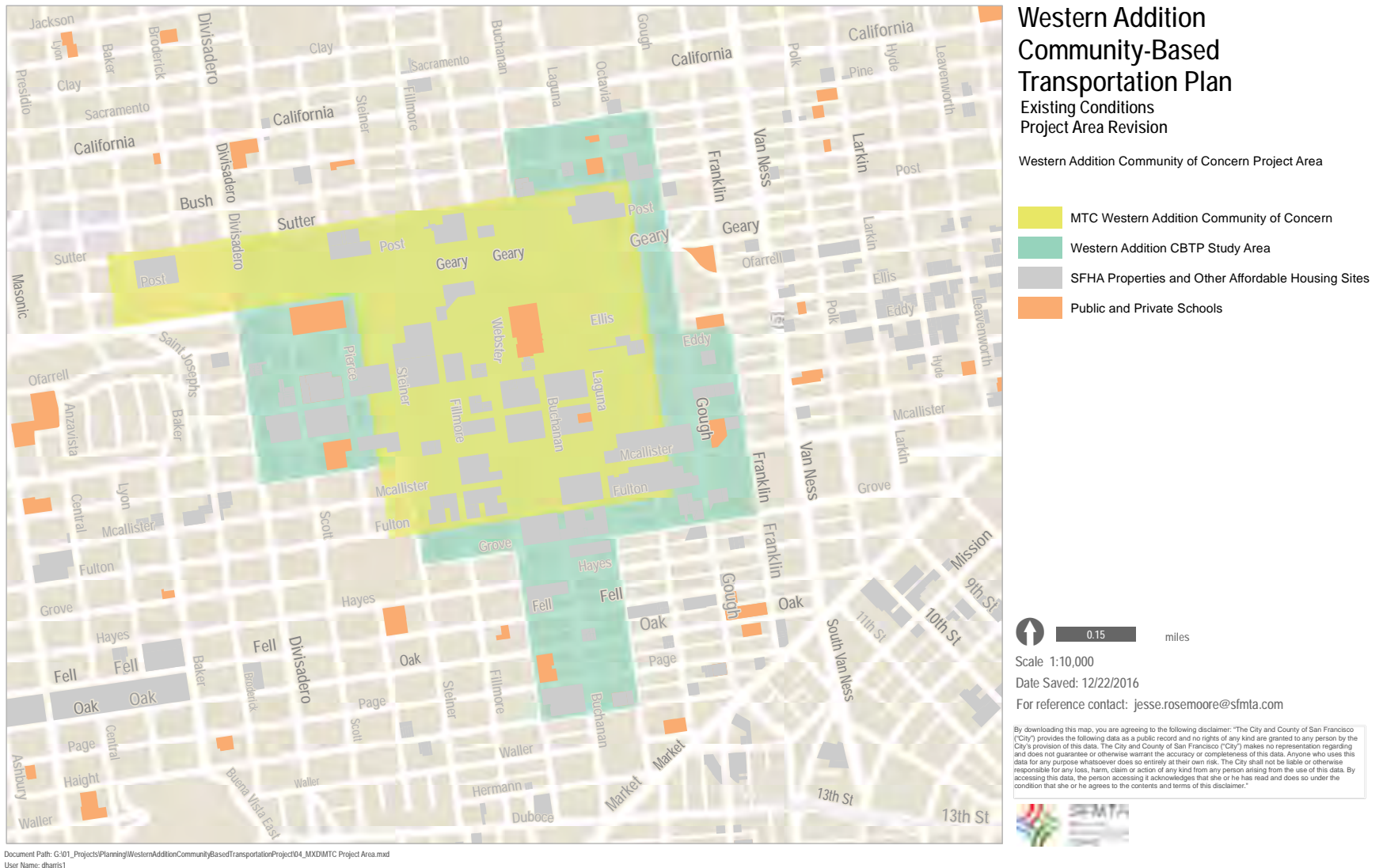


Figure 2-1: Comparison map of 2002 MTC defined Western Addition Neighborhood Study Area and revised study area defined by District 5 Supervisor Breed and San Francisco Municipal Transportation Agency in 2014.

Report Structure

The Community-Based Transportation Planning process was comprised of three sequential phases leading to a funding and implementation strategy of the community-based transportation recommendations.

1. Existing Conditions and Demographics Analysis
2. Community Engagement
3. Funding and Implementation Strategy Development

This final plan contains the following chapters:

EXECUTIVE SUMMARY

Brief summary of the Western Addition CBTP

INTRODUCTION

Overview of the contents of the plan

EXISTING CONDITIONS

Evaluation of the Western Addition's demographics, land use, and transportation network

COMMUNITY OUTREACH

Summary of the community outreach process and findings

RECOMMENDATIONS, FUNDING AND IMPLEMENTATION

Explanation of project recommendations, including a potential implementation and funding strategy

The Western Addition CBTP report structure serves to first tell the story of the Western Addition and how they became a community of concern, then the community's issues and needs related to transportation and finally present the project team's interpretation of the data collected and input from the community in the form of recommended physical improvements.

A photograph of a city street scene, overlaid with a semi-transparent orange filter. In the foreground, a white-striped crosswalk leads across the road. Several cars are visible on the street, including a dark sedan in the middle ground and a silver sedan further back. The background shows a row of trees and multi-story buildings. The overall atmosphere is bright and clear.

Existing Conditions

What makes up the Western Addition and Who Lives There?



Understanding of current circumstances

A technical investigation into the Western Addition demographics and transportation infrastructure

WHAT MAKES UP THE WESTERN ADDITION AND WHO LIVES THERE?

Existing Conditions

This chapter of the Western Addition CBTP includes a demographic analysis of the age, race, and income of the community, as well as an assessment of how residents travel throughout the neighborhood. The goal of this analysis is to understand how the community is living – who and how many people call the Western Addition home and how are they making their everyday trips. This chapter also summarizes the neighborhood land uses and transportation infrastructure. The land use assessments provide information regarding the type of housing in the neighborhood as well as churches, schools, community centers, stores and parks in the Western Addition. The neighborhood-wide transportation inventory includes all bus lines and other transit services and street infrastructure, like pedestrian countdown signals, bike lanes and sidewalk ramps. The transportation inventory also identifies transportation projects planned and recently constructed in the Western Addition. This analysis aims to help to answer two key questions:

1. After nearly 15 years since first being defined, is the Western Addition still a community of concern? and;
2. How does the Western Addition neighborhood conditions compare to the rest of San Francisco?

Methodology

The MTC used U.S. Census data in its initial classification of Bay Area Communities of Concern. Similarly U.S. Census and American Community Survey (ACS) data is used to assess the Western Addition demographics for this chapter. These data sources create a demographic profile for the Western Addition and then compare with the demographic profile of San Francisco as a whole. These profiles are developed using 2000 decennial Census data and 2009-2013 Five-Year Estimates from the ACS.

Data was gathered at the smaller Census block group scale due to the neighbor scale of the project. There are roughly 24 Census block groups that intersect the project area and these block groups are used to represent the Western Addition for the Existing Conditions analysis. For this report, the Western Addition refers specifically to the project area boundaries in Figure 1-1.

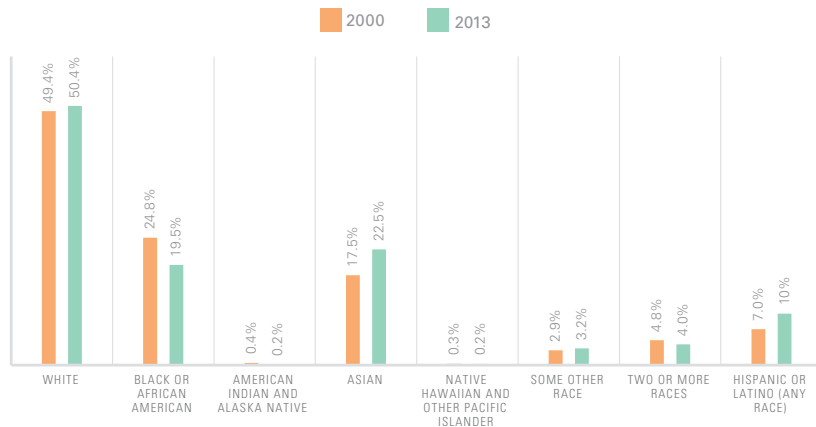
WESTERN ADDITION COMMUNITY

Demographics Analysis

RACE

Today, the Western Addition neighborhood is divided equally between non-White minorities and White residents. The study area had a minority population of 50% in 2013. Most block groups have a

Figure 3-1: 2000 and 2013 Racial/Ethnic Percentage Comparison for Western Addition Population, U.S. Census Bureau 2000 Decennial Census data American Community Survey 2009-2013 Five-Year Estimates



concentration of minority residents of 47% or greater, with some as high as 87%. Over 22% of the population identified as Asian, while 19.5% of residents identified as Black in the study area. Residents of some other race or two or more races comprised 3.2 and 4% of the population, respectively. Hispanic or Latino residents of any race constituted 10% of the neighborhood population, while American Indian and Pacific Islander residents accounted for less than one percent of the population.

WESTERN ADDITION'S DECLINING BLACK POPULATION

While the Western Addition remains a cultural asset, as a historic center of San Francisco's Black community, only a fraction of the neighborhood's Black residents remain today. Starting in the 1950s the Black population grew becoming a majority in the area, causing many White residents to abandon the Western Addition and large numbers left the City altogether. Between 1950 and 1960, San Francisco's White population declined by almost 100,000 people, while the Black population continued to soar, reaching 74,383 in 1960, or 10% of the

City's overall population of 740,316. At that time, more than one-third of San Francisco's Black population lived in the Western Addition, comprising 46% of the neighborhood's population.

Since its peak in the 1950s, the Black population of the Western Addition has declined. Many Black residents have faced the loss of affordable housing and increased competition from other ethnic groups for low-cost housing. Redevelopment of the Western Addition in the 1960s started this trend. Redevelopment decreased the availability of affordable housing in the neighborhood, as the city was slow to rebuild. Before the new housing developments were completed, many Black residents were forced to resettle outside San Francisco.

In 2000, about a quarter of the residents within the Western Addition community identified as Black. Although the Western Addition had about four times more Black residents than San Francisco as a whole in 2013, this group has experienced the largest neighborhood population decline between 2000 and 2013, suggesting that this community may have been hit the hardest by the economic challenges of the Great Recession. By 2013, that number decreased further by over 5%, shifting from 24.8% to 19.5%. Today roughly one-sixth of San Francisco's entire Black population lives within the Western Addition study area.

AGE

The Western Addition has a large elderly community with many senior residents and few families with children. In 2013, children under 17 years-old accounted for approximately 8% of neighborhood, which is much smaller when compared to the city's minor population of 13.4%. In contrast, seniors 65 years-old and older made up 18% of the Western Addition population, compared to the city's senior proportion of the population at 13.8%. Senior residents are densely concentrated at the core of the study area, roughly between Steiner and Laguna streets and

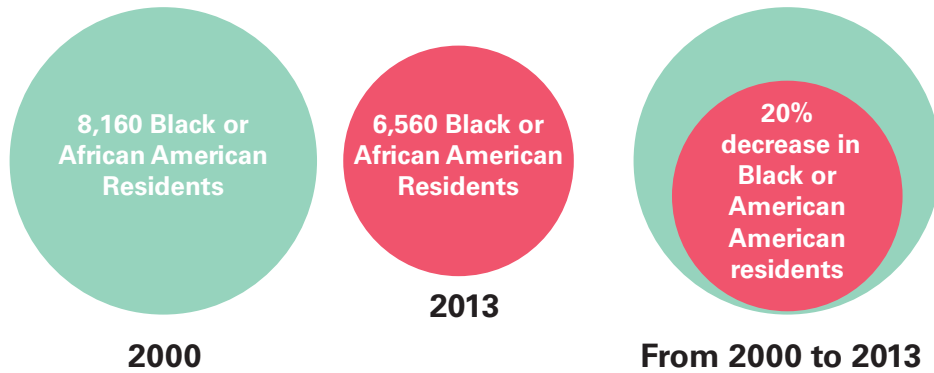


Figure 3-2: 2000 and 2013 Comparison for Western Addition Black/African-American Population, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

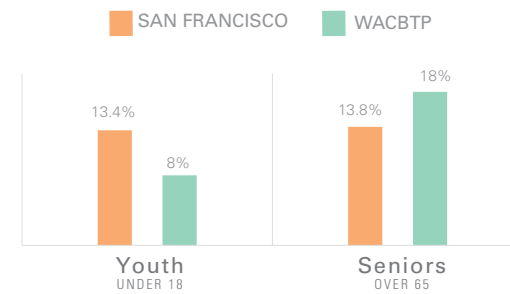


Figure 3-3: 2013 Youth and Senior Populations Percentage Comparison for Western Addition and San Francisco Populations, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

14%

of San Francisco's Black or African American population resides within the Western Addition Community Based Transportation Plan's study area

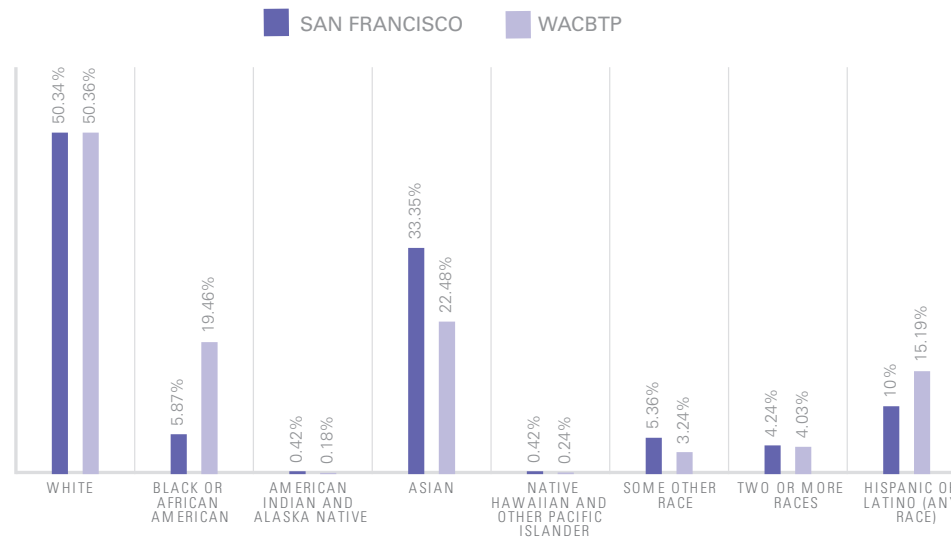


Figure 3-4: 2013 Racial/Ethnic Percentage Comparison for Western Addition and San Francisco Populations, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

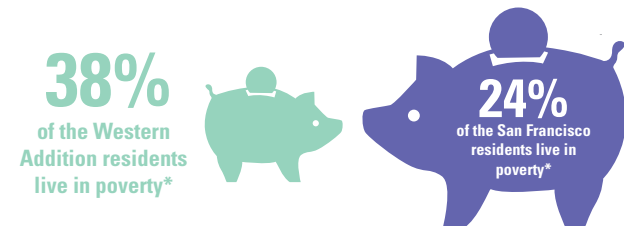
Eddy and McAllister Streets, at Rosa Parks Senior Center, Western Addition Senior Center, Freedom West Housing and Willie B. Kennedy Apartments.

