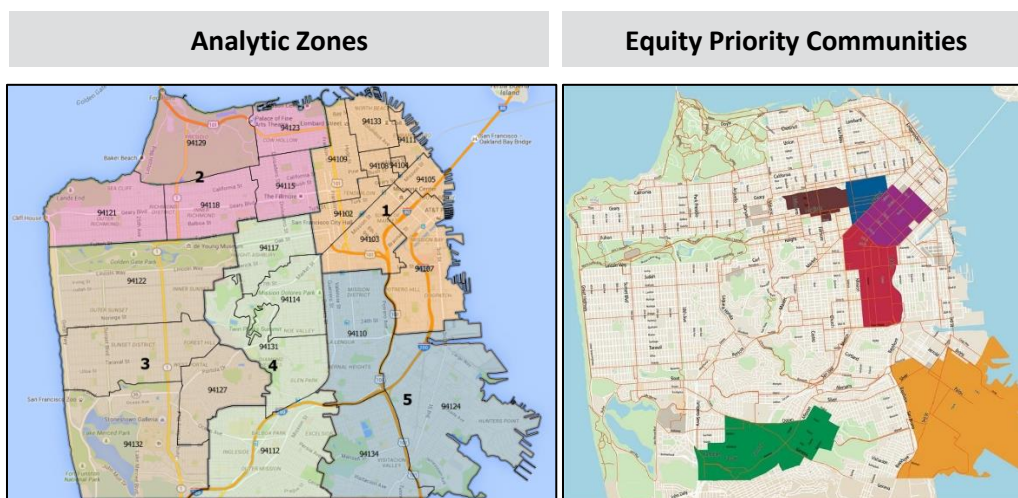


**TO:** San Francisco Municipal Transportation Agency & Toole Design Group  
**FROM:** EMC Research, Inc.  
**RE:** SFMTA Resident Preference Survey – Summary of Findings (**DRAFT**)  
**DATE:** July 21, 2023

This memo outlines key findings from a recent web panel and intercept survey conducted among San Francisco residents from March 28-May 1, 2023. Four hundred (400) interviews were conducted online with a representative sample of adult San Francisco residents across the City, and an additional 600 interviews were conducted in person across the identified Equity Priority Communities (EPCs), with 100 interviews conducted in each EPC. The survey was made available in English, Spanish, Chinese, and Tagalog. The final distribution of survey respondents was weighted to reflect the actual demographic and geographic distribution of the adult population of San Francisco, according to US Census data.

The following maps show the five broad San Francisco analytic zones used for some of the analysis in this memo, as well as the six EPCs where the additional intercept interviewing was conducted. The five analytic zones were created using zip codes and have been used in prior analysis of survey results for SFMTA, and were sized to allow us analyze regional data with a reasonable number of interviews in each zone.

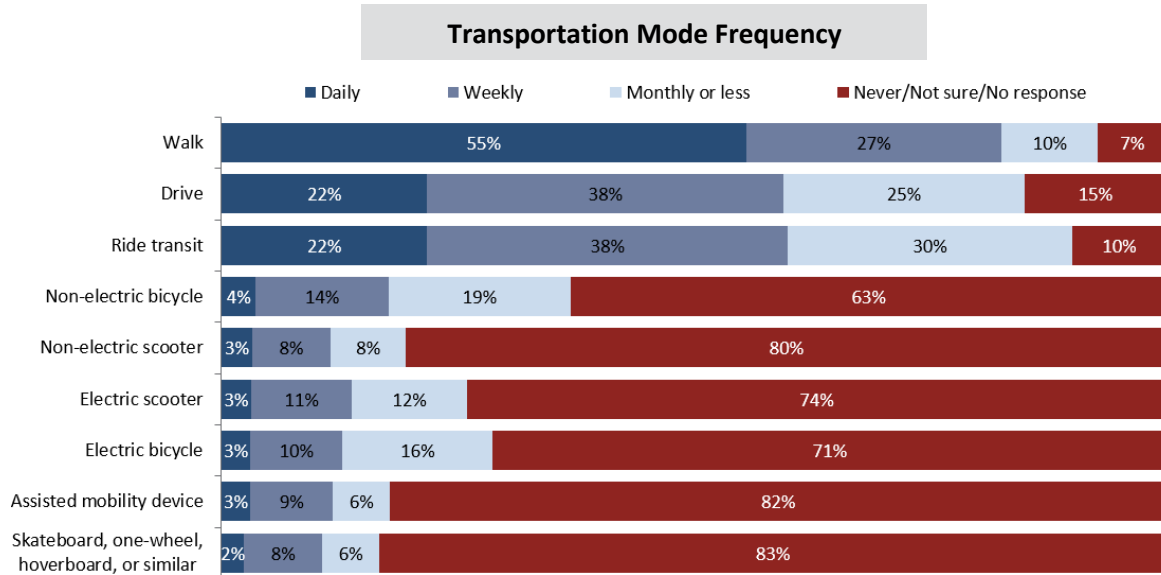


<u>Analytic Zone</u>	<u>Total interviews (including EPC intercepts)</u>	<u>Weighted interview distribution*</u>
Zone 1: Downtown/SOMA	321	27%
Zone 2: Marina/Richmond	108	17%
Zone 3: Sunset/Lake Merced	90	18%
Zone 4: Haight/Noe/Glen Park	163	22%
Zone 5: Mission/Visitacion Valley	318	16%

\* Survey data weighted to reflect actual adult population distribution in San Francisco, according to U.S. Census estimates.

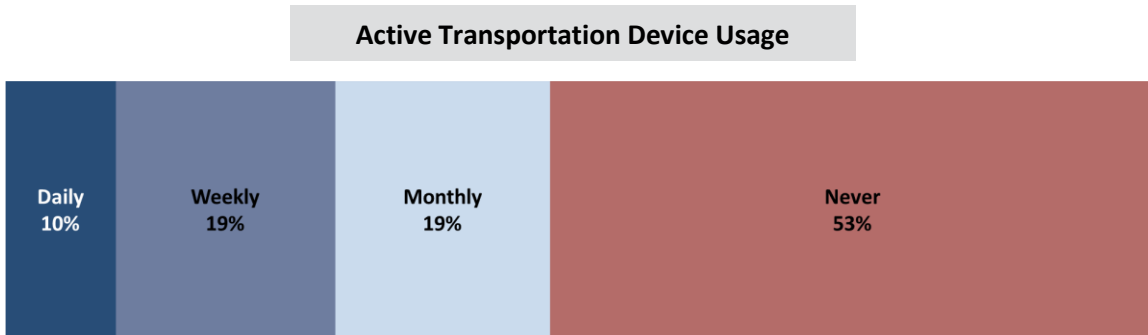
**San Francisco residents primarily walk, drive and ride transit to get around.**

Walking is by far the most commonly used mode of transportation for San Francisco residents. Driving and riding transit command roughly equal usage by City residents, with a little more than one-fifth reporting they drive or use transit daily. Non-electric bicycles are the most common active transportation mode, with almost two-in-five residents reporting some level of usage.

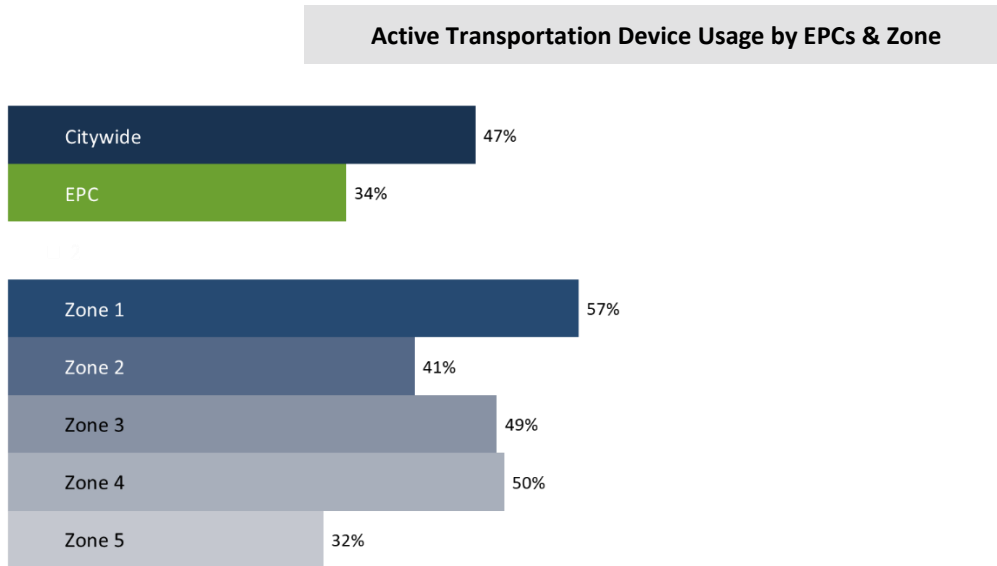


**Just under half of San Francisco residents use active transportation devices on a regular basis.**

One in ten San Francisco residents report using one or more active transportation devices daily, with nearly half using one or more monthly or more frequently.

