

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

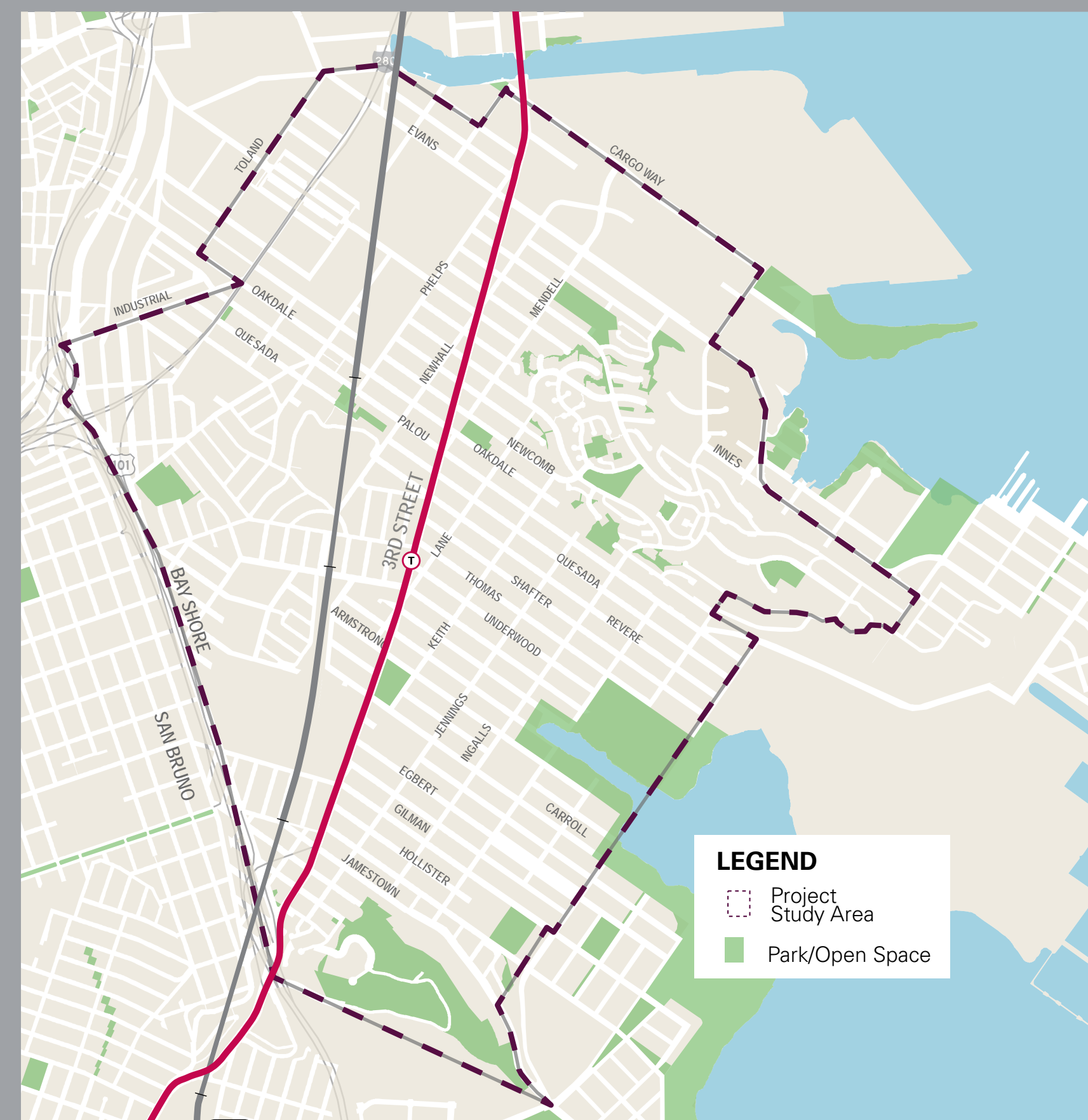


WHAT IS THE BAYVIEW CBTP?

Physically isolated from the rest of the City, the Bayview community has suffered from decades of underinvestment and inadequate transit service. The Bayview Community Based Transportation Plan (Bayview CBTP) seeks to **improve mobility, safety, and opportunity** in this culturally rich and resilient community.

The Bayview CBTP includes a year-long, three-phase **Community driven outreach** process.

The Bayview CBTP prioritizes those who are most vulnerable to changes in transportation: **youth, seniors, residents with disabilities, and residents living in affordable housing.**



WHAT IMPROVEMENTS DOES THE BAYVIEW CBTP INCLUDE?

RAPID IMPLEMENTATION

Quick fixes for problem spots in the community before the plan is adopted.

5-YEAR INVESTMENT PLAN

Infrastructure addressing the Bayview's most pressing needs over the next 5 years.

BETTER TRANSIT ACCESS

Community-based programs and services to make sure transit meets your needs.

OUR PROMISE TO THE BAYVIEW COMMUNITY

ACCOUNTABILITY

An equitable investment plan that creates real results within 5 years of adoption.

PRESERVING THE COMMUNITY'S VOICE

A plan centered on the lived experience and aspirations of the Bayview community.

TRUST & TRANSPARENCY

Outreach, communication, and decision-making that is inclusive and equitable.