POVERTY + INCOME

The Western Addition is one of San Francisco's low-income neighborhoods with an average median income of approximately \$55,770. Compared to San Francisco's median income of \$75,604, the Western Addition's median income is nearly \$20,000 less. As seen in Figure 3-5, 14 of the 24 block groups which intersect the study area had 32-77% of households below 200% of the federal poverty level. The study area average household income ranges between \$13,204 and \$102,125. The census blocks with higher median incomes merely touch the project boundaries and are not contained within the project boundary; therefore they are unrepresentative of the community of concern.

HOW TO DEFINE POVERTY?

The Census Bureau determines poverty using set income thresholds that vary according to family size and household composition. If a family's



2013 Income Comparison for Western Addition and San Francisco Populations, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

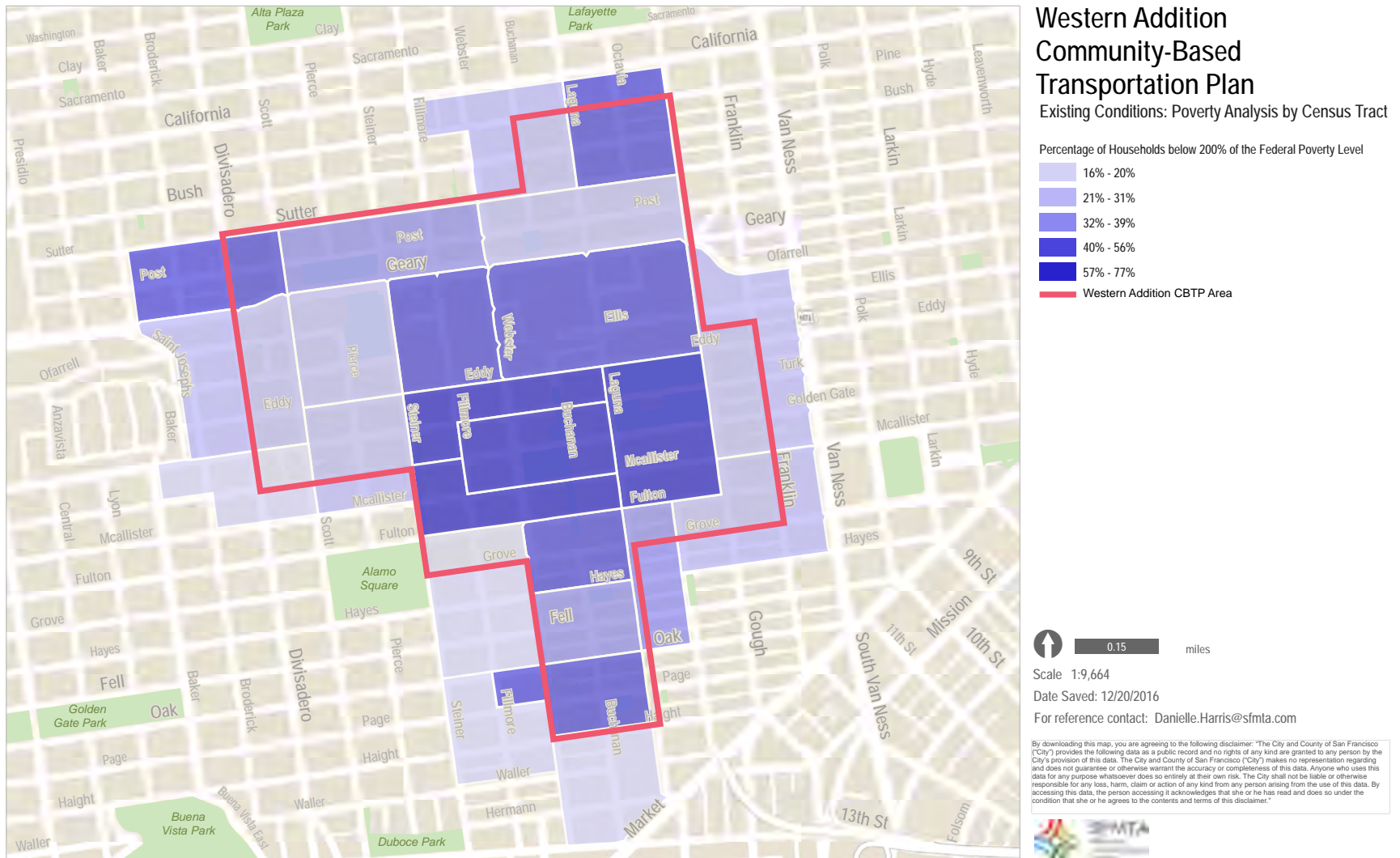
total income is less than the threshold set for their household characteristics, then that family and every individual in it is considered to be below the poverty level. While poverty thresholds are updated to reflect inflation, they do not vary by geographic boundary. To account for the high cost of living in the Bay Area, the MTC established a poverty threshold, which accounted for persons living at or below 200% of the federal poverty level. For this report, low-income refers to households which meet these conditions; note that this adjustment does not account for San Francisco's substantially higher cost of living compared to the other eight counties in the Bay Area. This section uses both the poverty threshold and a relative comparison of the Western Addition's average and median incomes to San Francisco's to assess the study area economic status.

In 2013, the Western Addition had considerably more households living in poverty when compared to San Francisco. Approximately a quarter of all households in San Francisco live below or at 200% the federal poverty level compared to 38% in the Western Addition. Several Census blocks within the area have over 35% of households living in poverty; in some areas as high as 77% of households live in poverty (see Figure 3-5).

HOUSEHOLDS

Due to San Francisco's high-cost of living and dense urban environment, many families leave San Francisco for more affordable suburban

THE WESTERN ADDITION IS ONE OF SAN FRANCISCO'S LOW-INCOME NEIGHBORHOODS WITH AN AVERAGE MEDIAN INCOME OF APPROXIMATELY \$55,770. COMPARED TO SAN FRANCISCO'S MEDIAN INCOME OF \$75,604, THE WESTERN ADDITION'S MEDIAN INCOME IS NEARLY \$20,000 LESS.



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Figure 3-5: 2013 Western Addition Income Comparison by Block Group, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

alternatives in the Bay Area region. San Francisco has the smallest household size of the nine counties in the Bay Area region. However, ABAG's State of the Region 2015 Economic and Housing Analysis reflects a small growth in San Francisco's household size, increasing from the six-year average of 2.26 to 2.28 in 2012 to then 2.32 in 2014. These trends may serve to explain the distribution of household types within the Western Addition. Within the study area, family households of two or more persons account for less than one-third of households in the neighborhood (see Figure 3-6). This is supported by the communities' relatively low child population. Meanwhile single person and multiple occupancy non-family households account for nearly 70% of households. See Figure 3-6 for the Western Addition household distribution. In contrast even fewer households own their homes; of the 17,904 occupied housing units, 84% were renter occupied, while the remaining 16% were owned.

HOUSING CRISIS + AFFORDABLE HOUSING

Over the decades, San Franciscans have been and continue to be resistant to densifying outside of Downtown, so additional housing opportunities have been limited. Therefore over time San Francisco's housing supply has not been able to sustain population growth. This has resulted in San Francisco having the highest housing costs for both

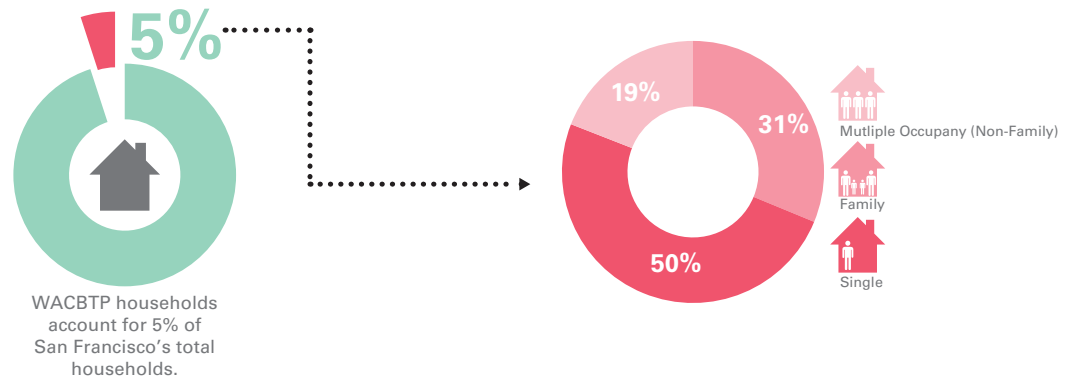
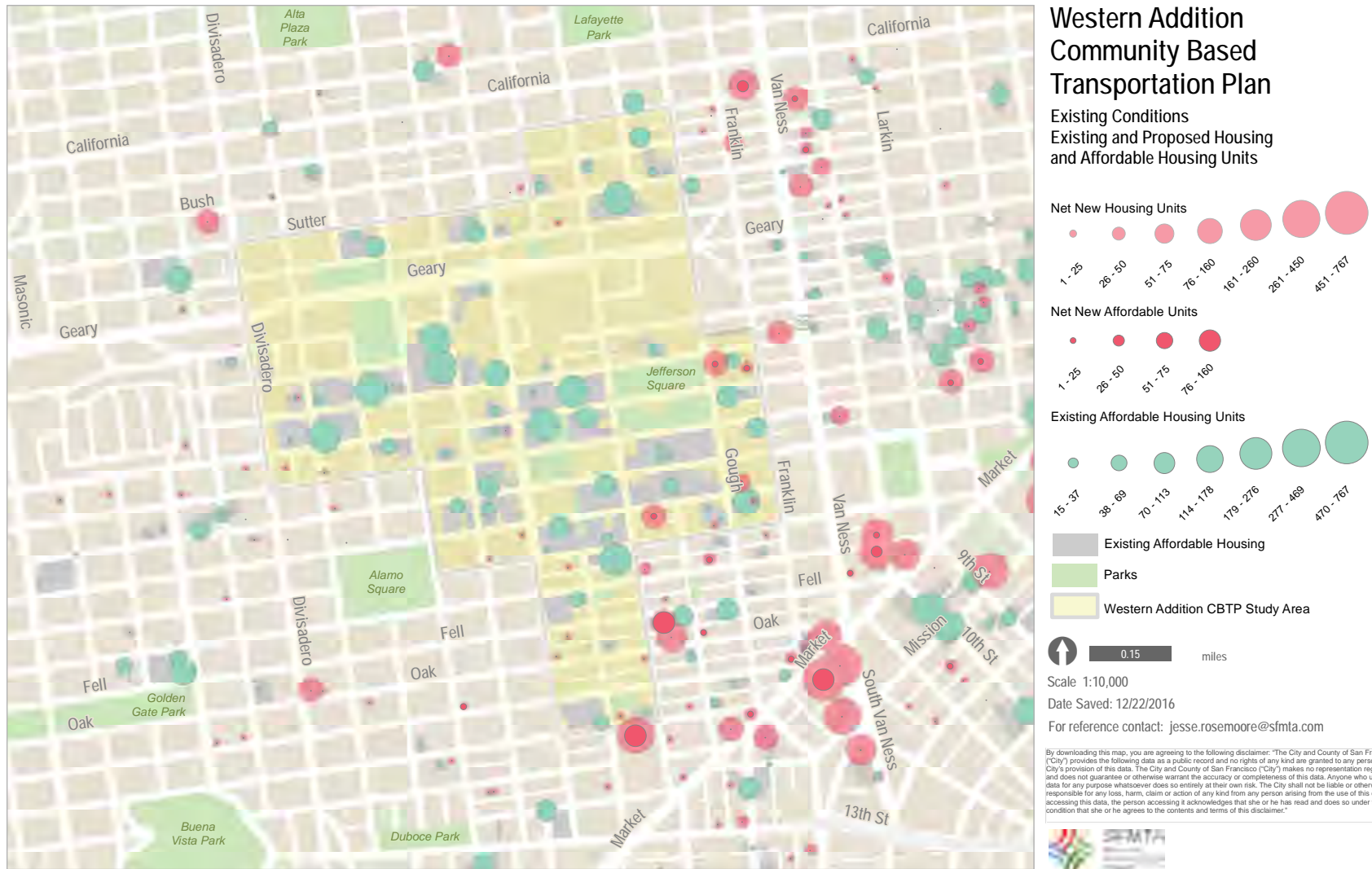


Figure 3-6: 2013 Western Addition Household Distribution and Proportion Comparison to San Francisco, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates



Figure 3-7: 2013 Income Percentage Comparison for Western Addition and San Francisco Populations, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates



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Figure 3-8: 2015 Existing and Planned Market Rate and Affordable Housing Units for Western Addition and Surrounding Neighborhoods, San Francisco Planning Department 2015 Q3 Pipeline Data

buyers and renters within the Bay Area. This imbalance heightened soon after the Great Recession as San Francisco became one of the most desirable places due to its job growth, especially with white collar tech jobs. This population increase has created even greater housing demand and thus further increasing housing costs, resulting in San Francisco having the one of the most expensive housing markets in the nation. The City is working to address the housing crisis by promoting pro-development legislation, increasing the City’s overall housing supply. However without specifically focusing on the development of affordable housing units, the City will need to substantially increase the overall number housing units than planned in order to reduce the housing cost enough to enable low- and mid-income families to afford to stay in San Francisco. The Proposed Housing Map (Figure 3-8) identifies the number of new housing units with the light pink circles, while the smaller dark pink circles highlights the proportion of those new units that are affordable. The turquoise circles indicate the proportion of existing affordable housing within the Western Addition, which are currently not meeting the housing needs of the Western Addition community, as displacement continues. Without addressing the community’s housing needs, there is potential for greater displacement in the Western Addition in the near future.