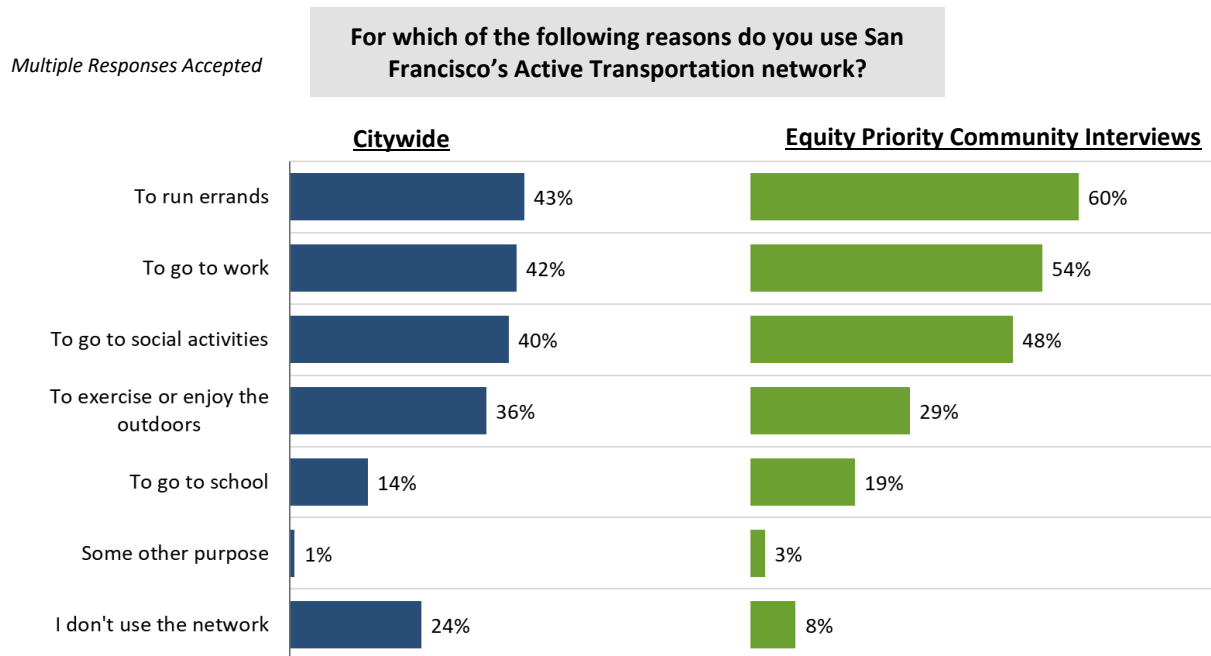


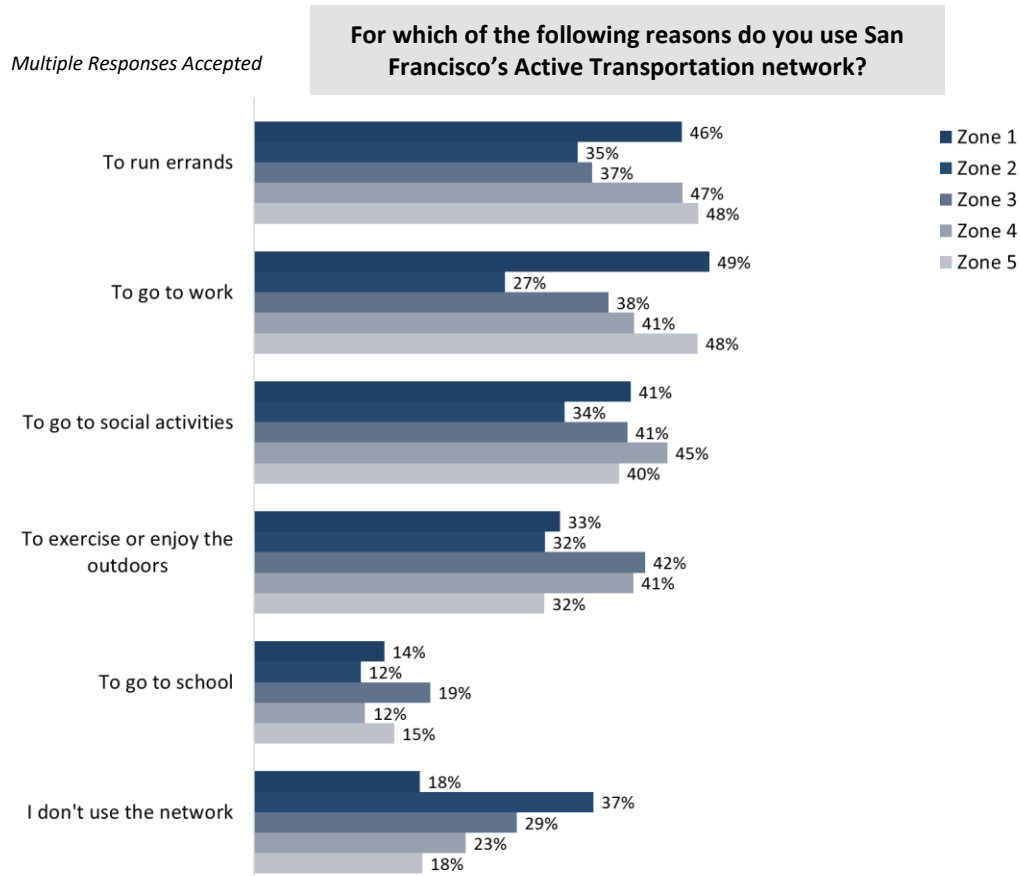
Those interviewed in the EPCs were less likely to report usage of active transportation devices than San Franciscans in general, while those in the downtown/SOMA area were most likely to report using active transportation devices on a regular basis.



**Residents in different parts of San Francisco have different reasons they use the Active Transportation Network.**

Those interviewed in the EPCs were more likely to say they use the Active Transportation Network for functional trips, like errands and commutes. Residents of the downtown/SOMA area are more likely to say they use the Network for running errands or commuting, while central or western area residents say they use it more for social and exercise purposes.





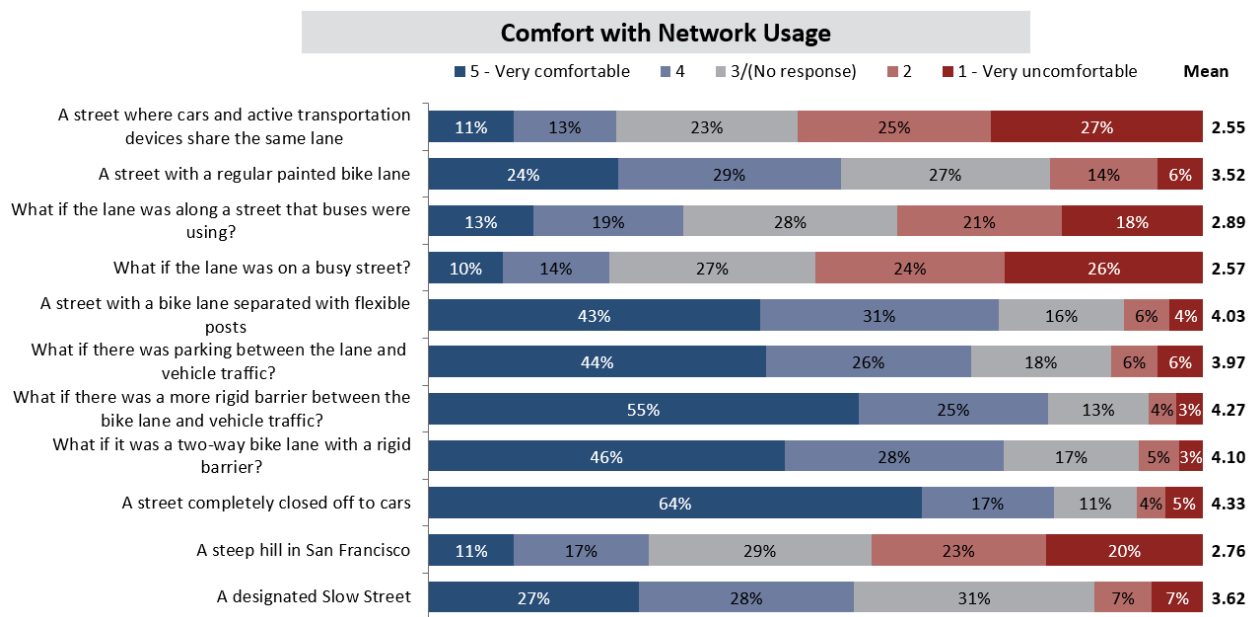
Equity Priority Community respondents also report using Slow Streets at a lower rate than city residents overall. Levels of participation in Sunday Streets and Bike to Work Day are more similar citywide and in the EPC interviews. Slow Streets are much more widely used in the central and western parts of the City than in other areas.

Which of the following have you done? ( <i>multiple responses accepted</i> )	Citywide	EPC	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Walked, biked, or rolled on one of San Francisco's designated <b>Slow Streets</b>	51%	32%	49%	52%	62%	61%	29%
Attended a <b>Sunday Streets</b> event in San Francisco	37%	34%	47%	32%	39%	30%	29%
Participated in <b>Bike to Work Day</b>	15%	10%	16%	11%	21%	29%	6%

**Residents feel most comfortable using Active Transportation Network facilities that are physically separated from cars and other traffic.**

Survey respondents were given an ordered set of questions with images that showed different environments they might encounter while using the Active Transportation Network and asked to rate their comfort in each. Photos were shown with some questions for clarity.

The chart below shows the results for that set of questions citywide; questions are shown in the order asked. A majority of residents express discomfort with the idea of using streets where cars and active transportation devices share the same lane. Comfort increases significantly for a painted bike lane environment, but concerns are higher when that lane is near buses or on a busy street. Facilities with physical protection from traffic are the most comfortable environments for a majority of users. As expected, a street completely closed off to cars is the most comfortable environment, with nearly two-thirds (64%) saying they are very comfortable in that environment.