ONE AGENCY, CONNECTED

A plan where recommendations are tied to real commitments and direct actions.

HOW LONG WILL THE BAYVIEW CBTP TAKE?



\$3.61 MILLION FOR TRANSPORTATION IMPROVEMENTS?

FUNDING FOR INFRASTRUCTURE

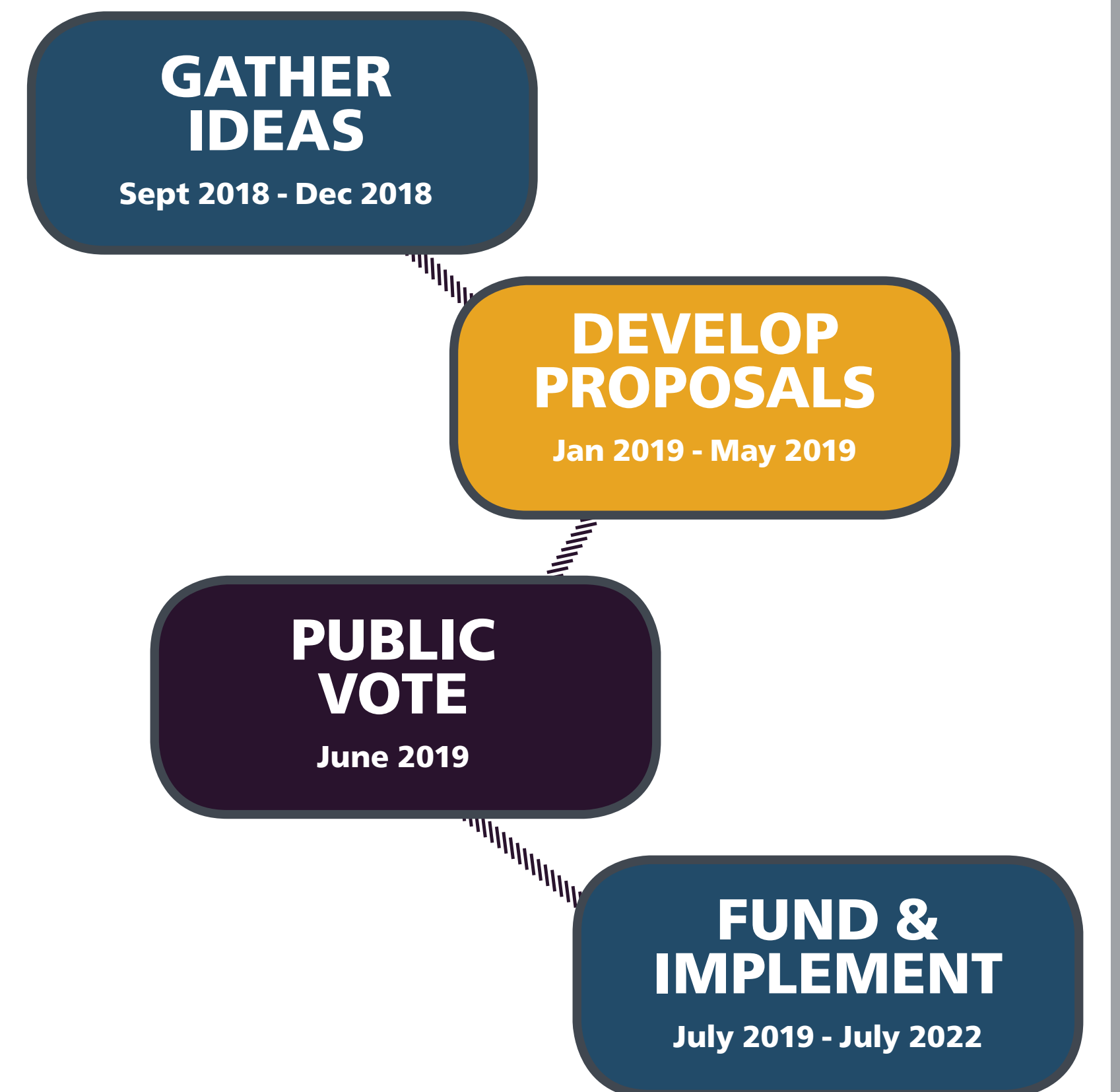
\$3.01 million committed so far
Projects can include:

- Better sidewalks, crosswalks, traffic lights, and safer intersections
- Better bus stops, signal-upgrades for transit, and new bus shelters
- Safer bike routes, more bike parking
- Intersection painting, pedestrian-scale lighting

- \$482,000 for rapid implementation projects (2019)
- \$2,575,000 for adopted plan recommendations (2020 and beyond)
- Use plan to apply for future project funding

FUNDING FOR PROGRAMS & TRANSIT ACCESS

Participatory Budgeting (PB) exercise, where Bayview residents come together and decide **how to spend \$600,000** in Lifeline transportation funds.



HAVE AN IDEA?
FILL OUT A PB WORKSHEET TODAY!