VEHICLE AVAILABILITY

Although San Francisco as a whole estimates 30% of households are car-free, nearly 50% of the households in Western Addition were car-free, regardless of tenure in 2013. The number of households with two or more cars in San Francisco was estimated to be twice as high as the Western Addition at 29% and 14%, respectively. The proportion of single car households is comparable with 39% in the Western Addition and 41% for the city as a whole (see Figure 3-9).

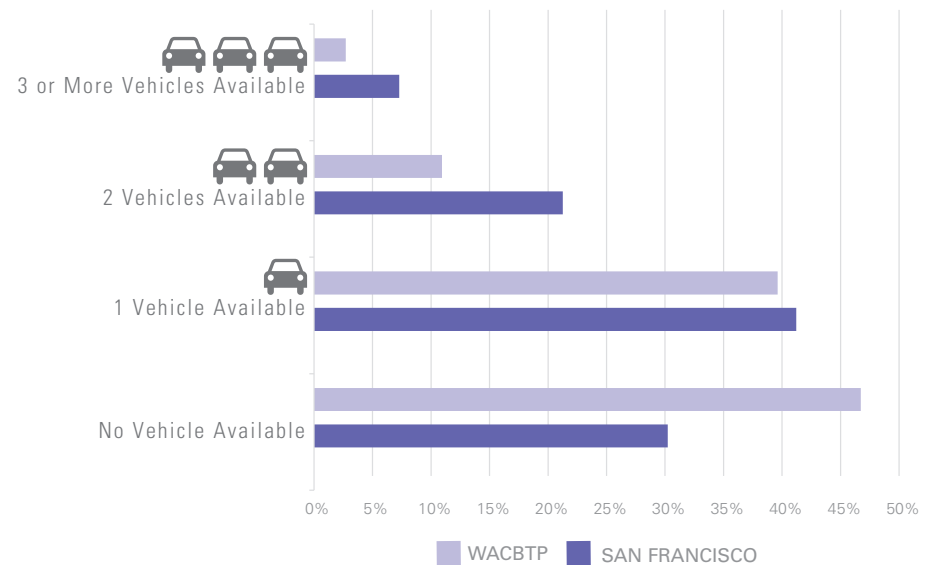


Figure 3-9: 2013 Vehicle Ownership Percentage Comparison for Western Addition and San Francisco Populations, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

High concentrations of zero vehicle households exist on the periphery of the study area, as seen in Figure 3-11, particularly between Sutter Street and Geary Boulevard near Gough Street and Gough between Geary and McAllister.

Tenure status seemed to have impacted vehicle ownership within the study area. Only 19% of owner occupied households in the Western Addition do not own a vehicle. While this number is still approximately twice the number of owned households within San Francisco without a car, it is significantly less than the 52% of renting households which were estimated to be car free.

COMMUTE TREND

According to 2013 Census Data, roughly three quarters of Western Addition residents age 16 years or older use sustainable travel methods such as carpooling, public transportation, walking, or cycling to get to work. Only 26% of residents in the area drive alone for their work commutes, compared to the City's 37%. A third of working San Franciscans use public transportation for their commute while about 40% of Western Addition residents commuted to work using public transportation (see Figure 3-10).

Over half, 57%, of Western Addition residents, used sustainable modes to travel to work, which may be attributed to the lower rates of vehicle ownership. The proportion of residents who walked to work was about the same as those estimated for San Francisco at 10 and 11%, respectively. The proportion of residents biking to work was 6%, which is double San Francisco's citywide estimates. However, the high numbers of biking residents are scattered across the project area and there were many census blocks where no residents commuted to work by cycling.

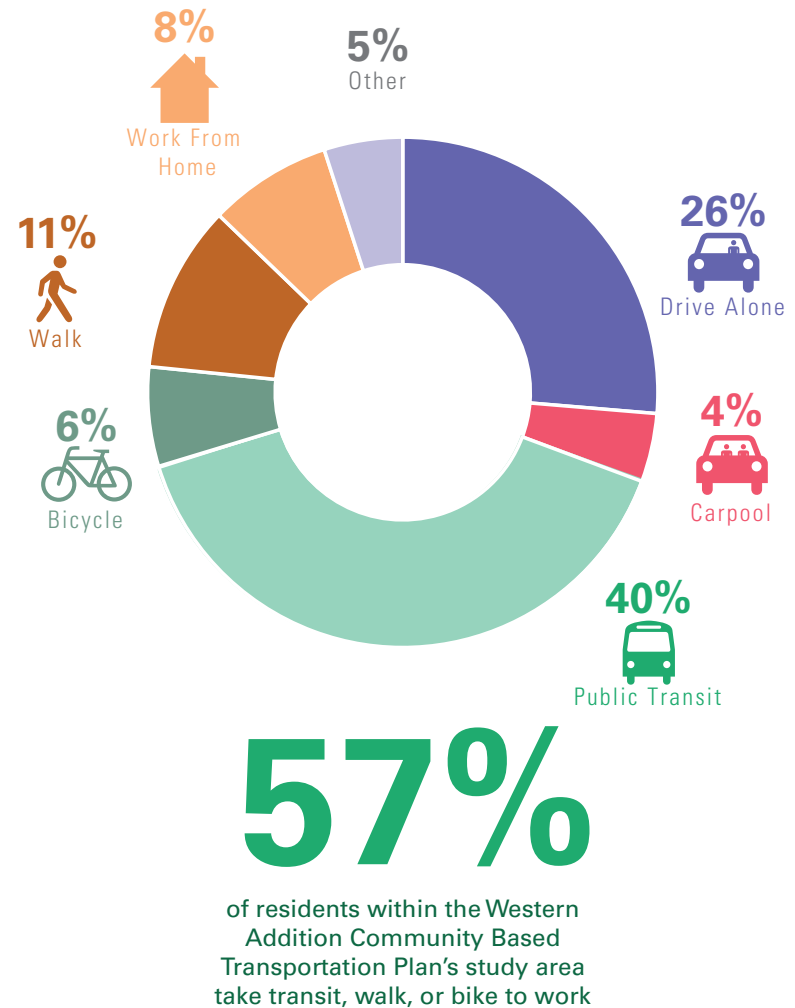
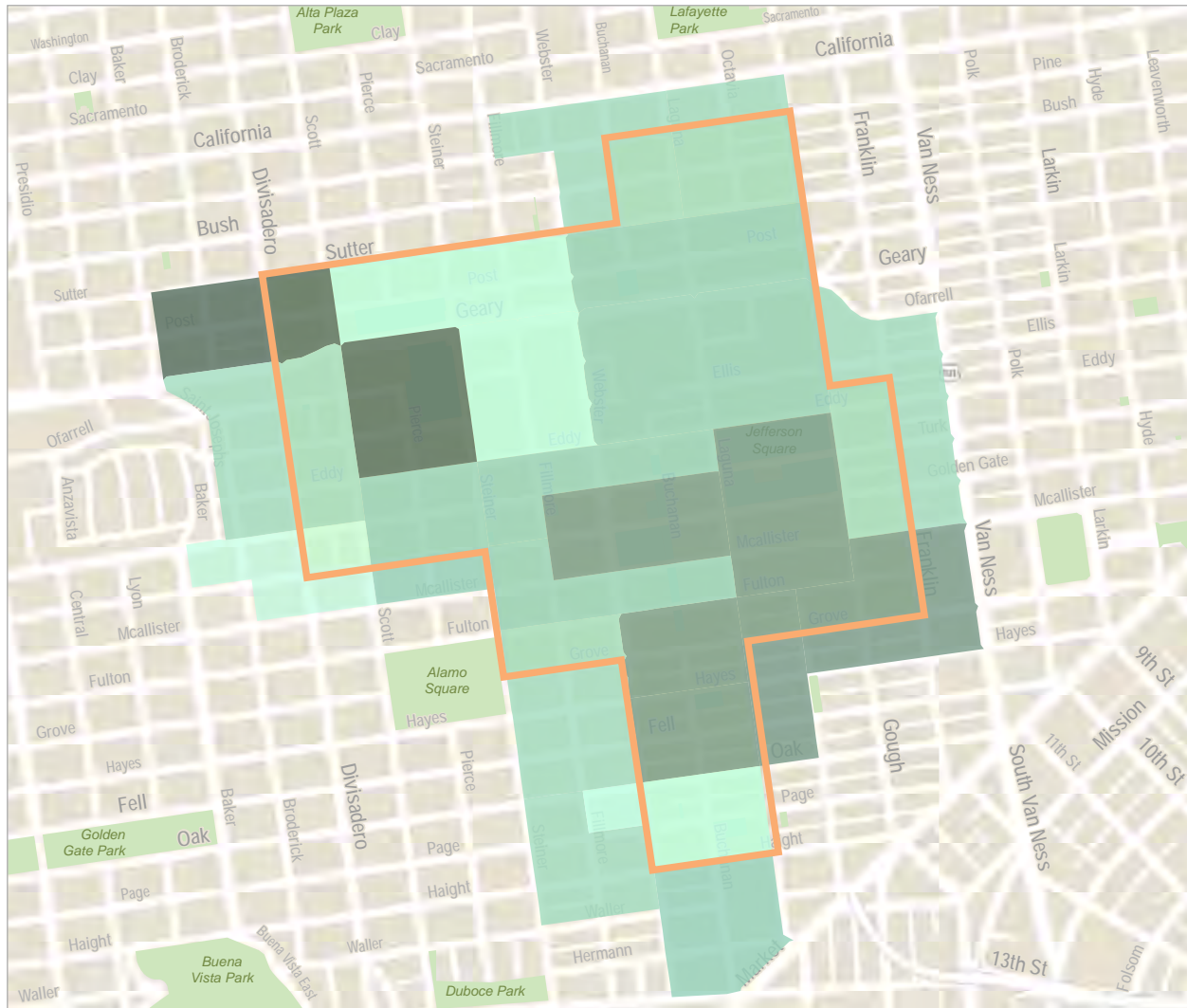
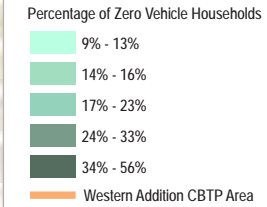


Figure 3-10: 2013 Commute (Journey to Work) Mode Distribution for Western Addition Population, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates



Western Addition Community-Based Transportation Plan

Existing Conditions: Car Ownership Analysis by Census Tract



Scale: 1:9,664

Date Saved: 12/20/2016

For reference contact: Danielle.Harris@sfmta.com

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 User Name: dharris1

Figure 3-11: 2013 Vehicle Ownership for Western Addition by Census Block, U.S. Census Bureau American Community Survey 2009-2013 Five-Year Estimates

OVER A DECADE LATER, IS WESTERN ADDITION
STILL A COMMUNITY OF CONCERN?

Summary

FACTORS AND THRESHOLDS FOR COMMUNITIES OF CONCERN

In early 2000, MTC embarked on a regional equity analysis identifying key factors to identify and analyze communities of concern. MTC has since updated its definition of communities of concern as part of the latest Regional Transportation Plan (RTP) update in 2011. MTC classifies communities of concern as areas that meet four or more of the eight disadvantage factors listed below. Based on these factors, communities

of concern meet or surpass specified community concentration thresholds (according to Census data). Areas with both low-income and minority concentration factors are automatically considered to be communities of concern, regardless of meeting other factor thresholds.