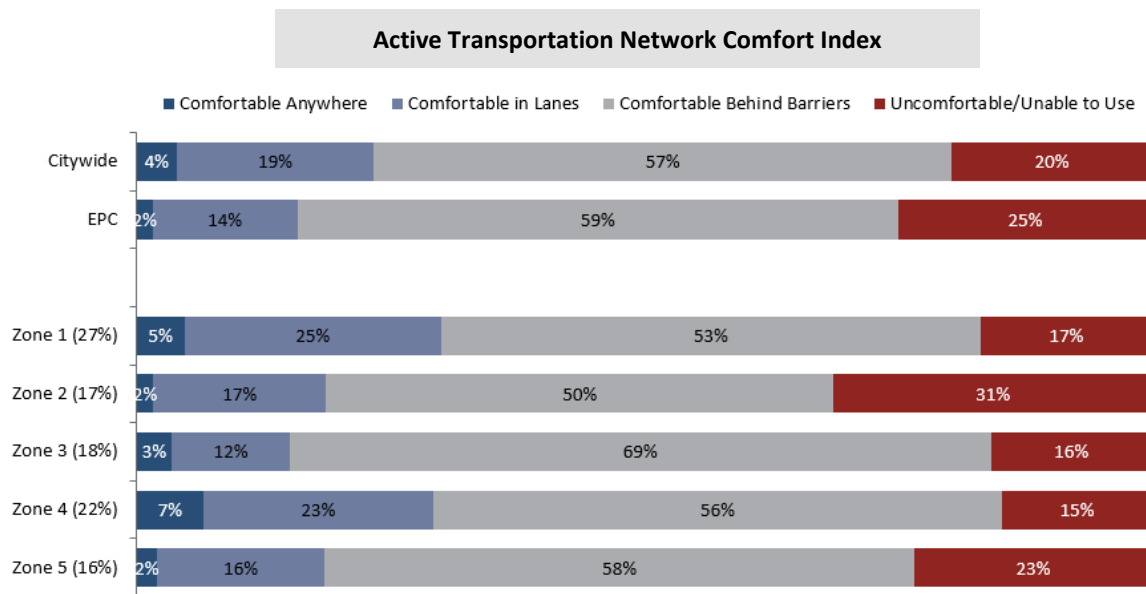


**Analysis of comfort levels across a range of facility types in the City’s Active Transportation Network reveals that few residents are completely comfortable across all types of ATN facilities.**

The questions from the section above were used to create an **Active Transportation Network Comfort Index**, to understand how residents feel across a range of ATN facility types. The general approach was developed referencing the work of Roger Geller and Jennifer Dill on comfort level in cycling facilities, but adapted for this analysis.

The chart below shows the results of this analysis:

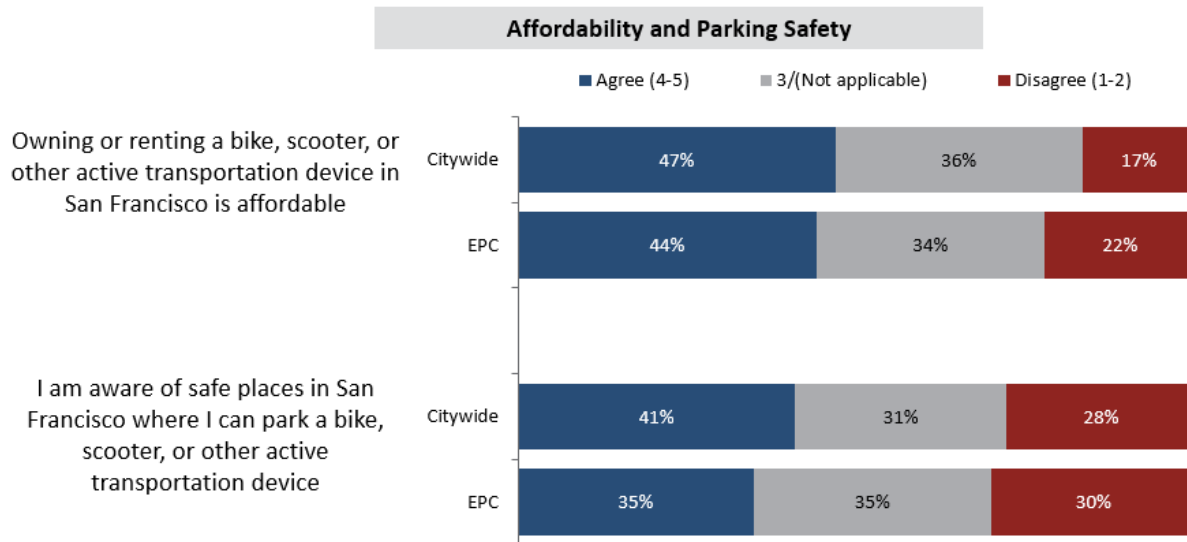
- Four percent (4%) of adult residents of San Francisco can be considered **“Comfortable Anywhere”** in their use of the ATN, meaning they feel very comfortable using all types of facilities shown in the survey.
- Another 19% are termed as **“Comfortable in Lanes,”** meaning they are not very comfortable with shared facilities, but feel very comfortable on facilities with separate lane designations but no physical barriers.
- The largest share (57%) can be described as **“Comfortable Behind Barriers”** – these are people who are comfortable only on facilities that are separated from vehicle traffic by a physical barrier, such as flex posts, parked cars, or a rigid barrier.
- The remaining 20% (**“Uncomfortable / Unable to Use”**) are either very uncomfortable with using any types of facilities, or are unable to use the network at all due to their own mobility capabilities.



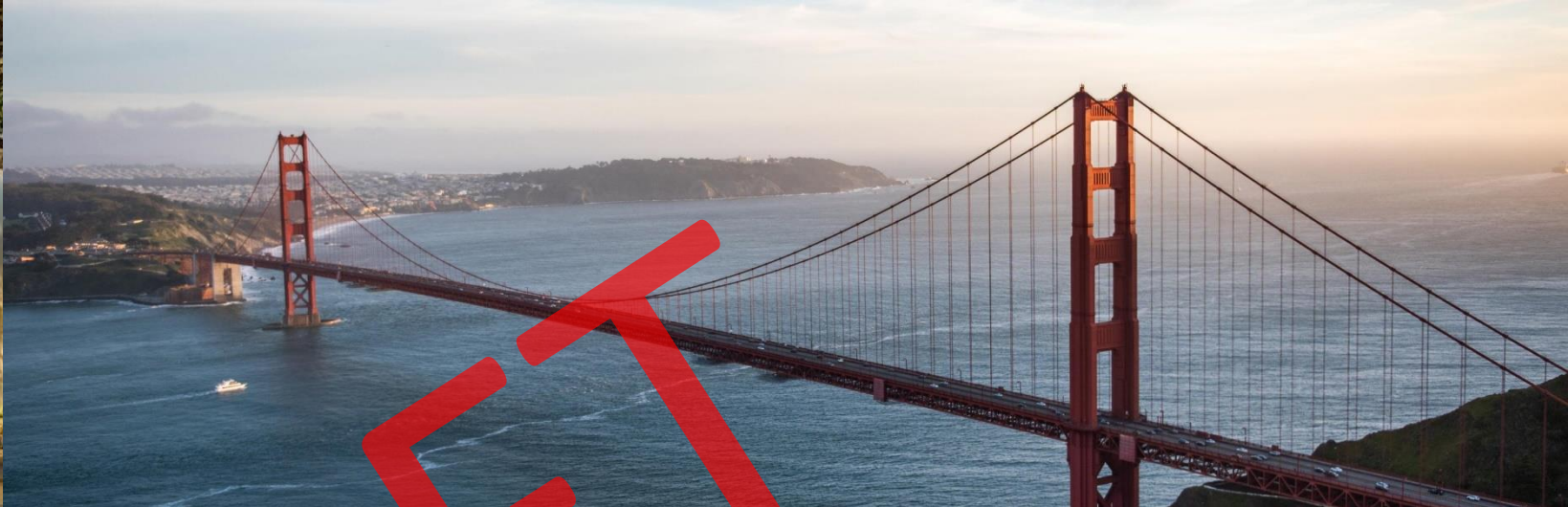
Residents in the northwest and southeast parts of the City are more likely to be uncomfortable or unable to use the ATN, as were respondents in the EPC interviews. Those who live in downtown/SOMA and the central part of the City are comfortable in the most types of active transportation facilities.

**Affordability and safe parking places are potential barriers to using the Active Transportation Network.**

Nearly half of adult San Francisco residents agree that owning or renting an active transportation device in San Francisco is affordable, and two in five agree they know of safe places to park devices. However, we do see a sizable minority not in agreement with those statements – 17% disagree that owning or renting is affordable, and 28% disagree that they are aware of safe places to park. Patterns are similar in the EPCs on these questions.