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



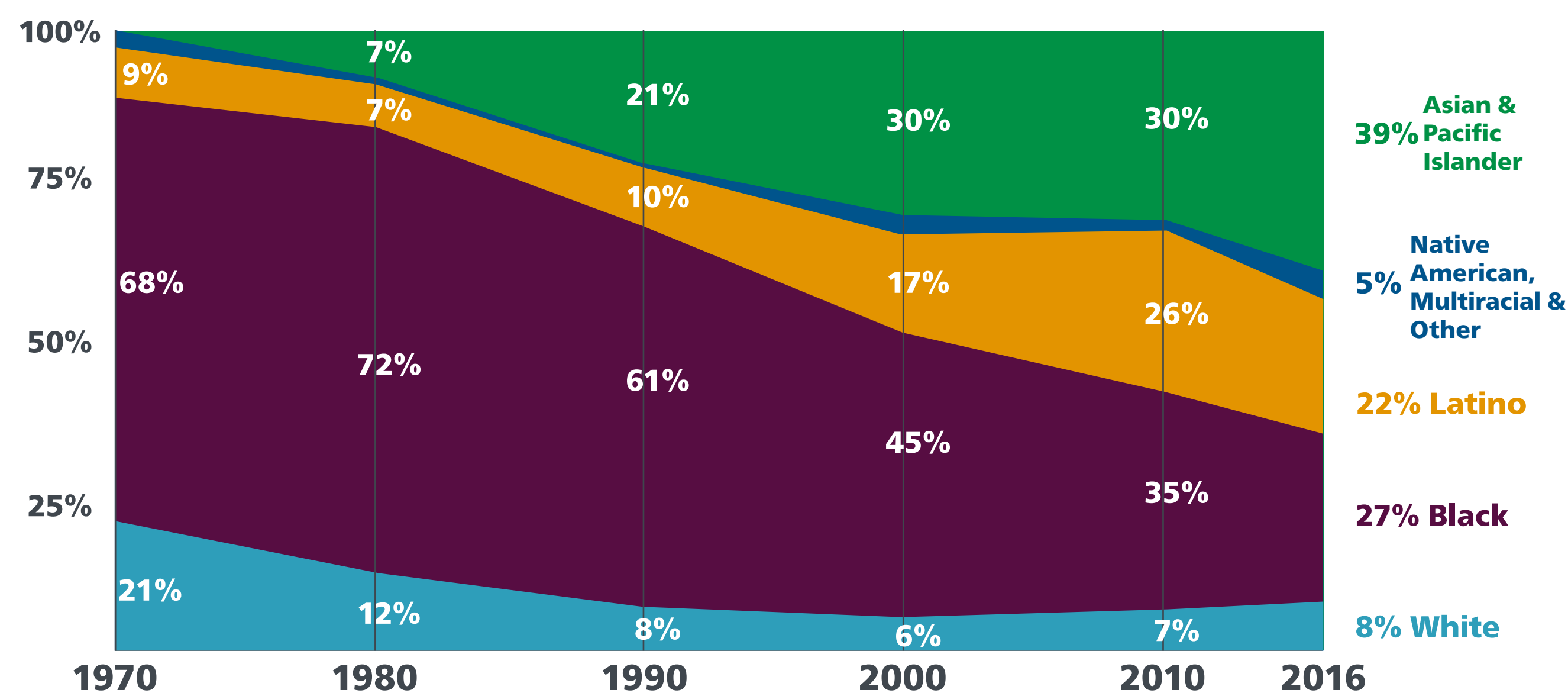
DEMOGRAPHICS IN THE BAYVIEW

Understanding the socio-economic fabric of the Bayview helps identify areas mostly likely to be impacted by transportation improvements.

A CHANGING BAYVIEW

Bayview Hunter's Point is seen by many as San Francisco's last African-American neighborhood – over a fifth of San Francisco's dwindling African-American community resides there. In 1980, almost 3/4 of the Bayview was African-American; now it is 27%. Since the 1980s, the Bayview has seen significant in-migration by both the Latino and Asian American communities.