1. Minority Residents
2. Low-Income Residents (<200% of poverty)
3. Residents who do not speak English well or at all
4. Households without car
5. Seniors age 75+
6. Persons with a disability
7. Single-parent households
8. Cost-burdened renters

WESTERN ADDITION COMMUNITY OF CONCERN ANALYSIS					
MTC COMMUNITY OF CONCERN FACTORS	COMMUNITY CONCENTRATION THRESHOLD	PERCENTAGE OF REGIONAL POPULATION	WESTERN ADDITION 2000	WESTERN ADDITION 2013	WESTERN ADDITION CHANGE
1. Minority residents	70%	58%	51%	50%	Reduction
2. Low-Income residents (less than 200% of the federal poverty level)	30%	25%	33%	38%	Increase
3. Residents who do not speak English well or at all	20%	9%	-	-	N/A
4. Households without car	10%	10%	-	47%	N/A
5. Seniors age 75+	10%	6%	11%	10%	Reduction
6. Persons with a disability	25%	9%	-	24%	N/A
7. Single-parent households	20%	14%	-	-	N/A
8. Severely Rent-burdened Households (over 50% income on housing)	15%	11%	18%	23%	Increase

(-) means one or more of the following 1) no census tracts within the study area meet threshold 2) information for this factor is unavailable for the study area. Due to the introduction of the American Community Survey by the US Census Bureau in 2008 the availability of certain information ranges Regional Demographic Data Source: Bay Area Census: <http://www.bayareacensus.ca.gov/> and 2009-2013 American Community Survey Western Addition Demographic Data Source : 2009-2013 American Community Survey and 2000 Census

The Western Addition was identified as a community of concern as a result of the MTC's initial equity analysis effort in 2000. Despite the rapidly changing socio-economic profile of the San Francisco Bay Area within the last decade, the Western Addition remains a community of concern, having maintained an overwhelming number of environmental disparities for residents over the past one and a half decades. The Western Addition's demographic profile reflects a high concentration of low median incomes, substantial minority population and high senior population at the core of the neighborhood. The table on page 27 summarizes the Western Addition's thresholds for the MTC's eight factors and compares the neighborhood demographics from 2000 and 2013.

WESTERN ADDITION'S COMMUNITY OF CONCERN RESULTS FROM 2000 TO 2013

MINORITY RESIDENTS

Between 2000 and 2013, there has been a slight decrease in the Western Addition's minority residents, specifically the neighborhood's Black population decreasing by 5%.

POVERTY

The percentage of low-income households within the Western Addition grew from 33% to 38% from 2000 to 2013, above the community of concern threshold of 30%.

VEHICLE OWNERSHIP

At 47%, the rate of zero vehicle households is more than four times greater than the COC community concentration threshold of 10%. This could partially be attributed to San Francisco's urban density and SFMTA's Transit First policy, which promotes the use of public transit and other sustainable transportation option rather than single-occupancy vehicles.

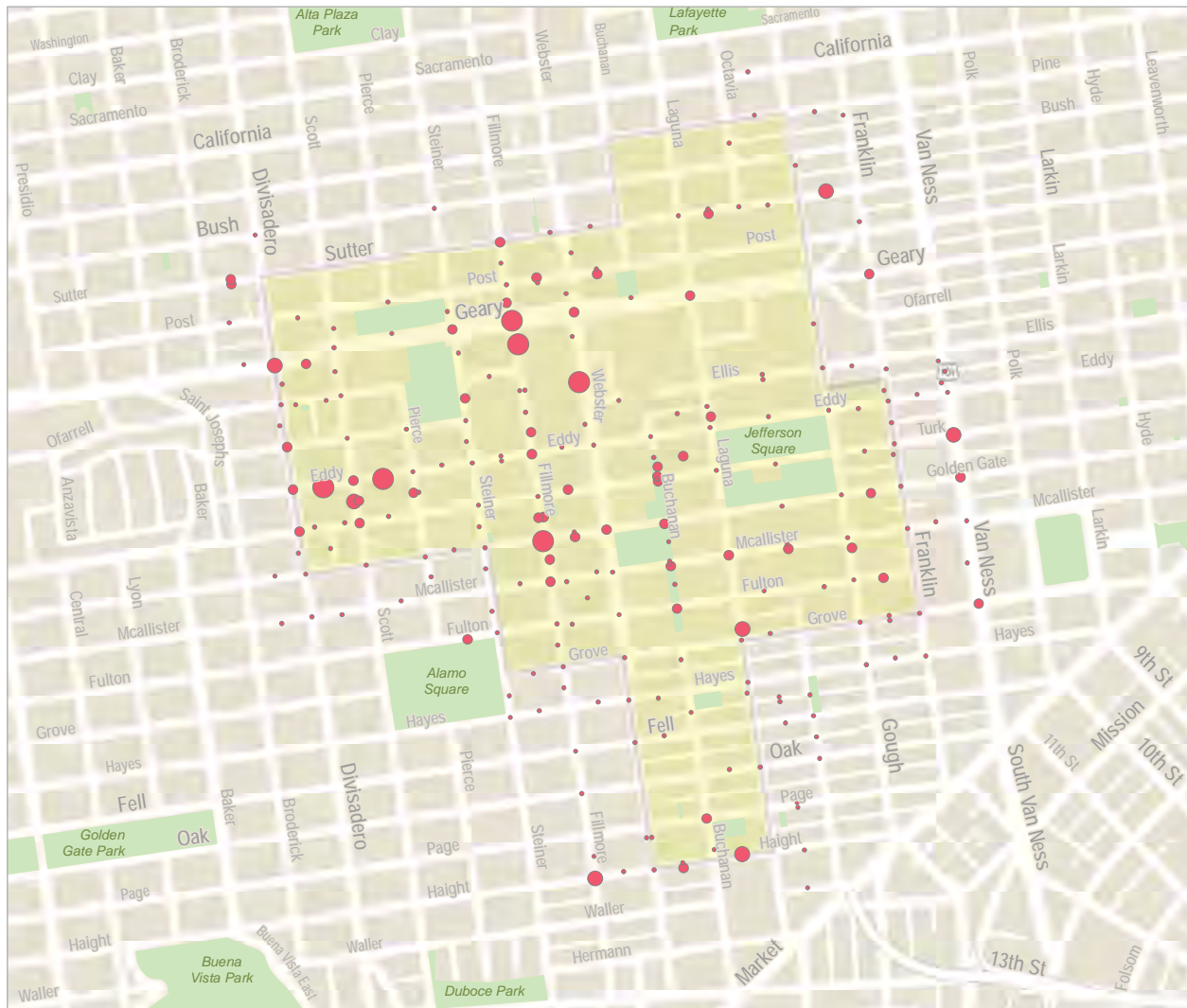
COST BURDENED RENTERS

The U.S Census identifies cost burdened renters as those who spend 30% or more of their income on housing. Accounting for the Bay Area's high-cost of living, the MTC, however, refers to those spending 30 to 49.9% of income on housing costs as moderately cost burdened, while residents who spend 50% or more of their income on housing are severely cost burdened.

According to the US census, 44% of the residents in the Western Addition would be considered housing cost burdened. Using MTC's definitions about a quarter of the renters, 23%, in the Western Addition would be considered severely cost burdened, spending 50% or more of their earnings on housing. The amount of severely cost burdened renters grew by about 5% from 18% to 23% between 2000 and 2013.

CRIME

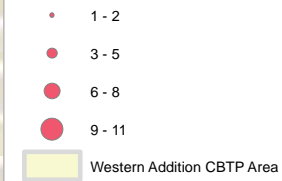
Although crime is not a factor in the MTC community of concern analysis, crime is a factor affecting many communities of concern and significantly impacts the quality of life for residents of these neighborhoods. The Western Addition hosts some of the highest crime rates in San Francisco. The table on page 28 shows crime incidents in 2014 as reported by the San Francisco Police Department. It should be noted however that these numbers reflect a fraction of the crime in the neighborhood as they do not account for unreported crimes that may have occurred.



Western Addition Community-Based Transportation Plan

Violent Night Crime

Violent Night Crime by Reported Incident



Scale: 1:9,664
Date Saved: 12/20/2016

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User Name: dcharis1

Figure 3-12: 2015 Reported Violent Crime Police Incident Reports for Western Addition, San Francisco Police Department

MOST PREVALENT WESTERN ADDITION CRIMES		
TYPE OF CRIME	NUMBER OF INCIDENTS	PERCENTAGE OF INCIDENTS
Larceny/Theft	426	41.3%
Other Offenses	121	11.7%
Non-Criminal	107	10.4%
Assault	83	8.0%
Vandalism	56	5.4%
Vehicle Theft	42	4.1%
Burglary	31	3.0%
Missing Person	26	2.5%
Fraud	23	2.2%
Warrants	23	2.2%
Suspicious occurrence	21	2.0%
Robbery	15	1.5%
Drug/Narcotic	12	1.2%
Sex Offenses, Forcible	11	1.1%

Source: San Francisco Police Department Incident Reports, 2015

Western Addition as a Community of Concern

Based on the MTC's eight factors for a Community of Concern, the Western Addition remains a community of concern and in some instances more than before first being defined in 2000. Although the diversity of the community has decreased, which could be attributed to displacement and gentrification, the income disparity persists. As the most concerning factor, the community's low-income residents have increased by nearly 10%, suggesting San Francisco's new found wealth due to the tech and development boom has not trickled down to the Western Addition community. This is substantiated by nearly 50% of the Western Addition meeting the definition of cost-burden renters.

In conclusion, the Western Addition continues to be a community of concern and warrants the equity effort of the Western Addition Community-Based Transportation Plan, aiming to provide greater access to opportunities through transportation.

WESTERN ADDITION BLOCK BY BLOCK

Land Use Conditions

Similar to many neighborhoods in San Francisco, the Western Addition has changed as a result of increasing development pressures and the rising cost of living. However much of the land use within the neighborhood has not changed. The City’s Planning Code determines the zoning and districts that define and control the land uses in San Francisco. The Western Addition remains a primarily residential neighborhood comprised of a mix of land uses, including purely residential blocks, blocks combining a mixture of residential, institutional and commercial uses and blocks entirely contained of commercial uses.

HOUSING + PUBLIC HOUSING

Development in the Western Addition area began during the rebuilding of the city after the 1906 Earthquake, but by the 1940s the area had become overcrowded. The Victorian style homes that made up the Western Addition were over-burdened by multiple families and soon deteriorated.

The San Francisco Housing Authority responded to overcrowding in the 1960s by constructing public housing projects throughout the city. These public housing projects suffered from many delays and prolonged construction, forcing families to relocate to other Bay Area cities, most notably Oakland. Other affordable housing options were

established by Black churches in the area including Freedom West Homes. Currently, there are over forty San Francisco Housing Authority (SFHA) properties located within the study area (Figure 3-13).

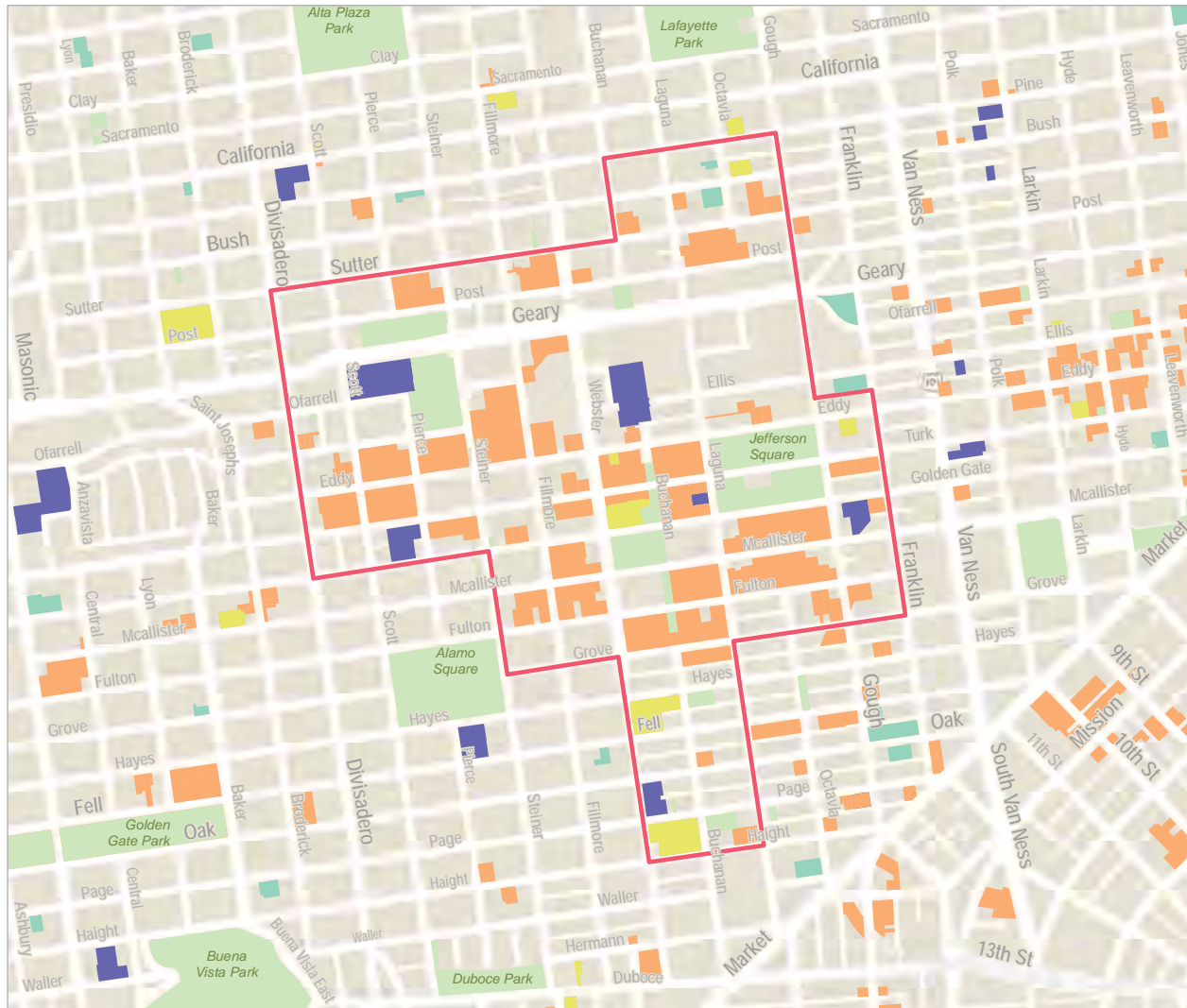
COMMERCIAL

The Western Addition is home to two culturally significant and historic commercial centers – the Fillmore District and Japantown.