**SFMTA**



**research**

**SFMTA Active Communities Plan  
Resident Preference Survey Results**

*July 2023*

**DRAFT**



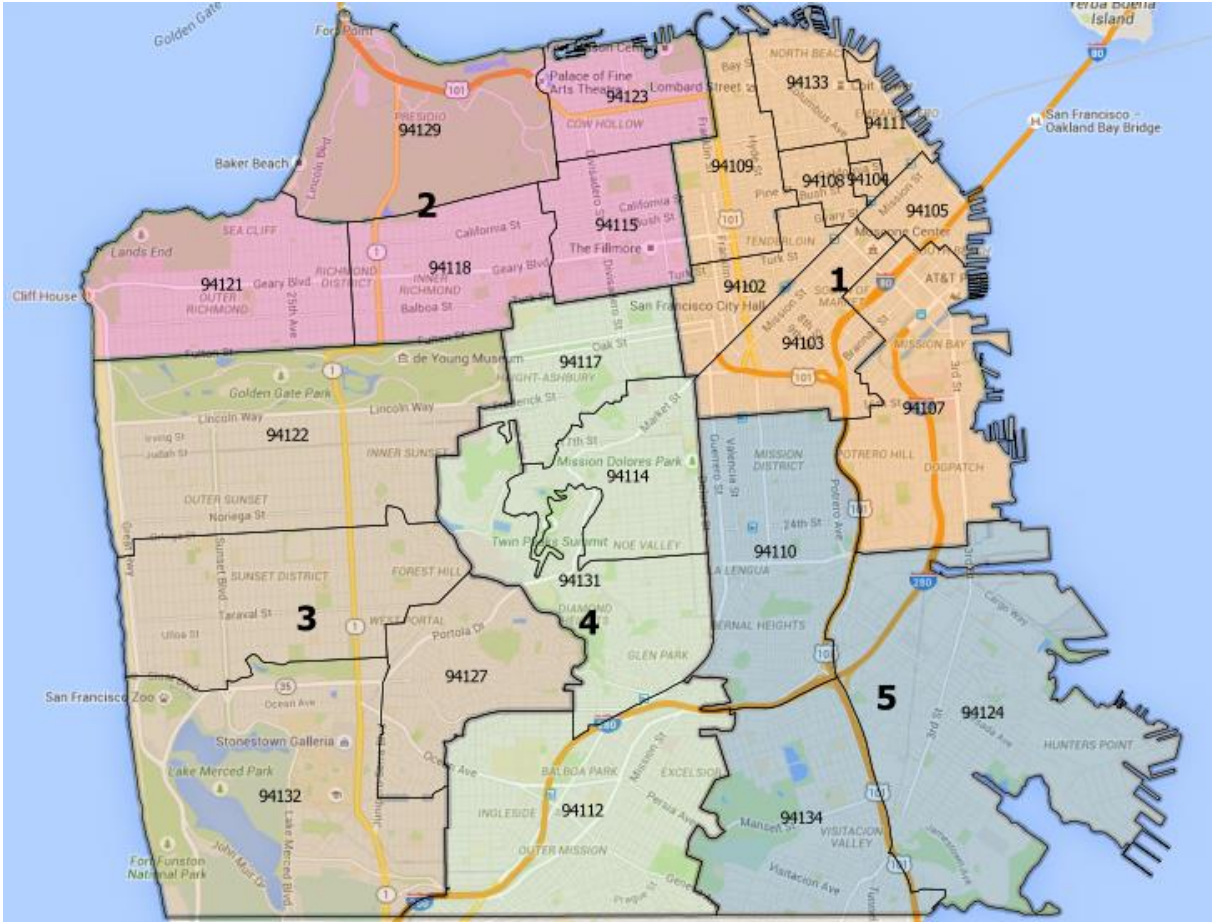
# Methodology

- ▶ A sample of 400 online interviews were conducted in English March 28 – April 4, 2023, using a pre-recruited web panel of San Francisco residents. The distribution of online interviews generally mirrored the geographic distribution of San Francisco adult residents.
- ▶ An additional 600 intercept interviews were conducted April 4 – May 1, 2023 across six identified Equity Priority Communities (EPCs). These interviews were specifically targeted to populations underrepresented in the online surveys due to language and demographic characteristics, and reflected demographics largely present in the EPCs.
  - 100 interviews were conducted in each of the following EPCs: Western Addition, Tenderloin, Excelsior, Bayview/Hunters Point, SOMA, and Mission
  - Intercept surveys conducted in English, Spanish, Chinese and Tagalog by professional interviewers
- ▶ The final data from both components was combined into a single merged dataset designed to be demographically and geographically representative of San Francisco’s adult population.

Please note that due to rounding, some percentages may not add up to exactly 100%.

# San Francisco Analytic Zones

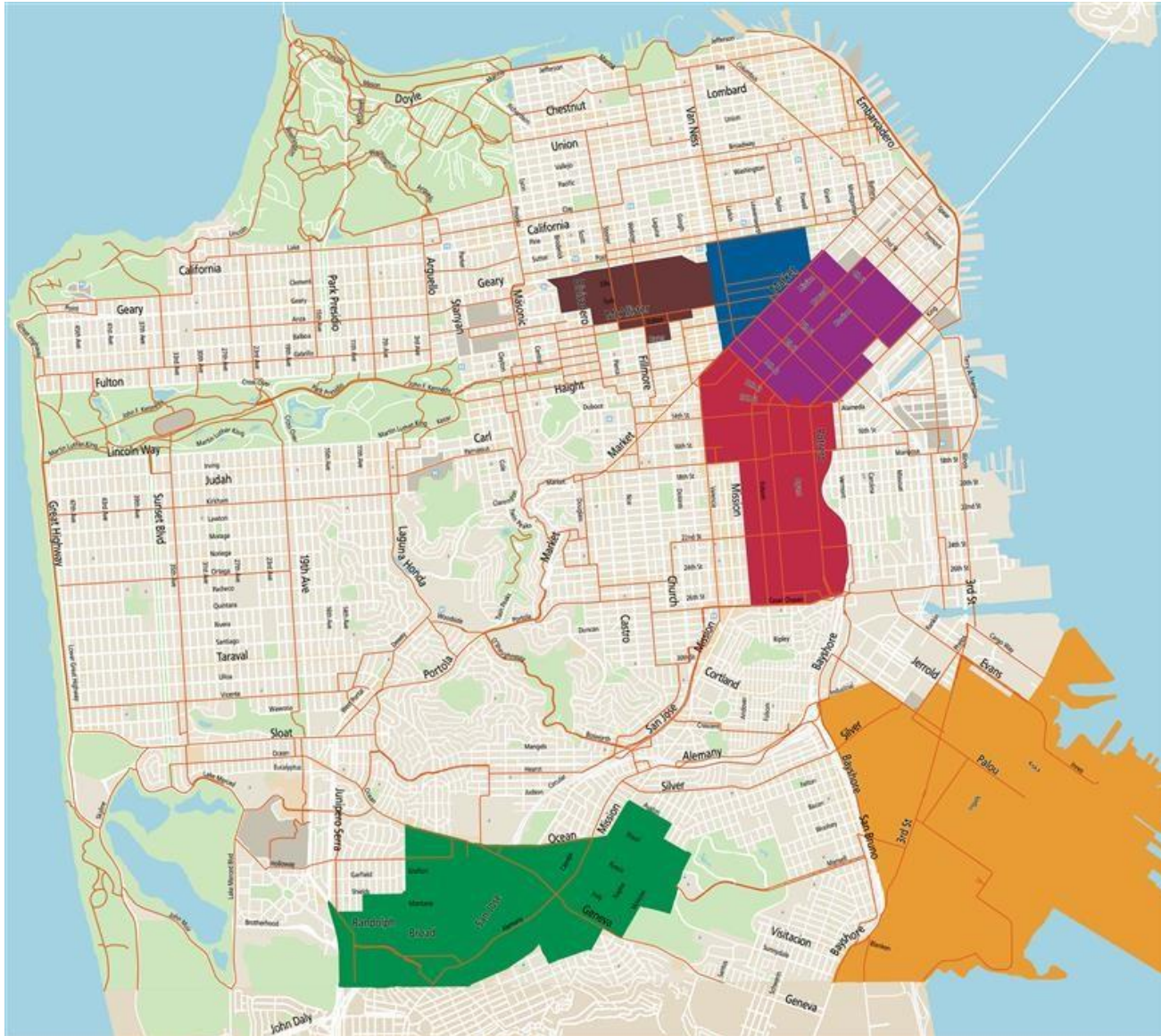
*The data is broken out into the five zones showed in this map in various places throughout this report, to investigate difference in usage and attitudes by general region of the City.*



Zone	Total interviews (including EPC intercept)	Weighted interview distribution*
Zone 1: Downtown/SOMA	321	27%
Zone 2: Marina/Richmond	108	17%
Zone 3: Sunset/Lake Merced	90	18%
Zone 4: Haight/Noe/Glen Park	163	22%
Zone 5: Mission/Visitation Valley	318	16%

\* Final survey data weighted to reflect actual adult population distribution in San Francisco, according to U.S. Census estimates.