RACE & ETHNICITY IN THE BAYVIEW: 1970 - 2016

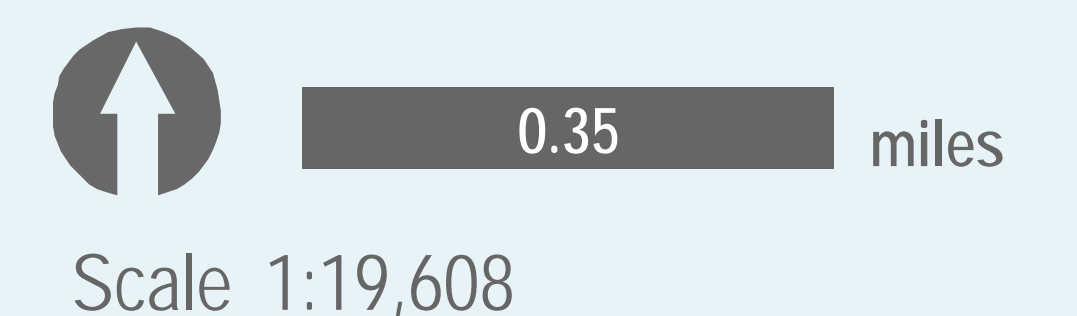
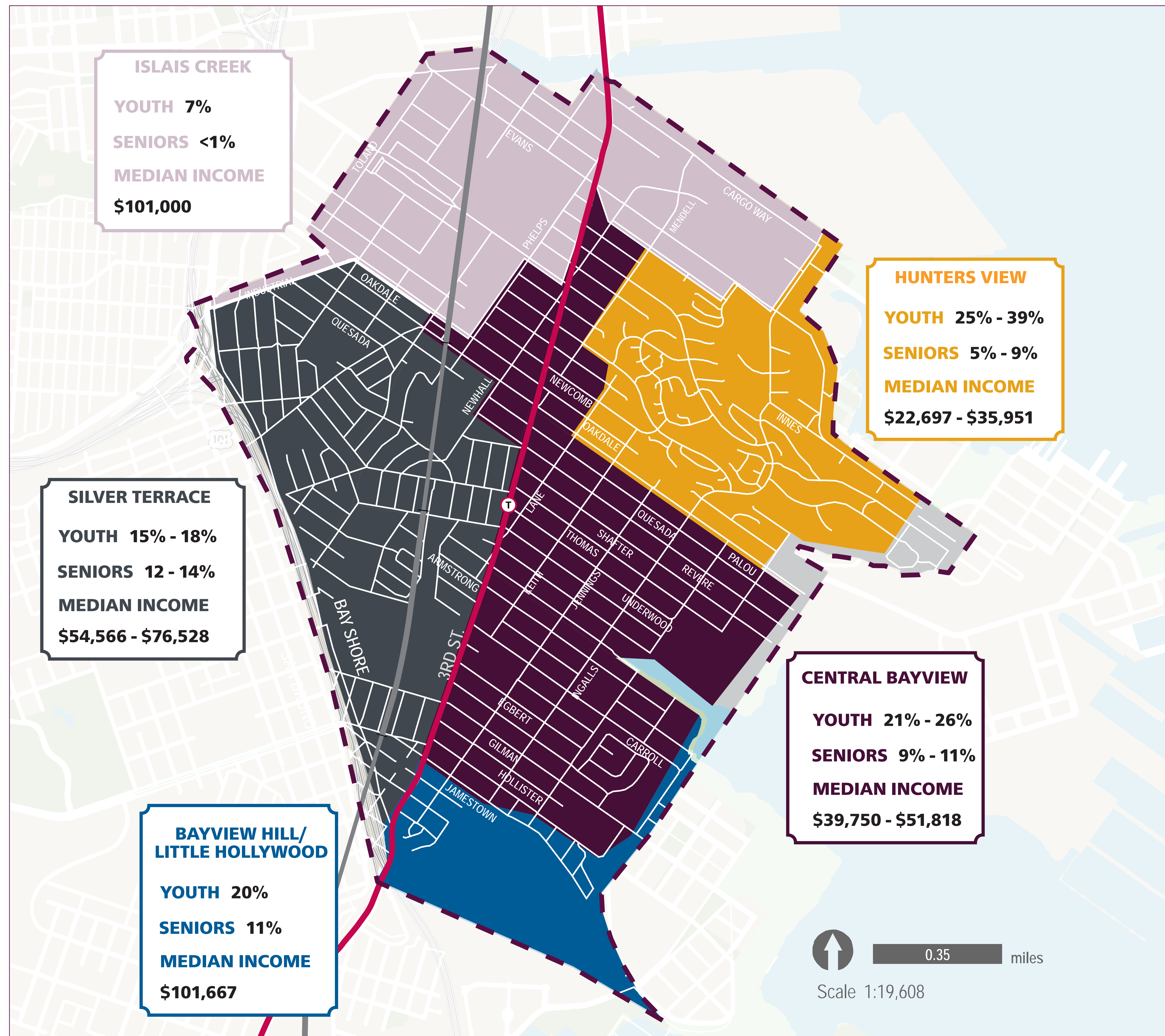


Racial & ethnic diversity becomes even more pronounced at the neighborhood level. For example:

- 58% of Asian Bayview residents live in Silver Terrace
- 42% of Black Bayview residents live in Hunters View
- 73% of Pacific Islander residents live in Hunters View
- 54% of Latino residents live in Central Bayview

This analysis utilizes 2011 - 2016 American Community Survey estimates prepared by the United States Census Bureau unless otherwise noted. Similarly to MTC's Community of Concern analysis, data is analyzed at the Census tract level due to the size of the study area.

Due to limited data categories for race & ethnicity in historical census data, certain ethnic groups have been combined.



BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

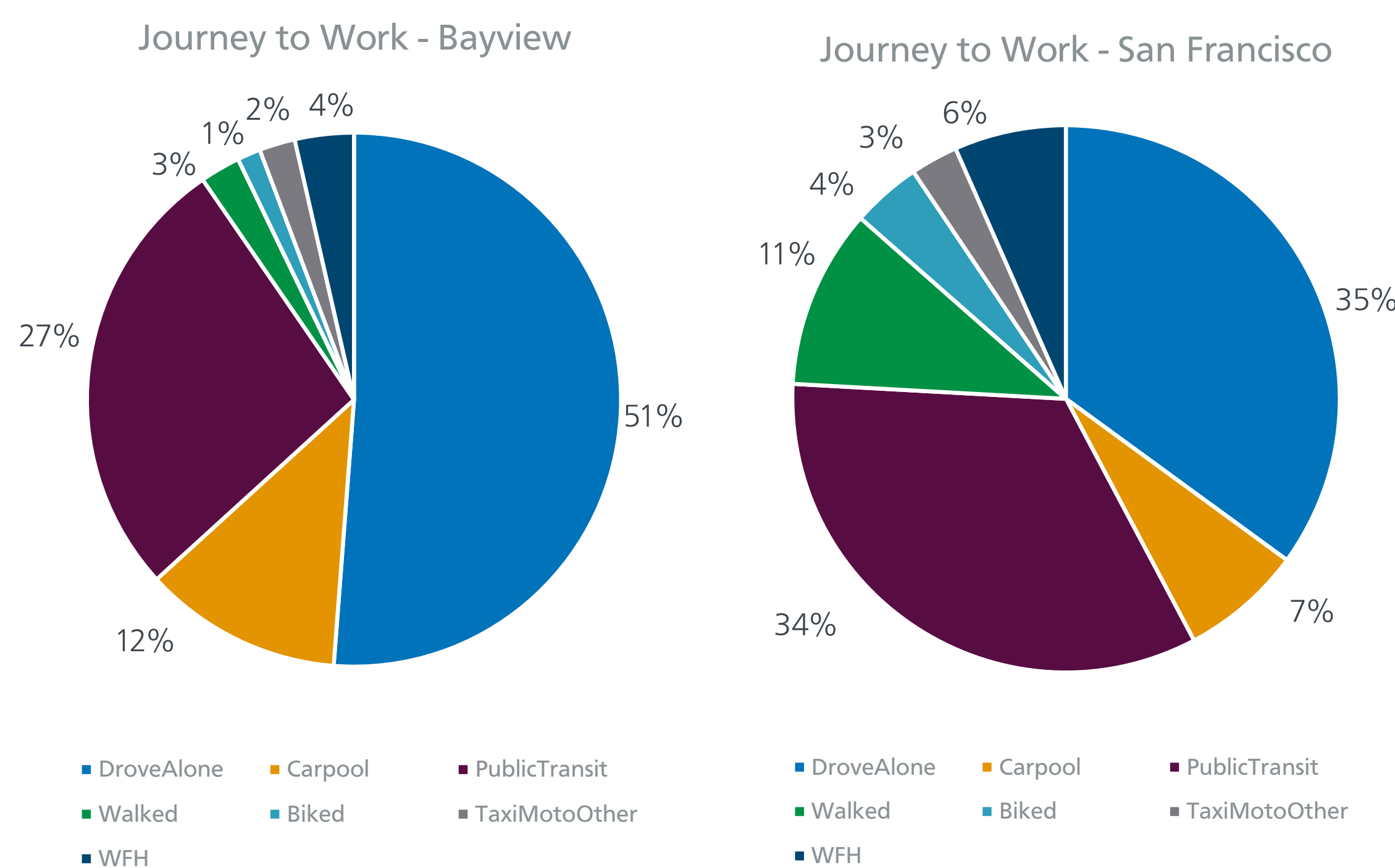


MOBILITY IN THE BAYVIEW

The Bayview has seen a recent spur in new development as the City's population and housing needs continue to expand. Bayview Hunters Point is growing in socio-economic diversity but clear challenges in transportation mobility remain.

Despite lower rates of vehicle ownership than the rest of San Francisco, driving alone or carpool are still primary means of travel for many residents. This may be attributed to lack of affordable and efficient travel options and lack of connectivity/safety in bicycle and pedestrian infrastructure.

Commuters traveling from the Bayview are more likely to drive alone to work (50%) compared to San Francisco (35%). Just under a third of Bayview residents are estimated to take transit to work (27%), which is slightly lower than San Francisco as a whole (34%). Bayview residents were also more likely to carpool when compared to San Francisco, and much less likely to walk or bike.