THE FILLMORE DISTRICT

During the late 1940s and the early 1950s, a period when the Fillmore District was nicknamed the “Harlem of the West,” as a thriving business district containing dozens of Black-owned businesses, including barbershops, billiards parlors, cleaners, shoeshine stands, barbecue restaurants, record stores and various other stores and offices. During this time Black entrepreneurs opened several notable bars and nightclubs, like Jimbo’s Bop City.

The Fillmore District, once one of America’s most important Black-dominated entertainment zones, was demolished during the 1960s and 1970s by the Redevelopment Agency. Though several businesses were relocated, most closed because the community that had sustained them were displaced to various parts of the Bay Area. The remnants of the Fillmore District’s legacy is captured in the “Historic



Western Addition Community-Based Transportation Plan

Existing Conditions
Community Focus Areas

Community Focus Sites

- Parks
- Public Schools
- Private Schools
- SFHA Properties
- Other Affordable Housing
- Western Addition CBTP Area

Scale 1:10,000
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For reference contact: jesse.rosemoore@sfmta.com

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Figure 3-13: 2014 Affordable Housing, School and Recreational Sites within and surrounding the Western Addition, SFMTA GIS Database

Fillmore Jazz Preservation District” on Fillmore Street roughly bounded by Grove Street to the south and Geary Boulevard to the north.

JAPANTOWN

For over a century, Japantown has been the cultural heart of San Francisco and the Bay Area’s Japanese American community. Today Japantown is bounded by Steiner, California, Gough, and O’Farrell streets with some overlap with the Fillmore District to the south and Cathedral Hill to the east. Japanese residents began to occupy the area in 1906 and opened many business and community establishments. After Japanese-Americans were forced into internment camps in the early 1940s and Urban Renewal/ Redevelopment occurred in the 1960s, most of the historic Japantown was demolished. These devastating impacts to the community caused many Japanese-American community activists to mobilize and bring awareness to these social, political and economic injustices. This community activism spurred a wave of renewal and revitalization in Japantown.

As one of three remaining Japantowns in the country, the area’s cultural and historical resources are widely appreciated and play a significant role in the history of San Francisco and the region at large. Much of what makes Japantown a culturally-rich and recognizable place are the businesses and community-based organizations around Post, Buchanan and Sutter streets. A unique mix of

businesses offers Japanese, Japanese American, Korean and other culturally specific services, wares and food products as well as cultural and community institutions.

PARKS

Compared to the other four Communities of Concern within San Francisco, the Western Addition neighborhood has an impressive number of green space, parks and other recreational facilities. Some of the major parks within the community are featured below.

BUCHANAN MALL

The Buchanan Street Mall, a non-automobile street between Grove and Eddy streets, is a six-block landscaped greenway, dotted with play structures and benches. Bordering Rosa Parks Senior Center, Ella Hill Hutch Community Center and numerous housing developments, the mall serves as a community space with green space, three playgrounds, a half-basketball court and asphalt paths. Unfortunately the Buchanan Street Mall fell victim to gang violence and drug use causing the space to be deemed unsafe and abandoned by the community. However, recently the San Francisco Recreation and Park Department, Supervisor Breed, the community and a number of private partners have embarked on efforts to revitalize and activate the space through physical treatments and programming.

THE WESTERN
ADDITION IS A
HISTORICALLY
AND
CULTURALLY
RICH
COMMUNITY
AND ASSET TO
BE PRESERVED
BY SAN
FRANCISCO.

MARGARET HAYWARD PLAYGROUND

Built in 1955, the Margaret Hayward Playground is comprised of two city blocks in the Western Addition Neighborhood and bounded by Turk, Golden Gate, Gough, and Laguna Streets. Margaret Hayward Playground is one of San Francisco’s more spacious parks at approximately 265,000 square feet, offering sports courts, play fields with bleachers, a children’s play area and indoor recreation space. The space also hosts a Recreation and Park Department facility building and a City operations facility owned and operated by the Department of Emergency Management.

Currently there is an effort by the City’s Recreation and Park Department to revitalize the park by improving access and replacing sports courts, play fields, children’s play area and other amenities.

KOSHLAND PARK

Located in the southern tip of the project area at Page and Buchanan streets, Koshland Park provides a beautiful city view, play structures, half-court for basketball and a sand pit. There are also garden beds used by local schools as the Community Learning Garden to educate students about gardening and food sources.

RAYMOND KIMBELL PLAYGROUND

Located at Ellis and Steiner, the northwest corner of the project area, Raymond Kimbell Playground is a recent improvement site for the Recreation and Parks Department. The park offers three ball fields, a clubhouse, an outdoor sport court, play structures, and a large lawn. Over time many of these facilities have become unusable, unsafe, and in need of repair. The Recreation and Parks Department is continuing its 2008 revitalization effort for the park, which includes a new artificial-turf field, playground and court improvements.



22 Fillmore bus passing Fillmore Heritage Center located on Fillmore Street between Eddy and Ellis Streets.

COMMUNITY SPACES

The Western Addition hosts many rich cultural assets including the community's schools, religious institutions, and community centers.

CHURCHES

During the postwar period, when San Francisco's Black population was growing rapidly, several of the older mainline churches, including A. M. E. Zion and Bethel A. M. E. constructed new churches in the Western Addition. Although the redevelopment of the Western Addition led to much displacement, A. M. E. Zion, one of San Francisco's older religious institutions, relocated to a new church building that was erected in 1960 at the present location, 2159 Golden Gate Avenue. Bethel A.M.E. Church, was founded in 1852 at 916 Laguna St. During Redevelopment, Bethel A.M.E. Church operated four housing developments – Laurel Gardens, Prince Hall Apartments, Thomas Paine Square and Fellowship Manor, all for low- and middle-income families and seniors. Bethel Church also sponsored the Freedom West Homes, the largest Western Addition co-op built on four square blocks.

Another long- standing church, Third Baptist Church was founded in 1852 as the First Colored Baptist Church in the home of William and Eliza Davis on Kearny Street. In 1952, Third Baptist Church moved to 1399 McAllister Street and thereafter grew quickly with the Youth Building and Frederick Douglas Haynes Gardens.

Long after the Western Addition transitioned from being predominantly Black, these churches have remained, with many parishioners commuting in from Bay Area suburbs for church services. While many parishioners do not live in the Western Addition, they continue to commute on a weekly basis for church services and community events and still very much consider the Western Addition their community.

ELLA HILL HUTCH COMMUNITY CENTER

Ella Hill Hutch Community Center was opened in the Western Addition in 1981. Since its opening at 1050 McAllister Street, it has served as an anchor for the community, providing housing as an after-hour homeless shelter until 2008, as well as job training and hosting numerous conferences. The center features an indoor basketball court, four outdoor tennis courts, and a children's play area.

AFRICAN AMERICAN ART + CULTURE COMPLEX (AAACC)

Established in 1989, the African American Art and Culture Complex, which highlights African American-themed visual and performing arts, moved into the Western Addition Cultural Center at 762 Fulton Street at Webster. The African American Historical and Cultural Society, a descendant of the San Francisco Athenaeum and Literary Association, maintains an archive and a gallery in the same building.



Fillmore and Turk Mini Park with rainbow painted brick backdrop located on Fillmore Street

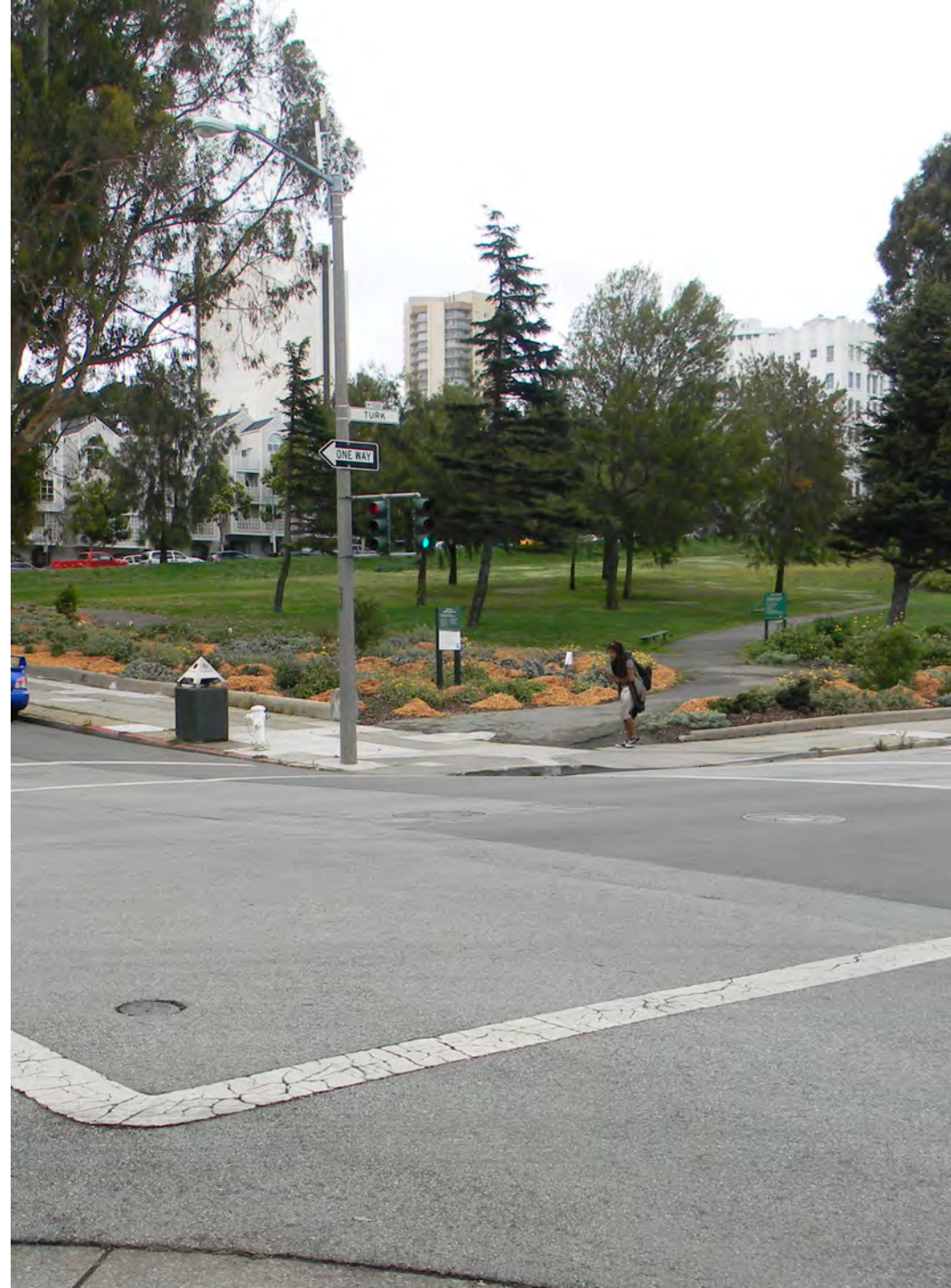
African American Art and Culture Complex is home to organizations that program dance, jazz, country music, theater performances, film, poetry readings, and drumming and dance workshops. Also on site are the Sargent Johnson Gallery and the San Francisco African and African American Historical and Cultural Society Library Archives.

BUCHANAN STREET YMCA

One of the few buildings that was not demolished during Redevelopment, the Buchanan Street YMCA has longstanding associations with both the Japanese-American and Black communities. The Buchanan Y serves the needs of the Western Addition, Japantown and Haight Ashbury neighborhoods by providing affordable fitness memberships, after school programming at 8 locations, 3 summer camps and a variety of teen programming - including Youth and Government and Model United Nations.

Western Addition's Fertile Lands

The Western Addition is rich with many community facilities, ample housing, two thriving commercial corridors and abundant green park lands. The community has the land use and geographic framework for a thriving livable community. With the Western Addition CBTP effort and funding, the project goal is to enhance the connection to these community assets and aid the neighborhood in reaching its full potential for its community members to benefit from and enjoy.



Southwest entrance to Jefferson Square Park located at Turk and Laguna Street

WESTERN ADDITION STREET BY STREET

Existing Transportation Network and Infrastructure

This section describes pedestrian, bicycle and street infrastructure throughout the Western Addition as well as an inventory of Muni transit, paratransit and other mobility services. A brief overview of transportation projects and programs that are planned or have been recently implemented is also included.

In order to help narrow the focus of the transportation assessment for the neighborhood, the project team worked with District Supervisor Breed to identify significant transportation priorities, challenges and locations throughout the Western Addition. These priorities are listed below and helped the project team initiate community outreach, which is discussed in depth in the outreach chapter.

DISTRICT 5 TRANSPORTATION PRIORITIES

Through initial review of previous planning documents, collision data and discussions with District Supervisor Breed, transportation concerns and priorities were identified.