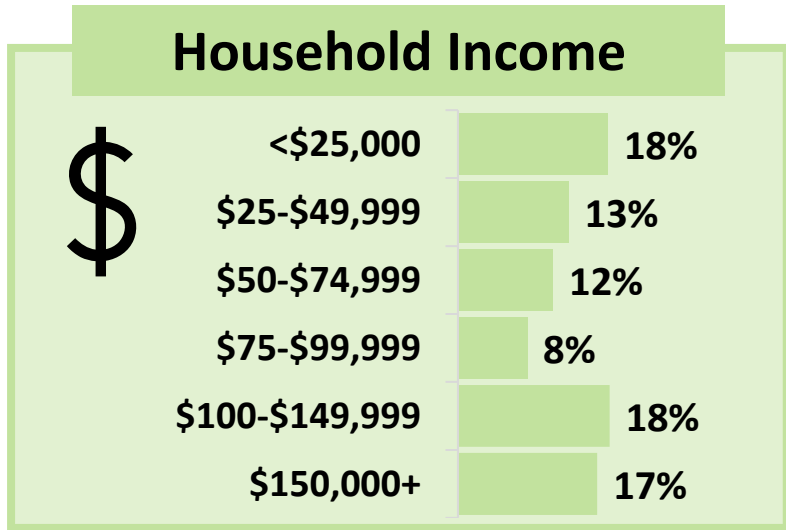
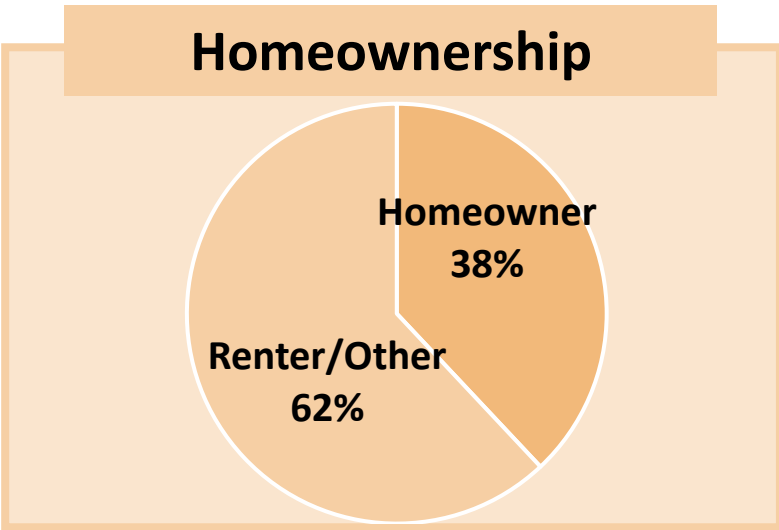
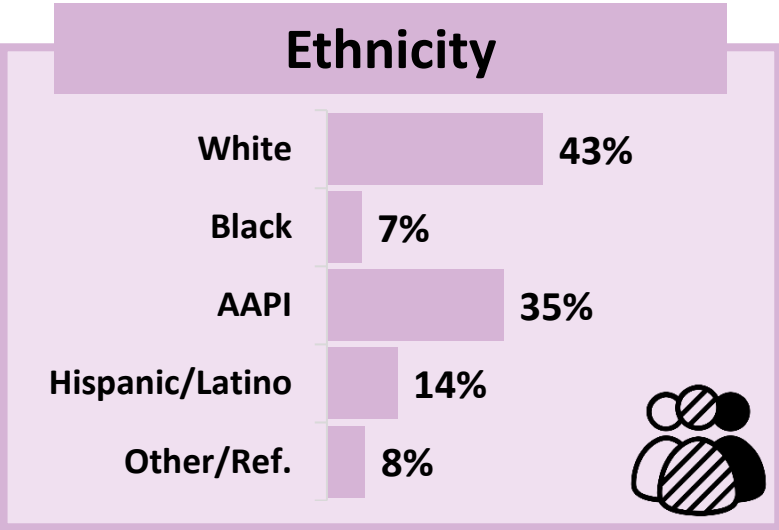
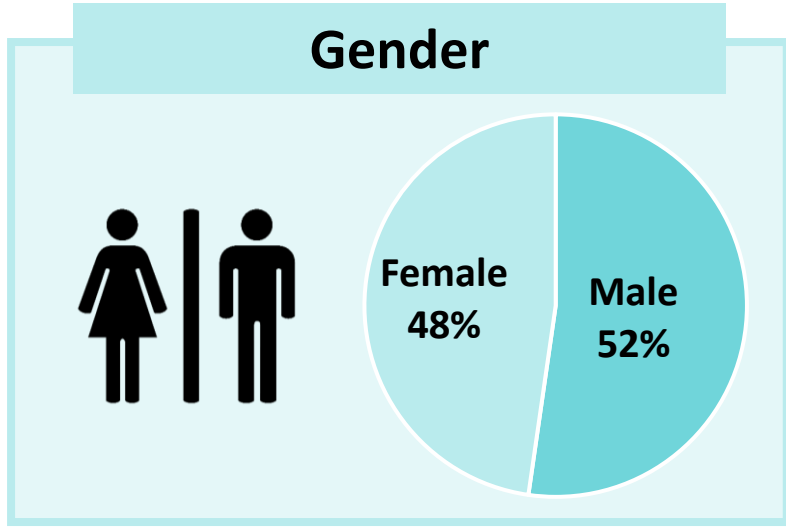
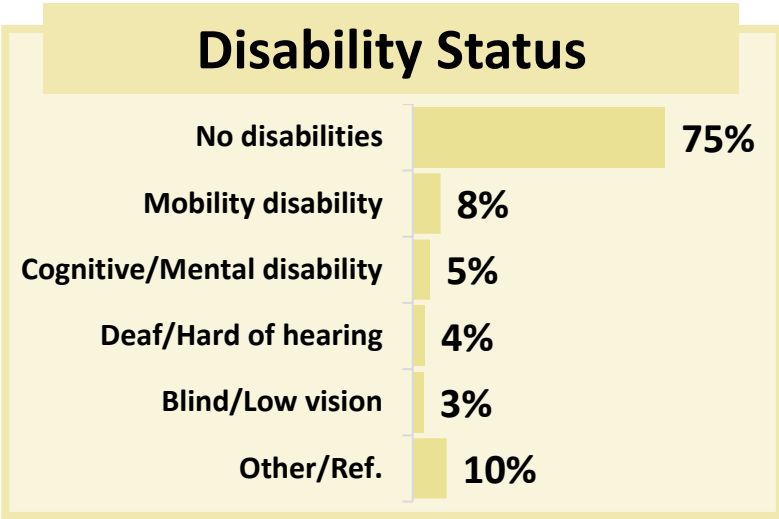
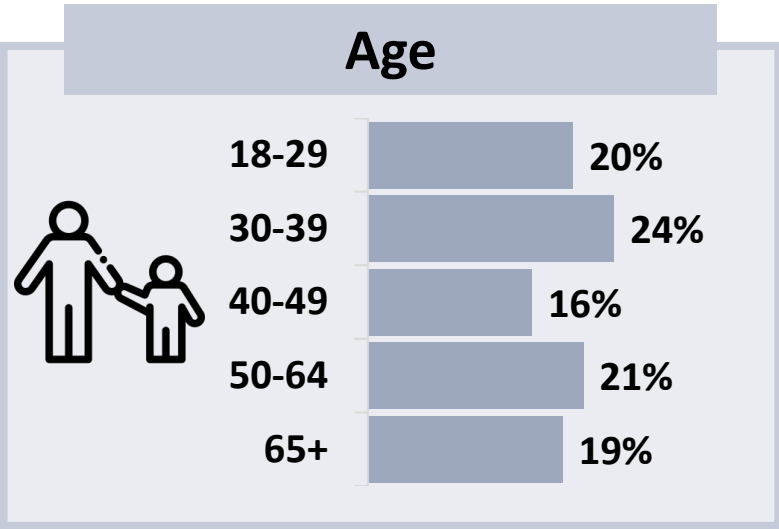
# EPC Zones (Intercept Only)



<u>Equity Priority Community</u>	<u>Intercept Interviews</u>
Western Addition	100
Tenderloin	100
Excelsior	100
Bayview/Hunter's Point	100
SOMA	100
Mission	100



# Demographic Profile of Final Dataset



\* Final survey data weighted to reflect actual adult population distribution in San Francisco, according to U.S. Census estimates.

# Key Findings

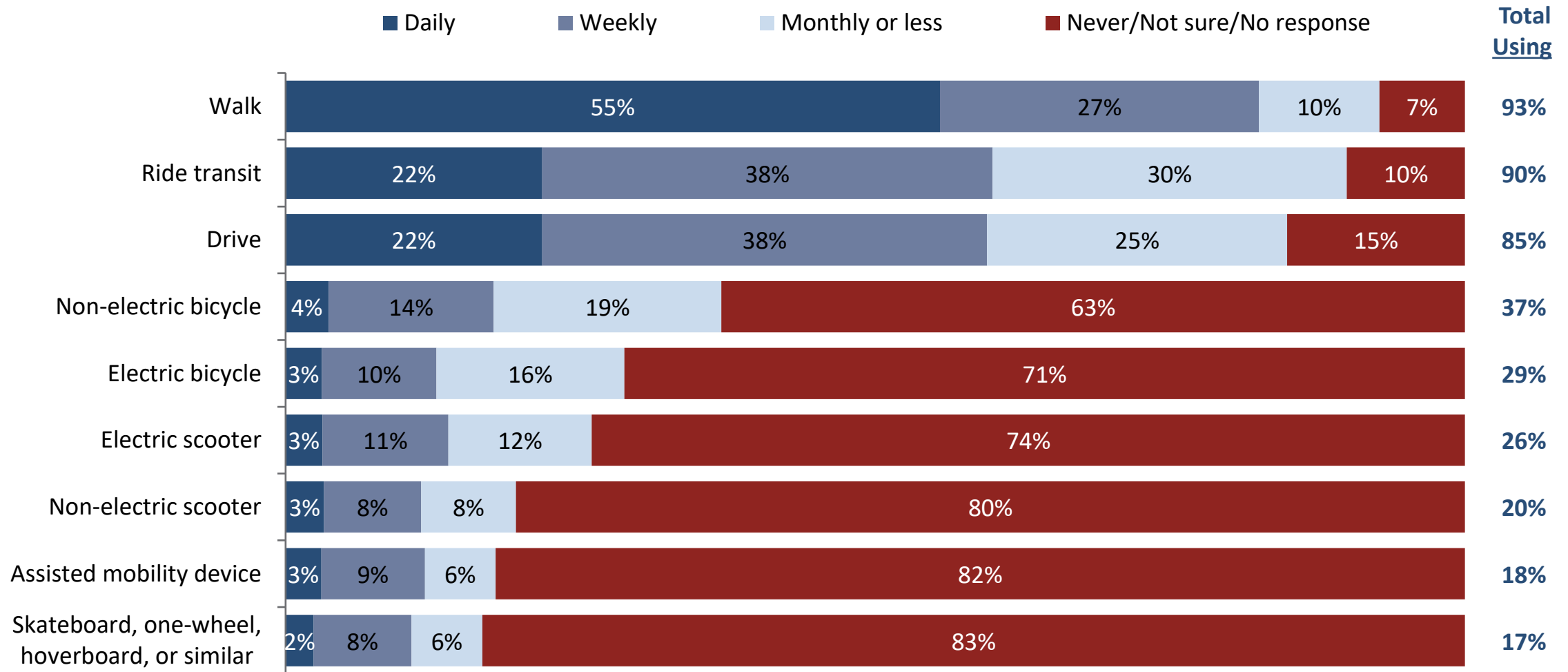
- ▶ While most residents walk, drive, and use transit to get around most frequently, just under half use active transportation devices on a regular basis, for a range of purposes. Residents in the downtown/SOMA area are the most likely to be using active transportation devices regularly.
- ▶ San Francisco residents feel most comfortable using Active Transportation Network facilities that are physically separated from cars and other vehicle traffic.
- ▶ Analysis of comfort levels across a range of facility types in the City's Active Transportation Network reveals that few residents are completely comfortable across all types of ATN facilities.
- ▶ Affordability and safe parking places are potential barriers to using the Active Transportation Network.
- ▶ Survey respondents in the Equity Priority Communities reported using active transportation devices less frequently, and felt less comfortable using ATN facilities.