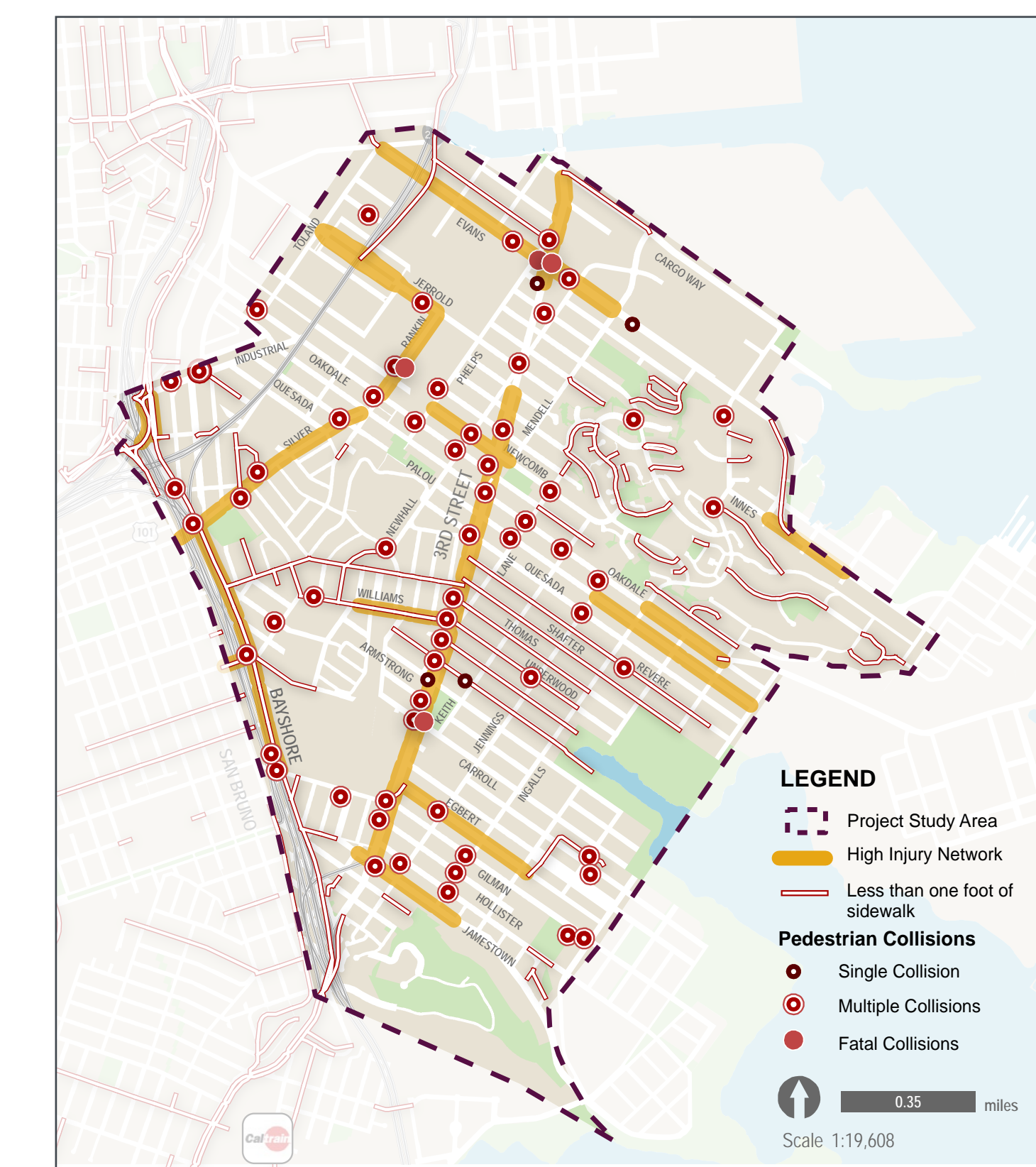
TRANSIT NETWORK



The project area is primarily served by the T-Third Street Muni Metro light rail line and 11 local Muni bus routes.

Compared to other Muni metro lines across San Francisco, the T-Third has the lowest on-time performance. However, a number of long and short term solutions are being implemented to improve T-Third service.