SAFETY

- Pedestrian safety and amenities
- Bicycle safety and facilities
- Children and seniors
- Vehicle speeds
- Streetscape design

TRANSIT

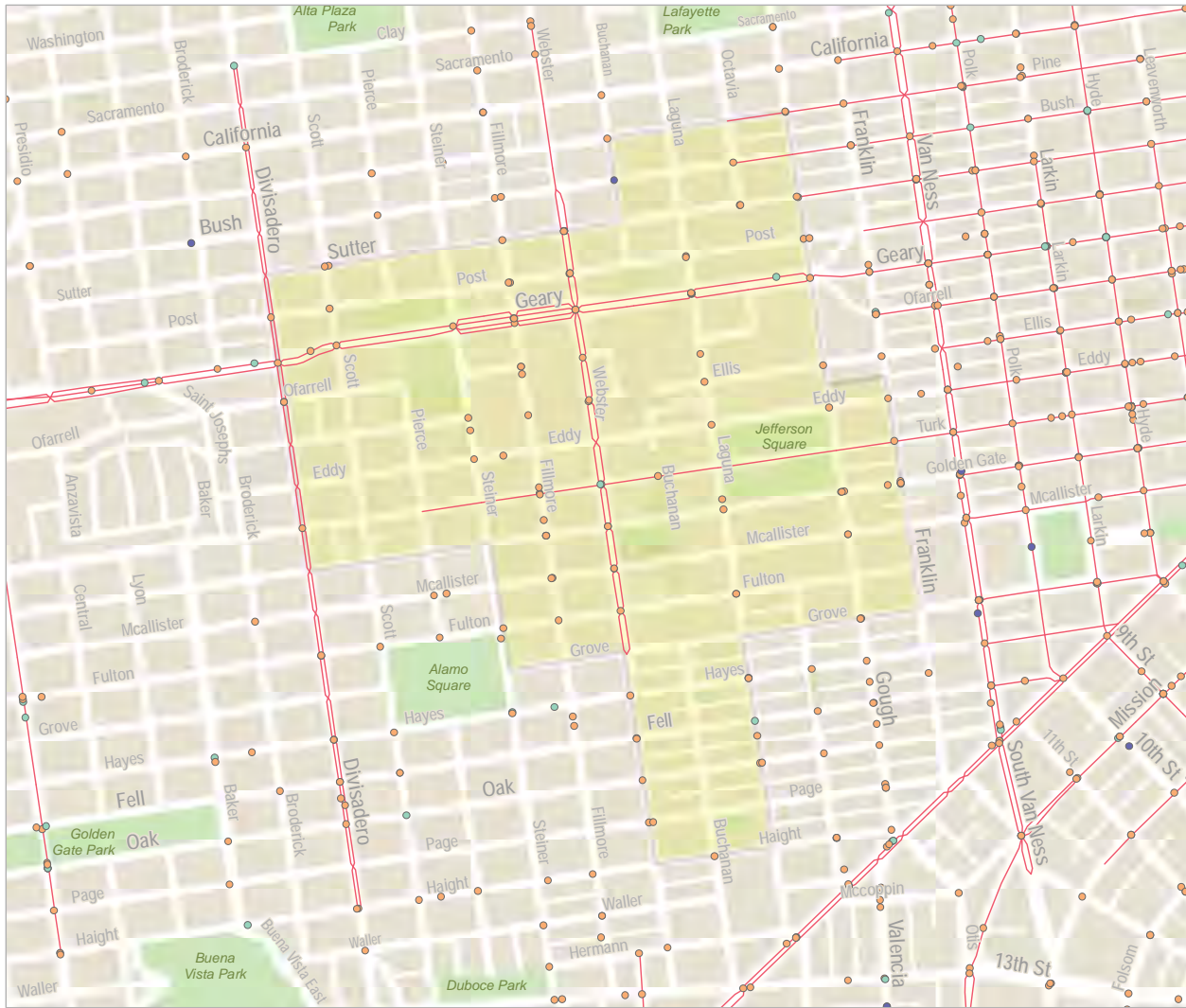
- Speed and effectiveness
- Reliability/access

LOCATIONS OF INTEREST

- Public housing
- Senior homes
- John Muir Elementary
- Golden Gate Avenue
- Turk Street
- Geary Boulevard
- Webster at Geary
- Steiner at Geary

PEDESTRIAN

San Francisco is one of the most walkable cities in the Bay Area region and the Western Addition's central location is prime for walking. The neighborhood has many paved sidewalks, neighborhood-sized blocks and, while the streets are relatively flat when compared to other neighborhoods of San Francisco, it still has its share of steep streets west of Webster Street. Most intersections provide crosswalks and major arterial streets like Gough, Franklin, Turk and Golden Gate streets provide controlled intersection crossings with either a traffic signal or stop sign.



Western Addition Community-Based Transportation Plan

Existing Conditions
Vision Zero: Pedestrian Network and Collisions

Pedestrian Collisions by Severity

- Fatality
- Injury
- Severe Injury
- Pedestrian High Injury Intersection
- Pedestrian High Injury Corridor
- Parks
- Western Addition CBTP Study Area

Scale 1:9,695
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Figure 3-14: SFMTA Vision Zero Pedestrian Network and Reported Collision, SFMTA GIS Database 2015

VISION ZERO

The frequency of traffic fatalities in the City of San Francisco constitutes a public health crisis. To address this crisis, San Francisco has embarked on an effort to eliminate all traffic-related fatalities by 2024, the Vision Zero policy commitment. Through its policy commitment to achieving Vision Zero, San Francisco prioritizes the value human life and the importance of safeguarding people on City streets. San Francisco’s Vision Zero approach relies on a combination of five focus areas: engineering, education, enforcement, evaluation and policy to create a transportation system that is safe for all road users, for all modes of transportation, in all communities, and for people of all ages and abilities.

As part of SFMTA’s commitment to Vision Zero, they identified a high-injury network made up of 12% of city streets, which accounts for nearly 70% of all severe injuries and fatalities related to non-freeway collisions. The SFMTA, with its partners including the Department of Public Works and Planning Department, is prioritizing improvements on the high-injury corridors and at over 150 locations identified through the WalkFirst pedestrian safety planning process. Additionally, the SFMTA has identified over 24 street engineering projects, including Turk Street, that are being expedited to address the recent spike in fatalities in people who walk and bicycle along these high injury corridors.

Figure 3-14 is a map of the pedestrian high-injury corridors throughout the Western Addition.

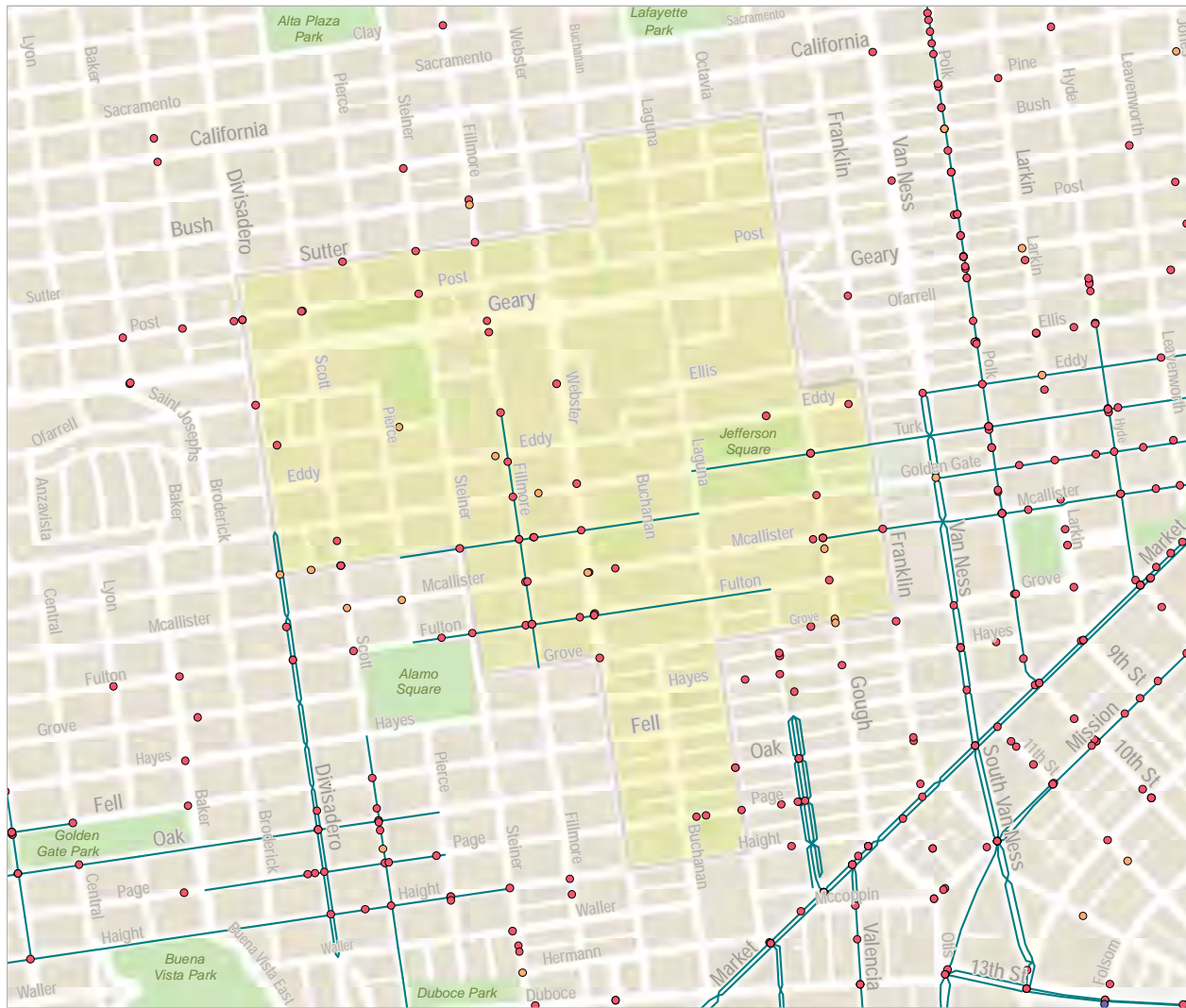
BICYCLE

The SFMTA’s commitment to sustainable transportation is reflected in its on-going effort to grow San Francisco’s bicycle network, an interconnected web of bicycle facilities across the city that promote bicycling as an attractive and safe alternative to private car use. The Western Addition is part of this network with bicycle facilities on Post, Sutter, McAllister, Fulton, Steiner and Webster Streets. “Sharrows” are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows are located on Post, Sutter, McAllister, and Steiner streets, while bike lanes offering cyclists a safe and clearly marked lane that separates them from vehicles, reducing the potential for conflicts, are located on Webster and Fulton Streets in both directions. There is also a westbound bike lane on Post Street west of Steiner Street.

BIKE STRATEGY

To increase safety for cyclists and encourage bicycling, the SFMTA’s 2013-2018 Bicycle Strategy identifies and prioritizes corridors to expand the network or enhance infrastructure. The SFMTA has slated funds to complete a series of bicycle capital improvements, including the Western Addition

THE FREQUENCY OF TRAFFIC FATALITIES IN THE CITY OF SAN FRANCISCO CONSTITUTES A PUBLIC HEALTH CRISIS. TO ADDRESS THIS CRISIS, SAN FRANCISCO HAS EMBARKED ON AN EFFORT TO ELIMINATE ALL TRAFFIC-RELATED FATALITIES BY 2024, THE VISION ZERO POLICY COMMITMENT.



Western Addition Community-Based Transportation Plan

Existing Conditions
Vision Zero: Bicycle Network and Collisions

- Collisions**
- Fatality
 - Severe Injury
 - Injury
 - Bicycle High Injury Intersection
 - Bicycle High Injury Corridor
 - Western Addition CBTP Study Area

Scale: 1:9,636
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User Name: dharris1

Figure 3-15: SFMTA Vision Zero Bicycle Network and Reported Collision, SFMTA GIS Database 2015

Downtown Bikeway Connector. The connector includes the design and construction of a potential new east-west bicycle corridor to alleviate the westbound evening demand on McAllister Street, a high-transit demand corridor. The facility would provide a direct connection from the Panhandle, Golden Gate Park, and Richmond District to Polk Street, a major bicycle corridor. Potential streets for the new east-west bikeway corridors include Golden Gate Avenue, Turk Street, and Eddy Street.

PARATRANSIT SERVICES

Within the Western Addition, people with disabilities who are unable to independently use public transit due to a disability or disabling health condition have access to the SFMTA's SF Paratransit service. SF Paratransit provides complementary paratransit services in accordance with the Americans with Disabilities Act (ADA); SF Access is the ADA-required complementary shared van, door-to-door service. SF Paratransit also provides premium paratransit services not required by the ADA, including the Paratransit Taxi and Shop-a-Round. The Shop-a-Round is a free shuttle service to grocery stores; the Safeway located in the project area at 1335 Webster is a pick up/drop off location.

SHARED MOBILITY SERVICES

Shared transportation has grown tremendously in recent years as a renewed interest in urbanism and growing environmental, energy and economic concerns have intensified the need for sustainable alternatives. Shared-use mobility are transportation services that are shared among users, including public transit, taxis, bikesharing, carsharing (round-trip, one-way, and personal vehicle sharing), ridesharing (car-pooling, van-pooling), ridesourcing/ride-splitting, scooter sharing, shuttle services, neighborhood jitneys, and commercial delivery vehicles providing flexible goods movement.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY



SF Paratransit crossing intersection of Eddy and Buchanan Street



38 Geary bus and taxi behind closed pedestrian crossing at Geary Blvd and Webster Street

These shared mobility services provide new solutions ranging from large physical networks to mobile applications designed to alter routes, fill empty seats and combine fare media and real-time arrival and departure information for customers. Advances in electronic and wireless technologies have made sharing assets easier and more efficient. Automobile manufacturers, rental car companies, venture-backed startups and city-sponsored programs started popping up in San Francisco less than a decade ago.

Shared mobility is an innovative response to the demand for new options, and offer an opportunity to:

- Provide more mobility options
- Address last mile and first mile solutions
- Reduce traffic congestion
- Mitigate various forms of pollution
- Reduce transportation costs
- Reduce fossil fuel consumption
- Reduce pressures on parking spaces
- Identify choices for those who cannot afford to buy and maintain a vehicle

CAR SHARING

There are two carsharing services serving the Western Addition neighborhood, Zipcar and Getaround. Getaround is a carsharing service in the Bay Area providing users with an access key upon subscription to a membership. There are several Zipcar and Getaround locations in the Western Addition, primarily within apartment garages.