**Transportation Usage**

# Transportation Mode Frequency

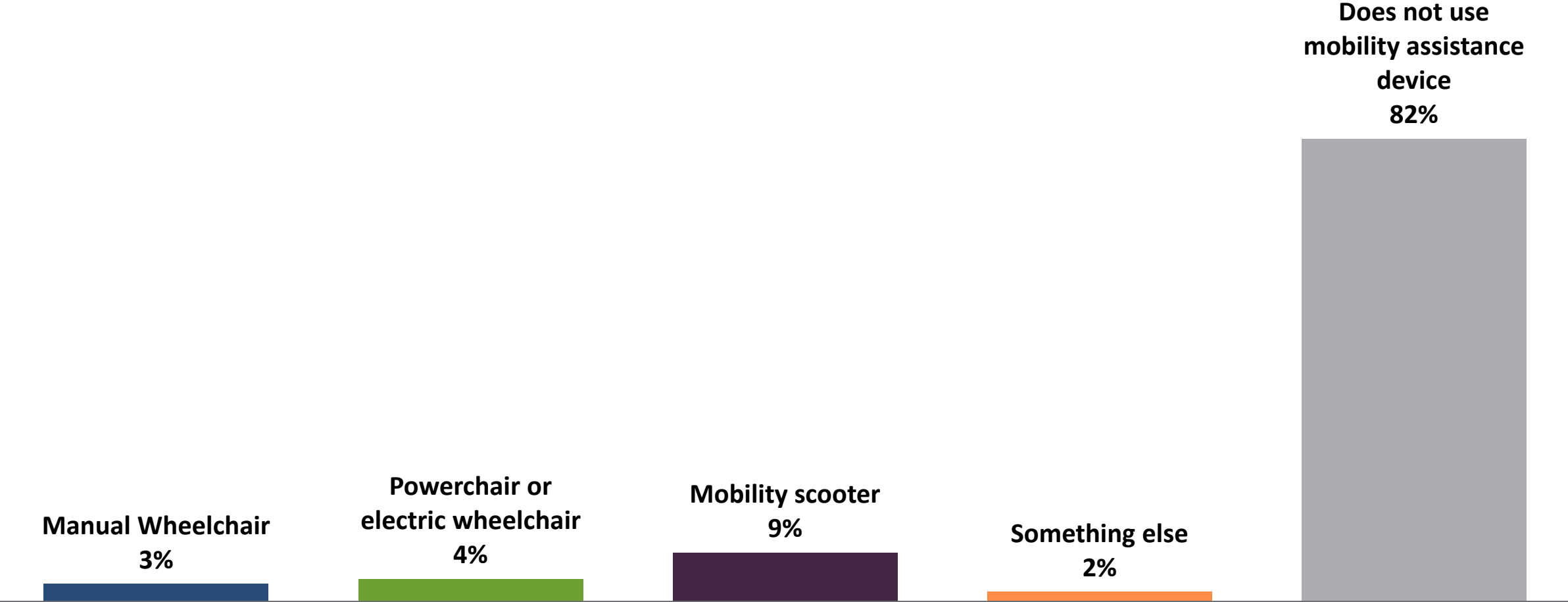
*Nearly all San Franciscans walk, ride transit, and drive regularly. Non-electric bikes are the most used active transportation devices with 3-in-10 using at least monthly.*





# Assisted Mobility Device Usage

*Mobility scooters are the highest used assisted mobility device.*



# Active Transportation Device Usage

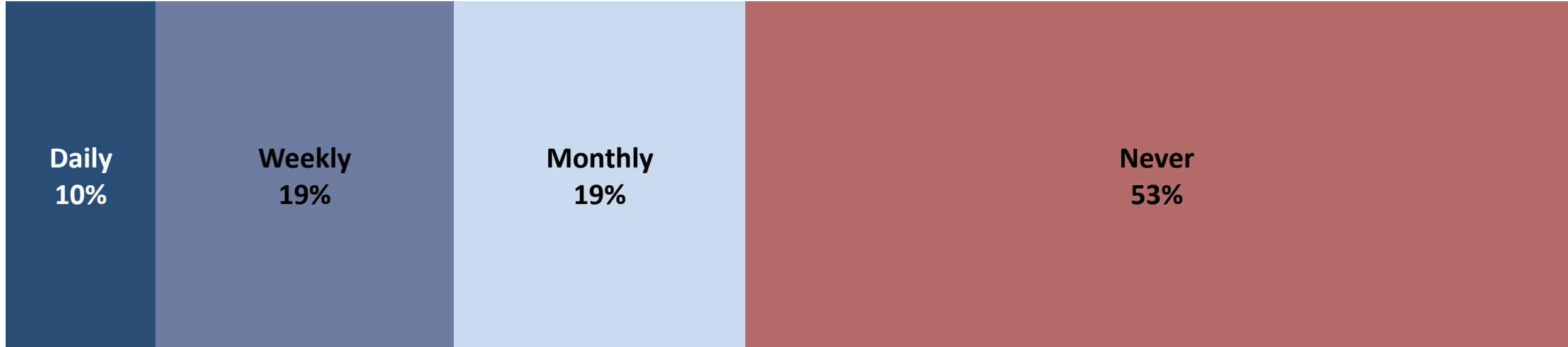
*Approximately half of San Francisco residents use an active transportation device on a regular basis, with one in ten using them daily.*

**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)

**Weekly:** Weekly user of at least one active transportation device

**Monthly:** Monthly user of at least one active transportation device

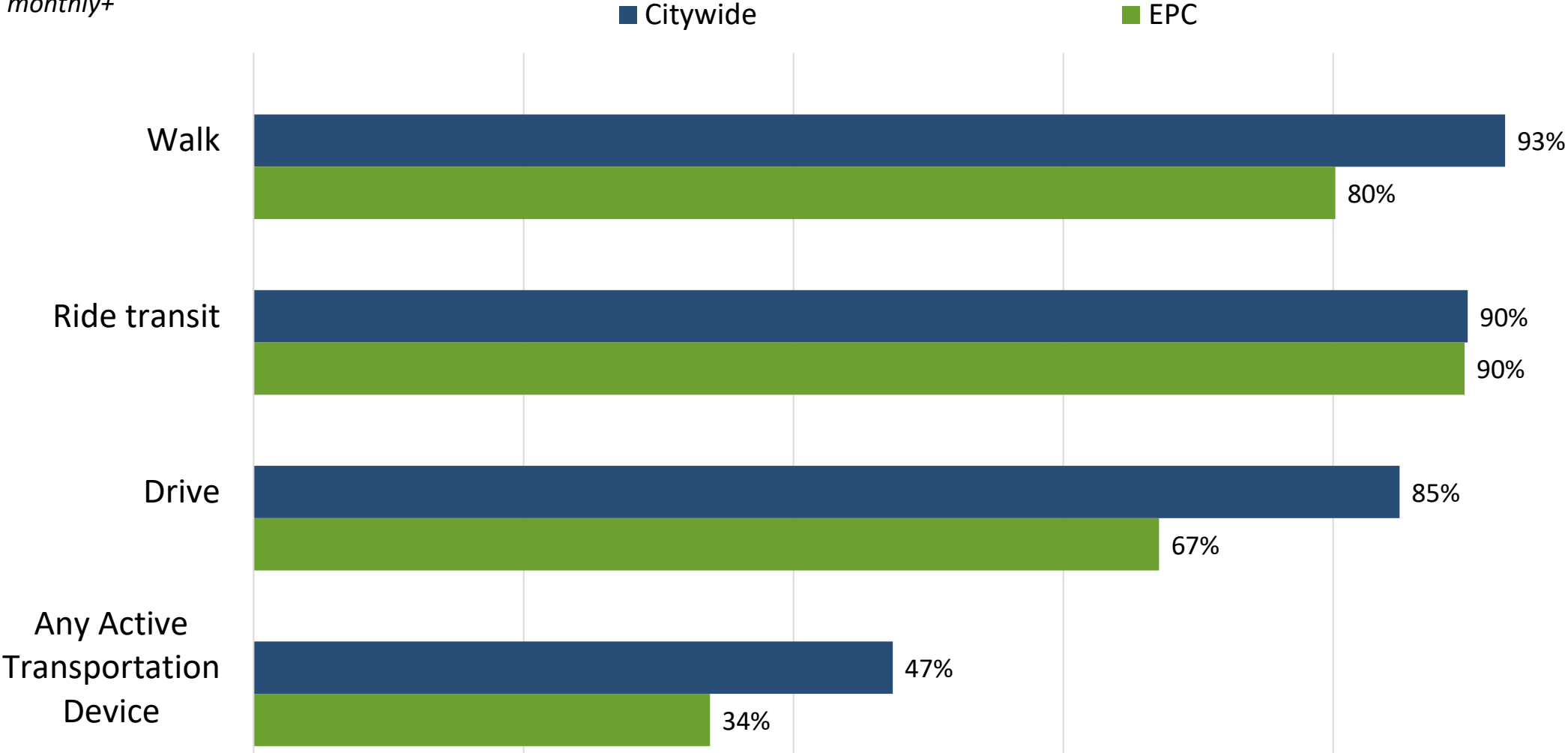
**Never:** Never uses an active transportation device



# Transportation Device Usage

*Those interviewed in the EPCs are less likely to use active transportation devices than San Franciscans in general.*