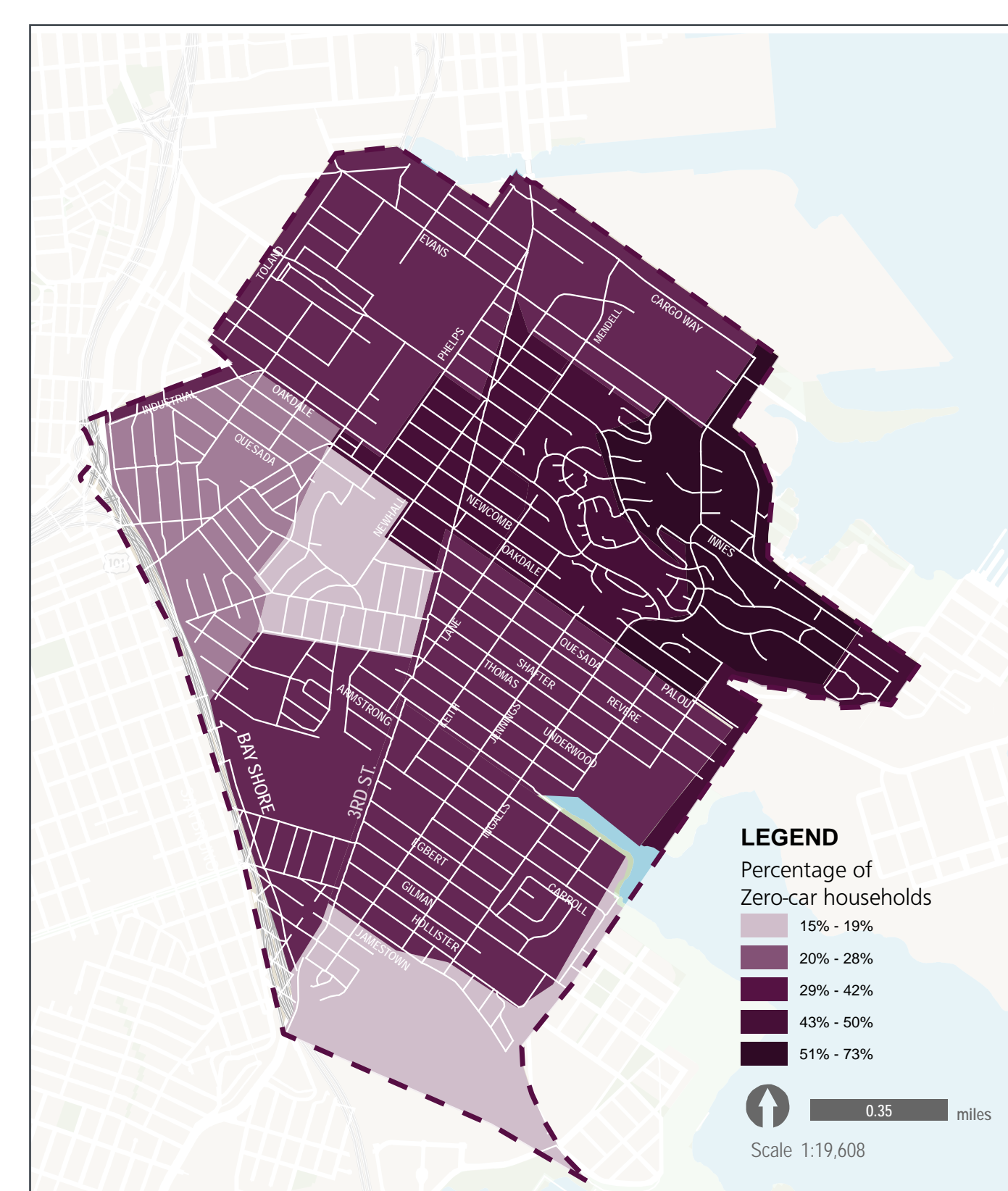
PEDESTRIAN COMFORT & SAFETY



This map displays gaps in the pedestrian network, severe and fatal pedestrian collision locations, and the San Francisco Vision Zero High Injury Network.

Pedestrian-vehicle collisions account for about 19% of total collisions in the Bayview. Over 1/5th of pedestrian collisions in the Bayview happened on 3rd Street.

VEHICLE OWNERSHIP



Vehicle ownership for the Bayview is higher in comparison to San Francisco as a whole.

While about 30% of San Francisco households do not own a vehicle, 19% of households in the Bayview are zero vehicle. Within the Bayview, vehicle ownership varies greatly, particularly in Hunter's View where over half of households do not own a vehicle.

BICYCLE COMFORT & SAFETY



The Bicycle Comfort Index (BCI) measures the relative comfort and connectivity of the existing bicycle network. A separated bike lane is an example of a low stress facility, while a busy street with no bike lane might be classified as high stress.

Many Bayview bicycle facilities are classified as moderate to high level stress. There is a lack of continuous, low-stress bike facilities.

BAYVIEW

COMMUNITY BASED TRANSPORTATION PLAN



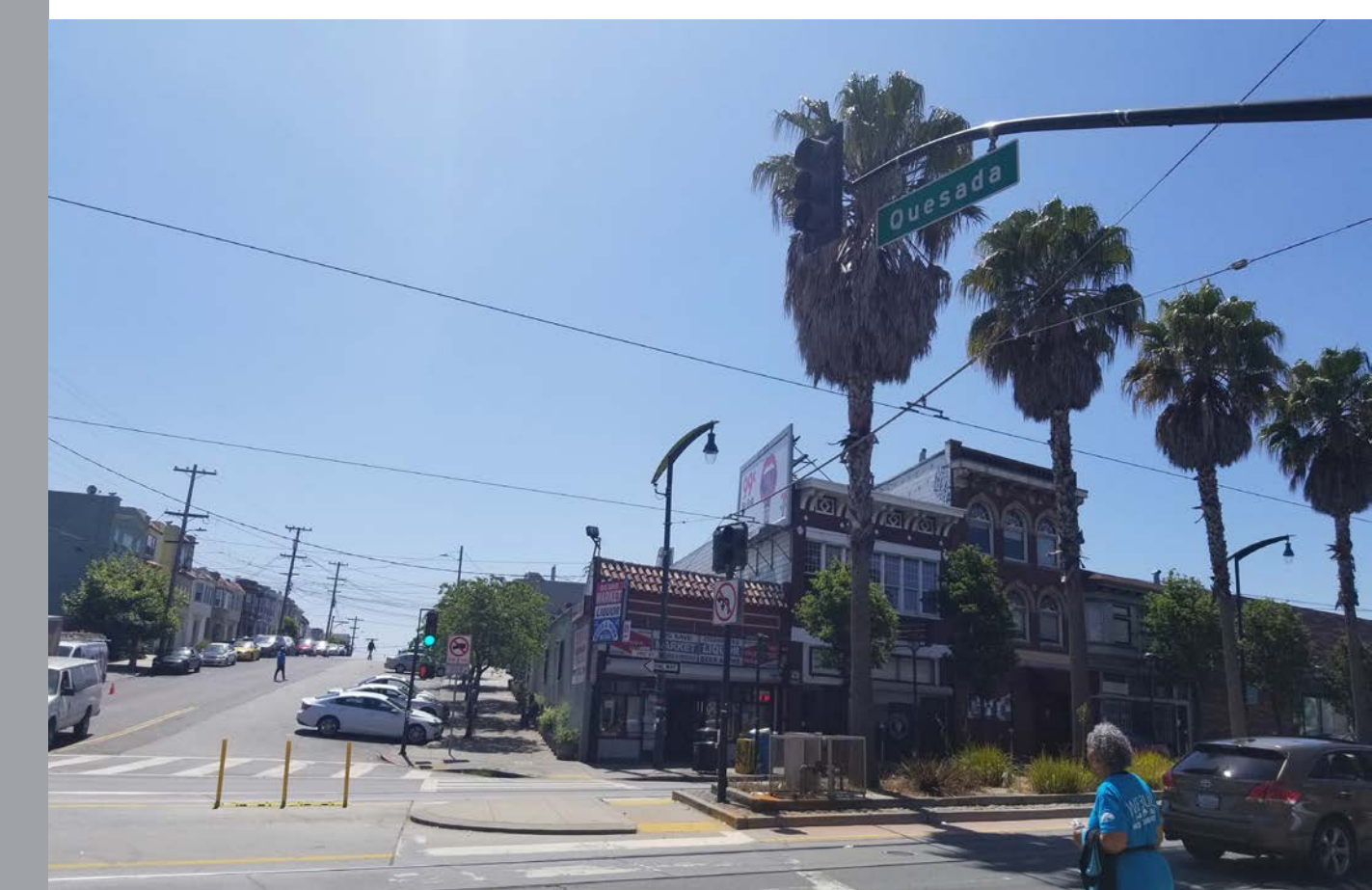
WHAT'S MOST IMPORTANT TO YOU?