BAY AREA BIKE SHARE

The Western Addition is included in the second phase of the upcoming Bay Area Bike Share expansion. The Bay Area Bike Share system consists

WESTERN ADDITION CAR SHARE LOCATIONS		
LOCATION	NUMBER OF VEHICLES AVAILABLE*	SERVICE PROVIDERS
Fulton and Fillmore	Two	Getaround
Post and Webster	Two	Getaround
Ellis and Fillmore	Four	Getaround, Zipcar
Ivy and Gough	Two	Getaround
Gough and Grove	Five	Getaround
Grove and Franklin	Two	Getaround
Fulton and Webster	Six	Zipcar
McAllister and Steiner (On-Street)	Two	Zipcar
Pierce and Golden Gate	One	Zipcar
Ivy and Laguna (On-Street)	Two	Zipcar

2016 Car Share location, SFMTA Car Share Pilot Data

of a 24-hour fleet of specially designed, durable public use bikes that are made available via a network of automated docking stations located in cities throughout the region. Members can pick up a shared bike from any station in the system and return it to any other. Stations are located every few blocks in the service area, creating an efficient network with many possible combinations of start and end points, linking people to Muni and BART, to jobs and schools, and other Bay Area locations. To maximize the number of trips per day, areas that connect to existing stations and downtown were prioritized for expansion to allow for efficient outward growth. Due to the Western Addition's close proximity to existing stations located Downtown, it is an ideal neighborhood for the second phase of the five-phase expansion with over a dozen proposed expansion sites.

As a commitment to ensure that bike sharing is accessible to all Bay Area residents, the system owner/operator, Motivate, will offer a \$5 introductory rate for annual membership to low-income Bay Area residents, available for the life of the program. This \$5 first-year membership will be available to San Francisco residents who qualify for Muni's Lifeline or PG&E's CARE programs and will be extended for \$60 per year (\$5 per month) after the first year, as long as residents qualify. Low-income residents will also have the option to pay in cash, making bike share accessible to the unbanked community and those who do not have access to credit cards. MTC and Motivate will also be partnering with community-based organizations to conduct outreach and education for low-income and minority residents in the bike share service area, with the goal of promoting cycling in general and bike share specifically as a viable option for everyday travel.

TRANSIT

Residents in the study area are primarily served by transit service provided by SFMTA's Muni. The Western Addition is served by numerous bus transit lines which travel throughout the City. The east-west routes in the northern portion of the project area include the 2-Clement and 3-Jackson on Sutter Street and 38-Geary and 38R-Geary Rapid on Geary Boulevard. The 31-Balboa on Eddy Street and 5-Fulton and 5R-Fulton Rapid on McAllister Street provide east-west coverage in the heart of the project area. Peak frequencies range from every 4 minutes on the 5R Fulton Rapid to every 12-15 minutes on the 31 Balboa. While the southern corridors of the project area are served by 21-Hayes on Grove and Hayes Streets and 6-Haight/Parnassus and 7-Haight/Noriega operates on the southern most edge of the study area, Haight Street. 7X-Noriega Express provides community members limited express service to the Outer Sunset and Ferry Terminal.



Transit riders waiting on Fillmore Street near The Fillmore

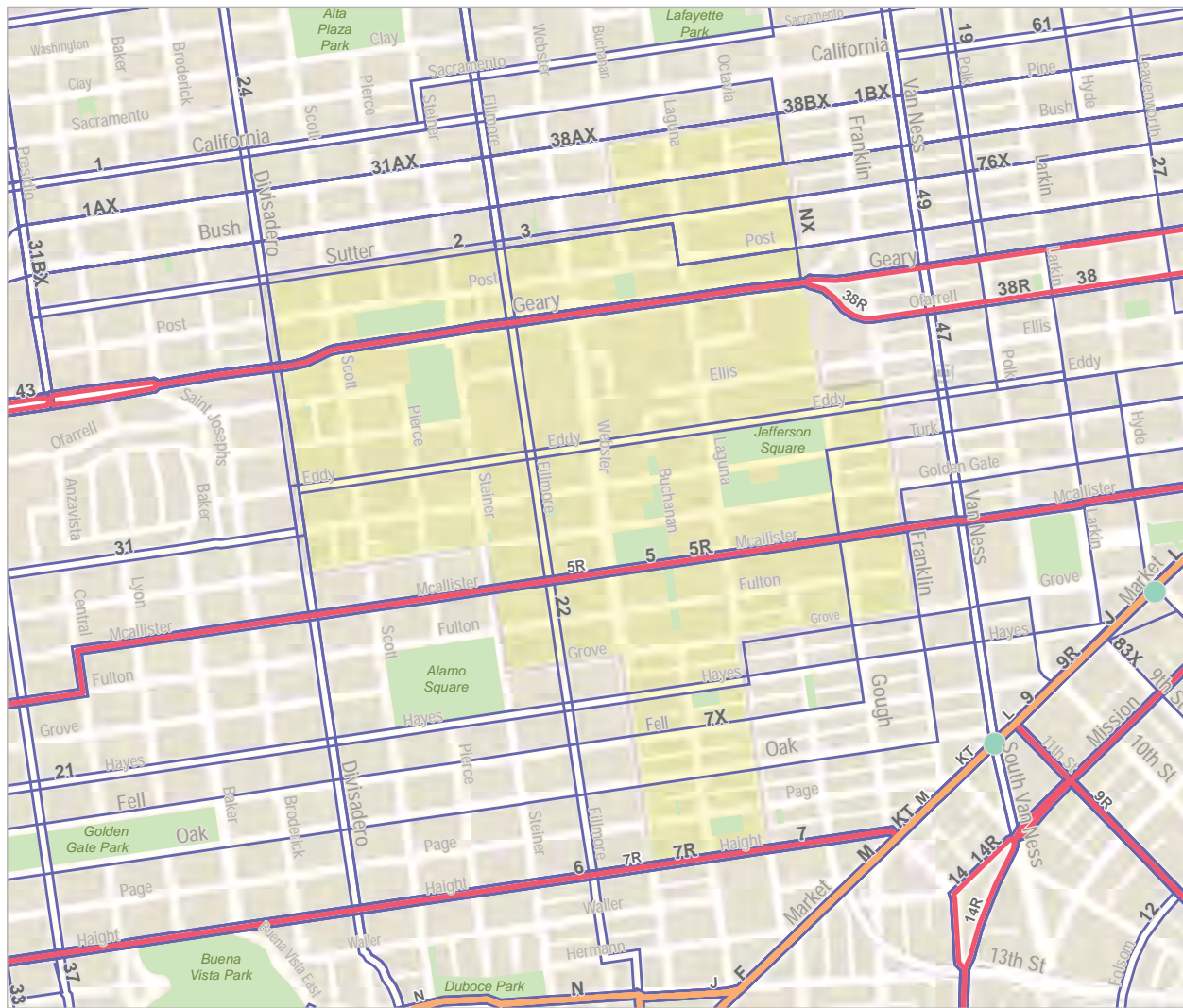


Cyclist crossing at Fillmore and Geary Boulevard Fillmore.

WESTERN ADDITION BUS SERVICE DESCRIPTION

ROUTE NAME	DIRECTION	HOURS	ROUTE DESCRIPTION
2-Clement	East-West	Daytime Only	Downtown and Richmond District
3-Jackson	East-West	Daytime and Evening	Presidio Heights and Downtown
5-Fulton	East-West	24-Hour service (Owl Service)	Downtown and Outer Richmond District
5R-Fulton-Rapid	East-West	Weekday Commute Service	Downtown and Richmond District
6-Haight/Parnassus	East-West	Daytime and Evening	Downtown and Inner Sunset
7-Haight-Noriega	East-West	Daytime and Evening	Transbay Terminal and Ocean Beach
7R-Haight-Noriega Rapid	East-West	Weekday Commute Service	Transbay Terminal and Ocean Beach
21-Hayes	East-West	Daytime and Evening	Downtown and Inner Richmond District
22-Fillmore	North-South	24-Hour service (Owl Service)	Marina and Potrero Hill
24-Divisadero	North-South	24-Hour service (Owl Service)	Pacific Heights to Bayview
31-Balboa	East-West	Daytime and Evening	Downtown and Richmond District
38-Geary	East-West	24-Hour service (Owl Service)	Transbay Terminal and Outer Richmond
38R-Geary-Rapid	East-West	Daytime and Evening	Transbay Terminal and Outer Richmond

SFMTA Muni Route Service



Western Addition CBTP Area MUNI Transit Service

- Muni Metro Stations
- Muni Metro
- Muni Rapid Route
- Muni Bus Route
- Western Addition CBTP Area

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Figure 3-16: SFMTA MUNI Transit Network within the Western Addition, SFMTA GIS Database 2015

North-south routes are the 22-Fillmore on Fillmore Street and 24-Divisadero on Divisadero Street, which run every 7 to 9 minutes during peak hours. One block east of the study area, the 47-Van Ness and 49-Van Ness Mission operate on Van Ness Avenue providing access to the 4th and King Caltrain Station, Fisherman's Wharf and City College. The highest ridership route in the neighborhood is the 22-Fillmore, which carries over 15,000 customers per day. The 5/5R-Fulton and 24-Divisadero are also high ridership routes. Primary fixed bus routes within the study area are shown in Figure 3-16.

In 2017 the regular adult fare for Muni bus service increased from \$2.25 to \$2.50 and \$1.00 to \$1.25 for youth ages 5-17, however customers using Clipper or MuniMobile are not subject to these increases. There are also a variety of subsidized fare rates provided for youth, seniors and people with disabilities. Some low- and moderate-income San Francisco youth, seniors and people with disabilities are eligible for free access to Muni. Qualifying low-income customers are also offered a discounted rate in the form of a Lifeline Pass, which is a Muni-only monthly pass offered at a 50% discount compared to the standard adult monthly pass price.

MUNI FORWARD

Muni Forward is a project led by the SFMTA which aims to make getting around on transit safer and more reliable. A new Rapid Network of core routes serving nearly 70% of all riders is a key element of Muni Forward and will establish additional service increases to provide more reliable and frequent trips. Three of the routes which run through the project area, 5-Fulton, 38-Geary and 7-Haight/Noriega, have undergone service improvements as a result of the SFMTA's Muni Forward Initiative and are included in the Rapid Network. The Rapid Network may use tools such as transit signal priority (TSP) and transit priority lanes (red lanes) with stop consolidation that aim to improve travel time by moving buses more efficiently with reduced delays.

5/5R-FULTON MUNI FORWARD IMPROVEMENTS

The 5-Fulton corridor passes the study area on McAllister Street from Divisadero to Franklin Streets. Several changes are proposed along the 5-Fulton corridor and will build on those already implemented as part of the 5L Fulton Limited pilot project, now the 5R-Fulton Rapid. Changes along the blocks of McAllister Street include bus stop consolidation and relocation, adding transit bulbs and right turn pockets, replacing all-way stop-controlled intersections with traffic signals or traffic calming measures, and adding pedestrian bulbs and continental "ladder-style" crosswalks. The 5R-Fulton Rapid runs weekdays from 7:00 AM to 7:00 PM with headways ranging from 4.5 to 9 minutes. Under Muni Forward these headways will be further reduced to 3 to 7 minutes.

7R-HAIGHT/NORIEGA-RAPID PROJECT

Muni Forward proposed service adjustments for the 71-Haight Noriega, which was renamed 7-Haight/Noriega. The 7-Haight/Noriega line passes through the study area, running along Haight Street between Webster and Laguna Streets, with stops at Buchanan and Laguna. Improvements within the study area include new pedestrian bulbs, traffic signals, bus-only signals, turn pockets, transit-only lanes, turn restrictions, and extended bus zones. Additionally, route restructuring, frequency improvements, and vehicle type changes are also planned, which will ideally reduce crowding and improve connections to regional transit. The midday frequency of 7R-Haight/Noriega Rapid will be reduced from 10 to 7.5 minutes.

38R-GEARY RAPID PROJECT AND GEARY BOULEVARD BUS RAPID TRANSIT (BRT)

Geary Boulevard is the most heavily used transit corridor in the northern part of San Francisco serving over 50,000 daily transit riders. Geary Boulevard spans several blocks within the project area from Divisadero to Gough Streets. As a result of Muni Forward, limited stop service will be expanded to include Sundays and bus frequency will increase slightly, with headways decreasing from 5.5 to 5 minutes.

Additionally, due to its high usage, the SFMTA and San Francisco County Transportation Authority (SFCTA) are planning to implement Bus Rapid Transit (BRT) service along Geary Boulevard. The Geary BRT project will improve performance by establishing physically separated bus lanes, installing transit-optimized traffic signals, increasing bus frequencies and constructing high-quality BRT stations along the corridor. The project also includes many pedestrian and streetscape enhancements to improve safety along Geary Boulevard.

LATE NIGHT TRANSPORTATION - OWL SERVICE

Muni's late-night transit service is called the Owl Network. Muni provides the most late night service routes with 10 bus routes running every half hour between 1 and 5 a.m. nightly, serving San Franciscans and off-peak commuters. All ten all-night service routes serve the city's low-income neighborhoods.

Within the Western Addition there are three Owl routes, providing late night service; 22-Fillmore, 5-Fulton and 24-Divisadero, and one block east of the project area is 90-San Bruno Owl providing service to Visitacion Valley and Fort Mason (see Figure 3-17).