% using monthly+

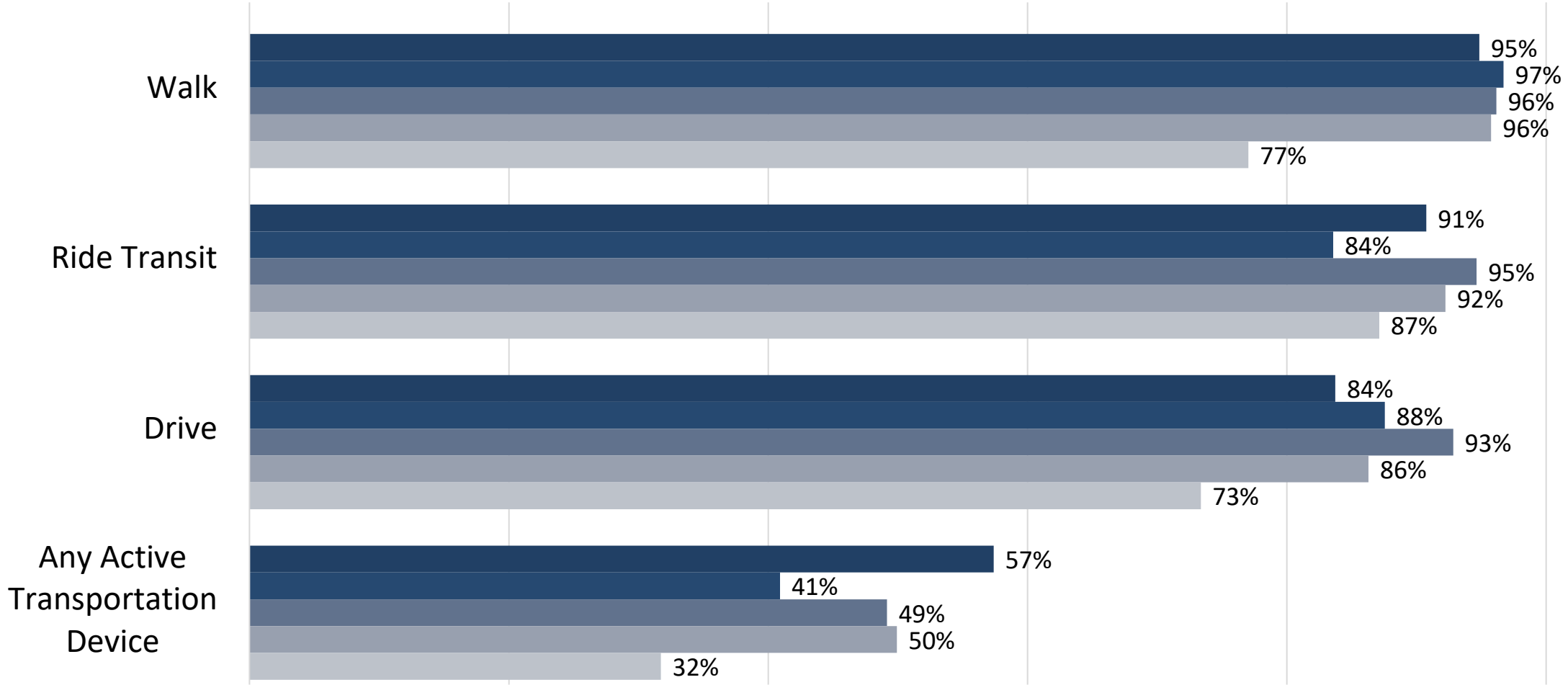


# Transportation Device Usage by Zone

Active transportation device usage is highest in the northeast part of the city, and lowest in the southeast.

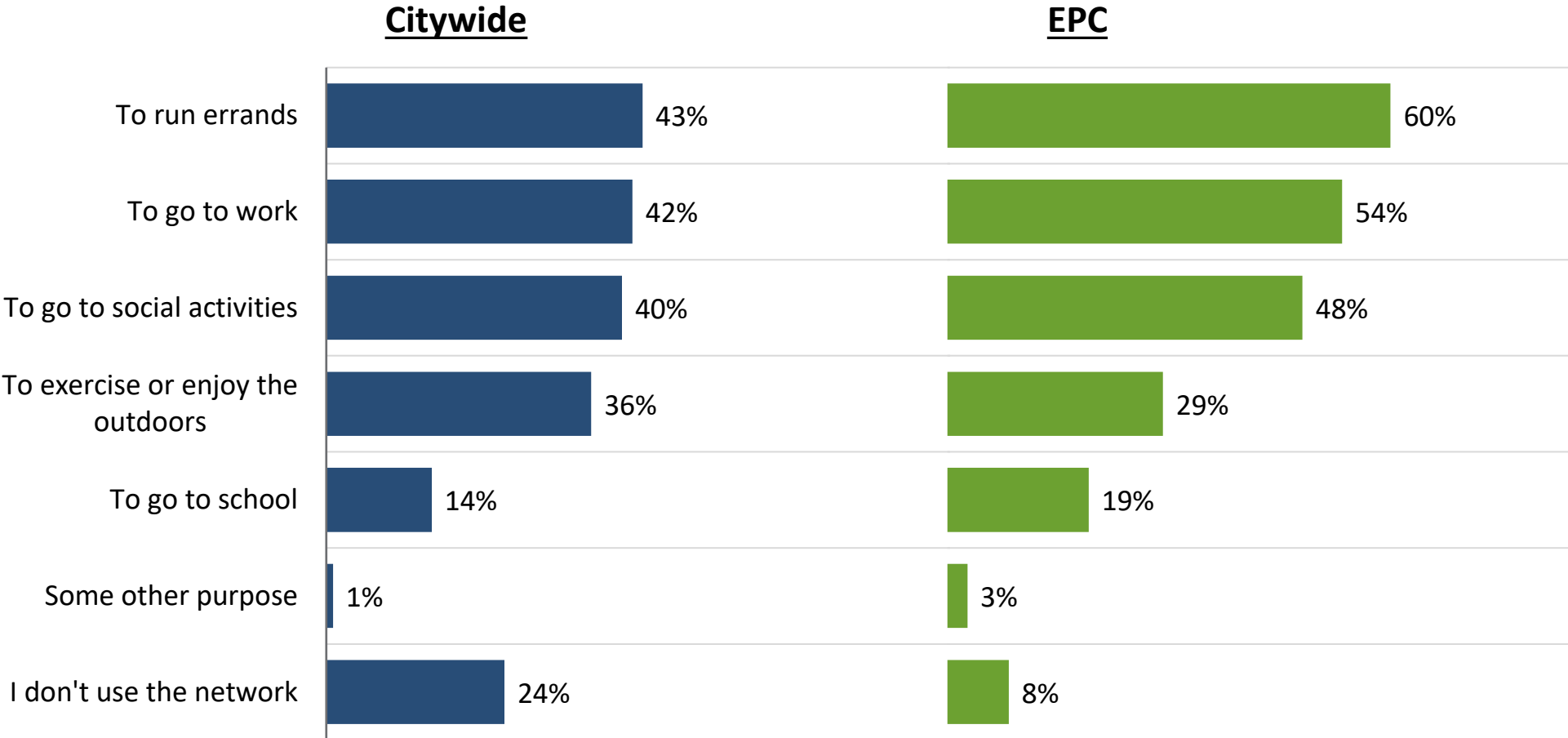
% using monthly+

■ Zone 1   ■ Zone 2   ■ Zone 3   ■ Zone 4   ■ Zone 5



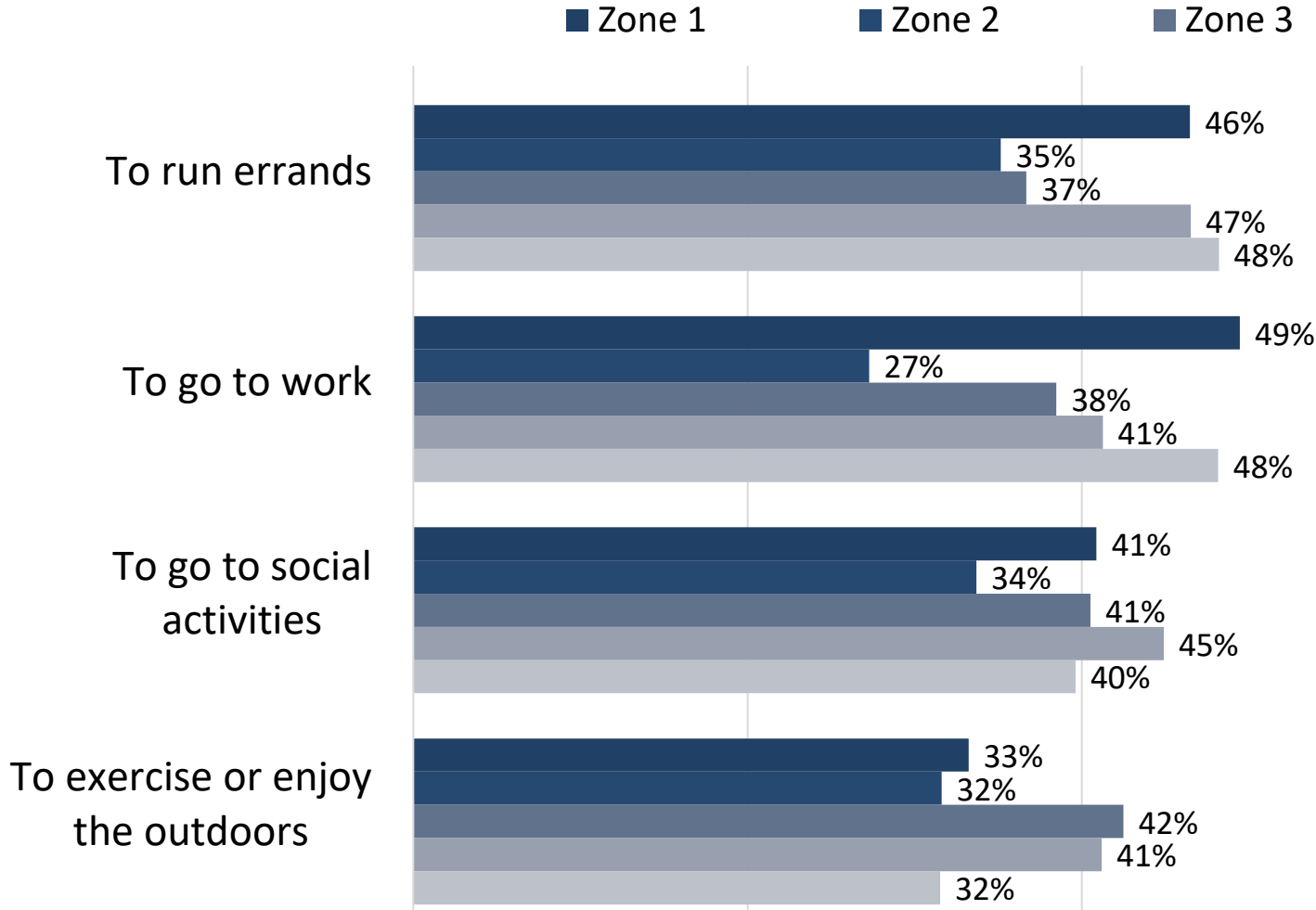
# Active Transportation Network Uses

*Those interviewed in the EPCs are more likely to say they use the Active Transportation Network for functional trips, like errands and commutes.*