PAST PLANS & STUDIES SAID...

- #1 More buses & trains
- #2 Less traffic
- #3 New bus routes
- #4 More/better sidewalks
- #5 More/better bike lanes
- #6 Easier to park
- #7 Safety on transit
- #8 Safer to walk places
- #9 More travel options
- #10 Safer to bike places

WHAT WE'VE HEARD SO FAR...

- #1 Safer to walk places
- #2 More buses & trains
- #3 Less traffic
- #4 Safety on transit
- #5 New bus routes
- #6 Easier to park
- #7 More/better sidewalks
- #8 More travel options
- #9 Safer to bike places
- #10 More/better bike lanes



YOU TELL US... FILL OUT A PRIORITIES WORKSHEET

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



PRIORITY IMPROVEMENT CORRIDORS

The Bayview CBTP priority corridors come from a wide range of inputs: past plans, the High Injury Network, community interviews, and resident input at events in the summer of 2018. A few examples are described in further detail below.

**What street is YOUR priority?
Help us develop solutions that
address community needs.**

A 3rd Street Islais Creek to Jamestown Ave

Much of 3rd Street is on the High Injury Network. We're heard from residents that the T-Third train is too slow and unreliable, and it's hard to cross 3rd Street as a pedestrian. Street cleaning restrictions for side-streets hurts businesses, especially during mid-day.

B Evans Ave/Hunters Point Blvd/Innes Ave Cesar Chavez Blvd to Donahue St

Parts of Evans and Innes are on the High Injury Network. These streets will be rebuilt as part of the Hunters Point Shipyard development agreement, but implementation may be delayed for many years. In the meantime, residents have asked for traffic calming, pedestrian crossing enhancements, and better bike connections to Cesar Chavez.

C Williams Ave Vesta St to 3rd St

Williams Ave is on the High Injury Network from 3rd St to Newhall St. Williams Ave also provides access to two key neighborhood-serving stores: Walgreens and Foodsco.

D Carroll Ave Caltrain ROW to Aurelius Walker Dr

Carroll Avenue provides access to the George Davis Senior Center and Bay View Park/MLK Jr Pool. An active rail line runs down the center of Carroll Ave and serves industrial businesses east of 3rd Street. Sections of Carroll Ave east of 3rd Street are missing sidewalks.

E Quesada Ave 3rd St to Fitch St

Quesada Ave is on the High Injury Network from Jennings to Fitch. When the Palou Ave Streetscape project is built, Quesada could become an alternative bike route to Palou. Quesada Ave is very wide for a residential street and has had problems with speeding in past years.



BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



HOW WOULD YOU SPEND \$600,000 ON TRANSPORTATION IMPROVEMENTS?

Participatory budgeting is a democratic process where community members come together to come up with ideas, develop them into proposals, and vote on where the money will go.

The SFMTA received a Lifeline Transportation Grant from the Metropolitan Transportation Commission (MTC) to **improve transit and access to transit** for low-income residents in the Bayview. Projects will be developed and funded through a Participatory Budgeting process.

TYPES OF PROJECTS ELIGIBLE FOR PARTICIPATORY BUDGETING

Increased MUNI Service



Lines serving low-income communities or providing critical late-night connections are eligible for increased service.

Improve Bus Stops



Adding new bus shelters, improving street lighting around transit, or improving bicycle/pedestrian access to transit stops.

Community Shuttles



Community shuttles available to the public at-large, serving key community destinations or providing access to regional transit.

Free Transit Passes



Free transit passes for low-income community members, including youth, seniors, or residents with disabilities.

Education Programs



Marketing, incentives, and education campaigns for connecting residents with transit, especially monolingual communities.

Community-Led Carpools



Ridesharing and carpooling programs that are led by community organizations, helping folks get to and from transit.

PARTICIPATORY BUDGETING SCHEDULE

SEPT 2018 -
DEC 2018
**Gather
Ideas**

JAN 2019 -
MAY 2019
**Develop
Proposals**

JUNE 2019
Vote!

JUL 2019 -
JUL 2021
**Fund,
Implement
& Monitor**

FILL OUT A PB WORKSHEET TODAY!