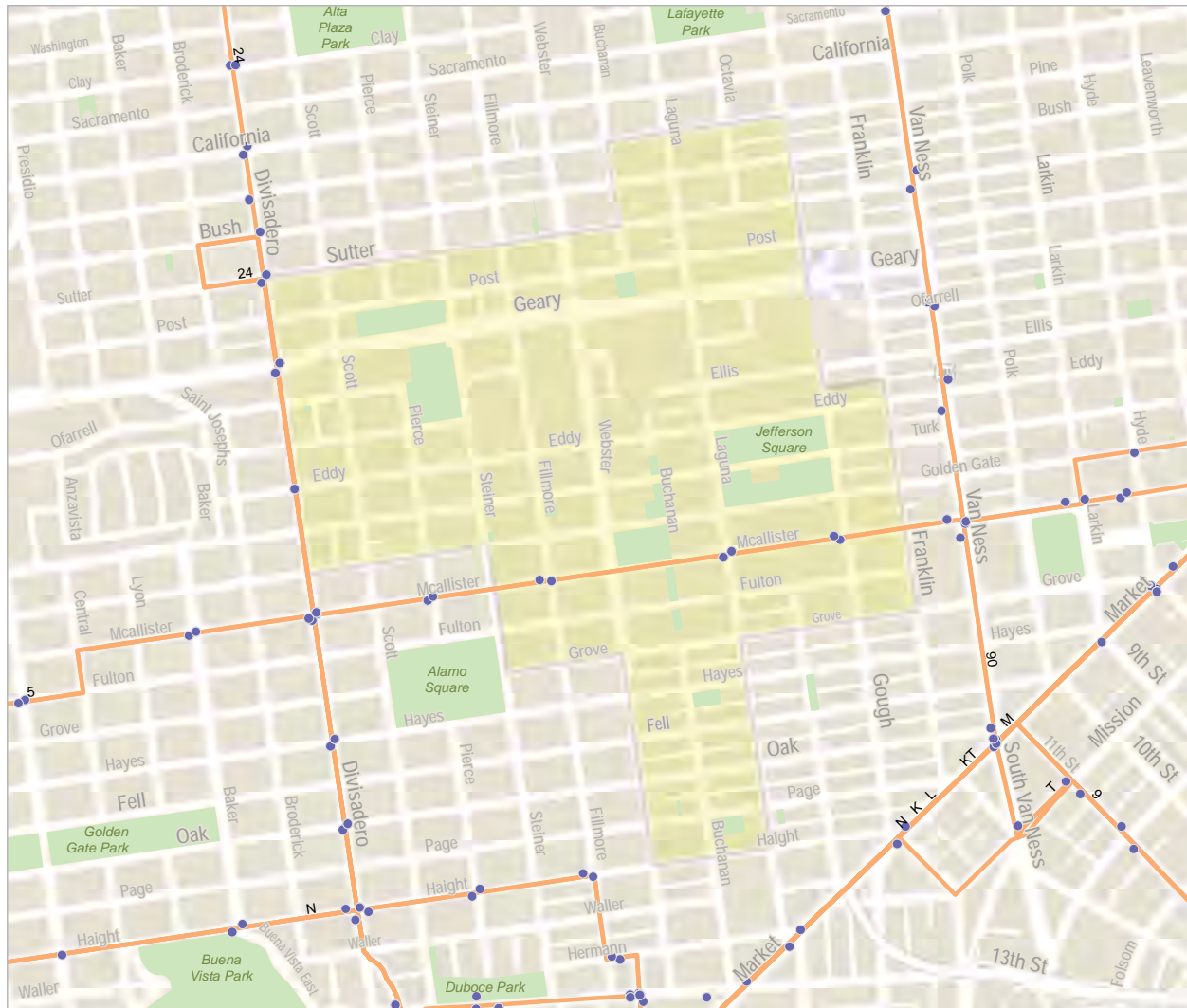
In 2015, the San Francisco Late Night Transportation Working Group found that all-night commuters are more likely to be low- and moderate-income. Owl service provides an affordable transit option to evening workers, who support San Francisco night economy. Based on the results of Working

Groups's report, *The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors*, transit agency partners will be reviewing and consider expansion of all-night local and regional bus service throughout the region. SFMTA will also be exploring flat rate, late night taxi shared-ride program ride and subsidies to low-income late night workers for taxi fares when Owl service does not serve travel needs.

MUNI EQUITY STRATEGY

In March 2016, the SFMTA completed its first bi-annual Muni Service Equity Strategy Report. The Strategy builds on existing Title VI annual monitoring, targeting service and capital improvements to routes most critical to neighborhoods with high concentrations of residents of color and/or of low-income and also to routes that are most used by people with disabilities. For the Western Addition, the Strategy focuses improvements on the 7R-Haight/Noriega Rapid service and the 5-Fulton (local), specifically infrastructure on the McAllister Street corridor (see Figure 3-18).

DUE TO SFMTA EFFORTS ON IMPROVING HIGH RIDERSHIP ROUTES, MUNI ON-TIME PERFORMANCE IS AS GOOD OR BETTER IN THE WESTERN ADDITION, THAN IT IS ON COMPARABLE ROUTES CITYWIDE.



Western Addition Community-Based Transportation Plan

Existing Conditions
Muni Owl Service - Late Night Transportation
 Owl Service runs every half hour between 1:00 and 5:00 AM

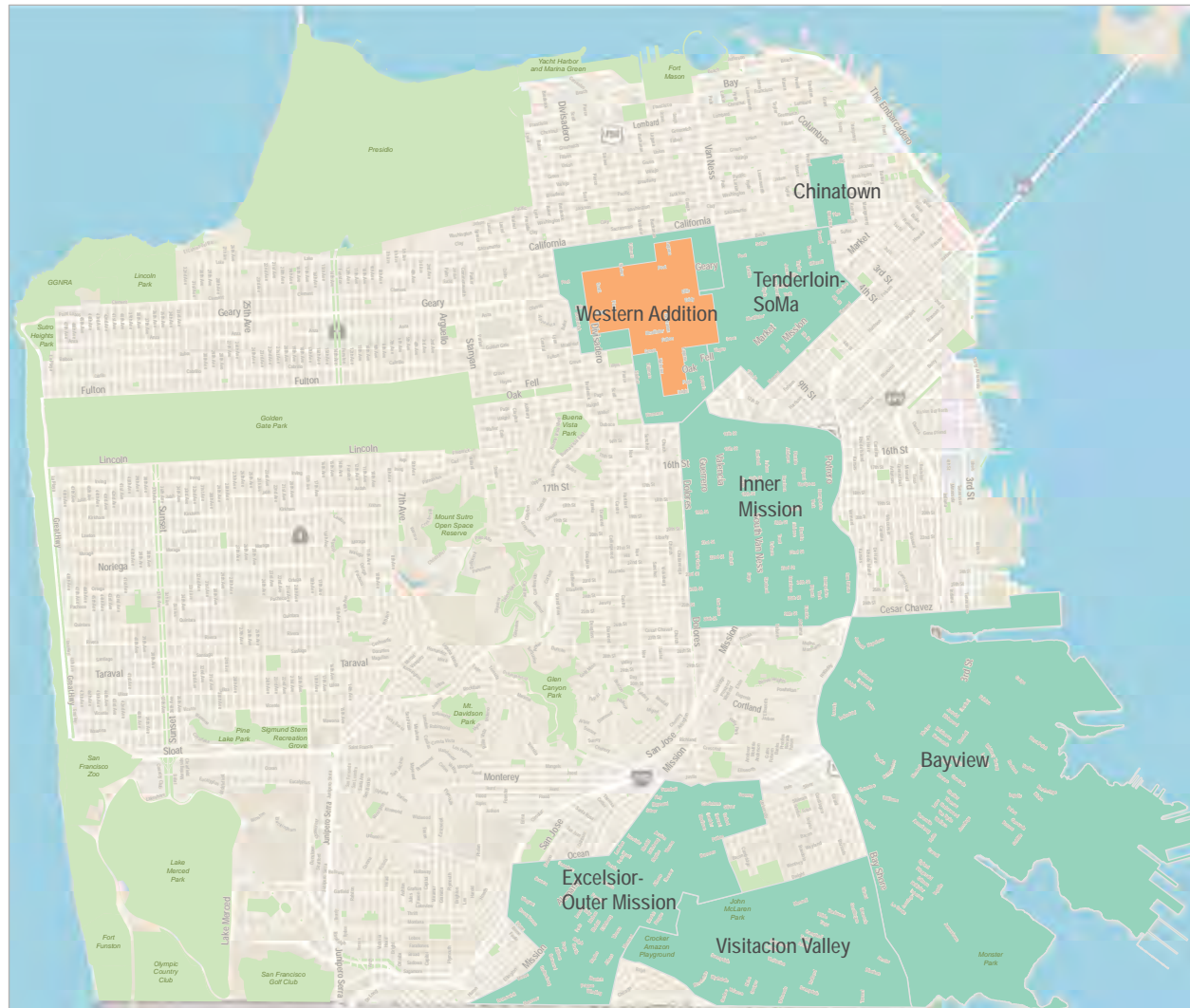
- Muni Owl Service Routes and Stops**
- Muni Owl Service Stops
 - Muni Owl Service
 - Parks
 - Western Addition CBTP Area

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Figure 3-17: SFMTA MUNI Owl Service Network within the Western Addition, SFMTA GIS Database 2015



Western Addition Community-Based Transportation Plan

Muni Equity Strategy Neighborhoods

San Francisco Muni Equity Strategy Neighborhoods

- Muni Equity Strategy Neighborhoods
- Western Addition CBTP Study Area

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Figure 3-18: SFMTA MUNI Equity Strategy Neighborhoods, SFMTA Equity Strategy 2016

WESTERN ADDITION LIFELINE SERVICE (FREQUENCY OF SERVICE, HOURS OF OPERATION)

ROUTE	SERVES CALWORKS CLUSTER	SERVES ESSENTIAL DESTINATIONS	OPERATOR TRUNKLINE ROUTE	REGIONAL LINK	CONNECTION TO OTHER LIFELINE SERVICES	WEEKDAY AM/PM (15 MIN)	WEEKDAY MIDDAY (30 MIN)	WEEKDAY (NIGHT)	SATURDAY (30 MIN)	SUNDAY (30 MIN)	WEEKDAY (6 AM TO 12 AM)	SATURDAY (6 AM TO 12 AM)	SUNDAY (7:30 AM TO 12 AM)
2-Clement	x	x	-	-	BART	A	B	X	B	B	5:20 to 20:08	5:26 to 19:25	5:26 to 19:25
3-Jackson	x	x	-	-	BART	A	B	B	A	A	6:36 to 23:16	6:04 to 23:16	6:04 to 23:16
5-Fulton	x	x	x	-	ACTransit, Golden Gate, BART, SamTrans	A	A	A	A	A	24 Hours	24 Hours	24 Hours
6-Haight/ Parnassus	x	x	x	-	ACTransit, SamTrans, BART, Golden Gate	A	A	B	A	B	5:20 to 11:2	5:19 to 1:15	5:19 to 1:15
7-Haight/ Noriega	x	x	x	-	BART	A	A	B	A	B	5:39 to 1:10	5:40 to 1:10	5:40 to 1:10
21-Hayes	x	x	x	-	BART	A	A	B	B	B	5:39 to 1:03	6:26 to 1:01	6:26 to 1:01
22-Fillmore	x	x	x	-	BART	A	A	A	A	A	24 Hours	24 Hours	24 Hours
24-Divisadero	x	x	x	-		A	A	A	B	B	24 Hours	24 Hours	24 Hours
31-Balboa	x	x	x	-	BART	A	A	B	B	B	4:40 to 1:47	5:15 to 1:45	5:15 to 1:45
38-Geary	x	x	x	-	BART	A	A	A	A	A	24 Hours	24 Hours	24 Hours

HEADWAYS: (A: EQUAL OR LESS THAN 15 MIN)

(B: 16-30 MIN)

(C: 31-60 MIN)

(D: LESS THAN ONCE/HOUR)

(X: NO SERVICE)

LIFELINE NETWORK AND ANALYSIS

A key recommendation that emerged from the Regional Welfare-to-Work Transportation Plan adopted by the MTC in 2001 was for the MTC to establish a Lifeline Transit Network for inclusion in the 2001 update of the Regional Transportation Plan (RTP). Completed December 2001, the Lifeline analysis did not identify any spatial gaps in San Francisco. Similarly, temporal gaps identified by the analysis of service schedules were minimal.

WESTERN ADDITION LIFELINE NETWORK

The Lifeline Transportation Network analysis identified a series of routes that are considered critical to meeting the needs of low-income communities because they provide:

- Direct service to a neighborhood with high concentrations of CalWORKs (income-assisted) households;
- Direct service to areas with high concentrations of essential destinations like hospitals, jobs, schools, and grocery stores
- Key regional links; or
- Core trunkline service as identified by the transit operator

As an urban core transit operator, over 60% of Muni routes make up San Francisco's Lifeline Transportation Network, which includes 48 of Muni's 78 routes. 43 out of the 48 Lifeline routes serve both a large number of income-assisted (CalWorks) households and a concentration of essential destinations. Muni Routes within the Western Addition that were considered Lifeline routes are:

- 2-Clement
- 3-Jackson
- 5-Fulton

- 6-Parnassus
- 7-Haight- Noriega (formerly 71/71L-Haight-Noriega)
- 21-Hayes
- 22-Fillmore
- 24-Divisadero
- 31-Balboa
- 38/38R-Geary (formerly 38L-Geary Limited)

These routes are identified in the table to the left, along with the Lifeline criteria that were satisfied. Lifeline criteria identified the following objectives for frequency of transit service:

- 15-minute peak frequencies, Monday through Friday
- 30-minute midday and night frequencies, Monday through Friday
- 30-minute frequencies on weekends

The objectives for hours of operation are:

- 6:00 a.m. – 12:00 a.m. Monday through Saturday
- 7:30 a.m. – 12:00 a.m. on Sundays

Western Addition Access at a Glimpse

The Western Addition lends itself to walking, biking, driving and taking the bus with its central location, flat terrain, connections to major arterial streets and access to 13 bus routes. However these transportation elements alone do not instantly create a utopian-like environment, for the community continues to be challenged with many other disparities. The community outreach process following this analysis will provide greater insight into the neighborhood conditions and understanding of the disparities the community faces.