# Active Transportation Network Uses by Zone

*Those in the downtown & SOMA area are more likely to say they use the Network for running errands or commuting, while central or western region residents say they use it more for social and exercise purposes.*



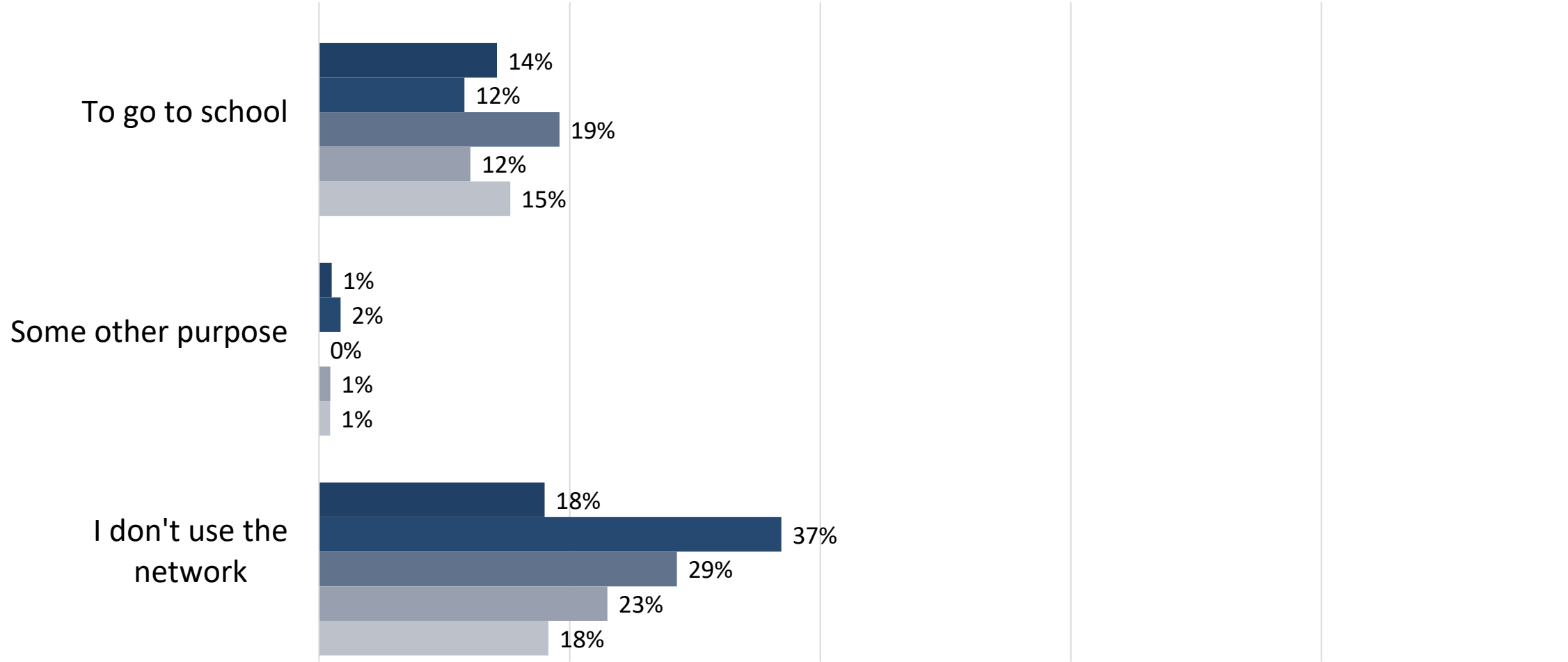
# Active Transportation Network Uses by Zone



*Over a third of residents in the Marina and Richmond area do not report using the Active Transportation Network.*

% using monthly+

■ Zone 1    ■ Zone 2    ■ Zone 3    ■ Zone 4    ■ Zone 5





# Active Transportation Network Uses by Frequency

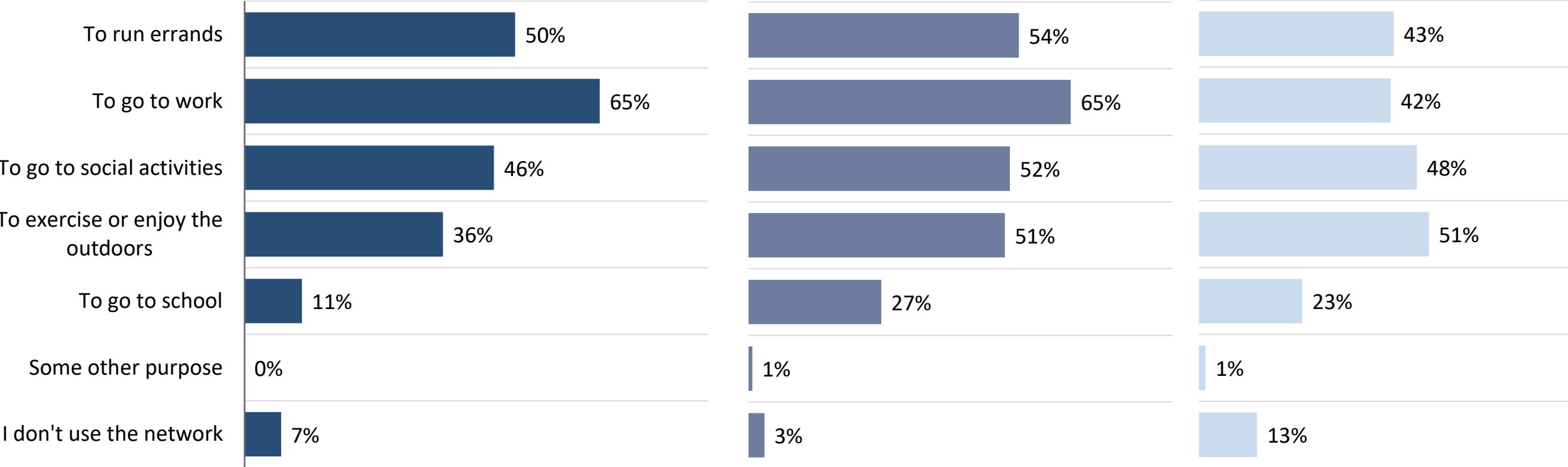


*Those who use active transportation devices weekly or more are most likely to be using the network to travel to work, while those who use the devices only occasionally are most likely to use the network for exercise or recreation.*

## Daily Users

## Weekly Users

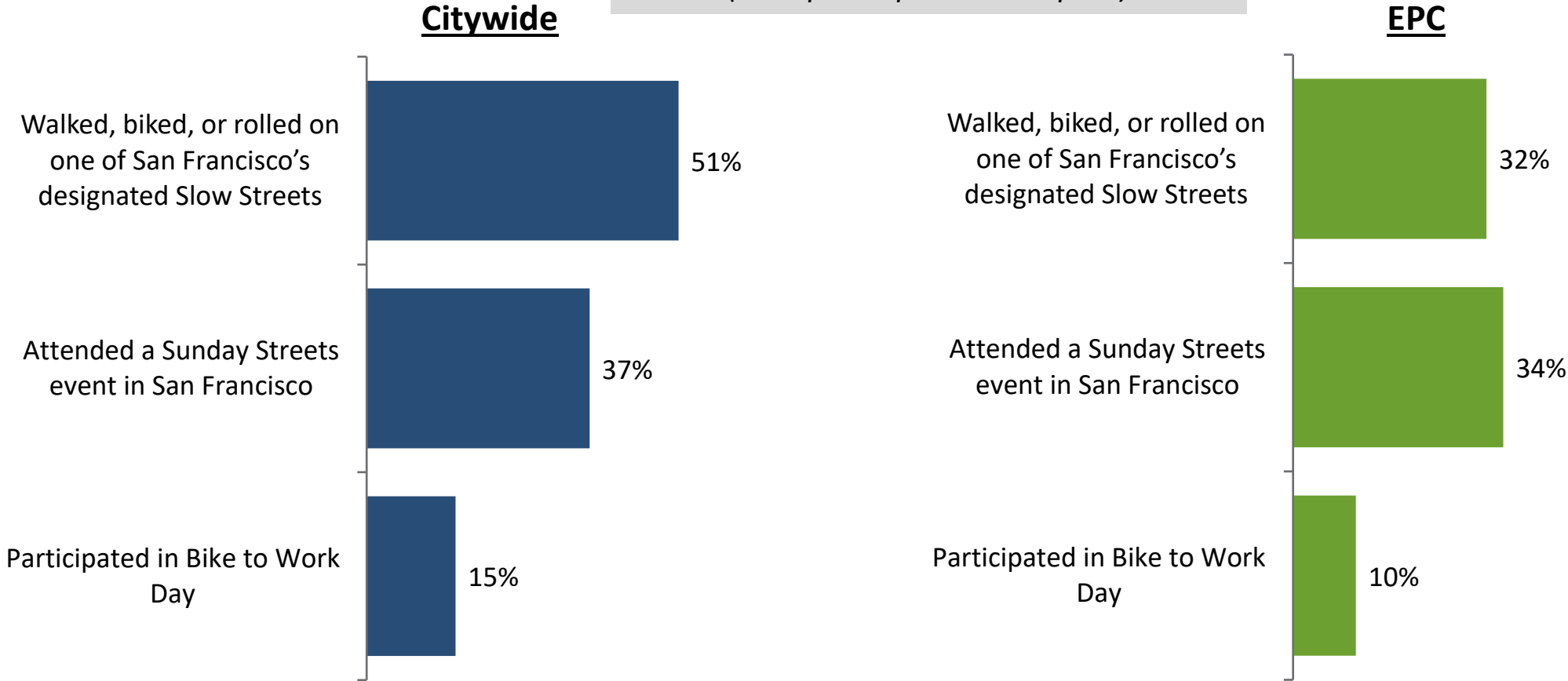
## Monthly Users



# Active Transportation Program Participation

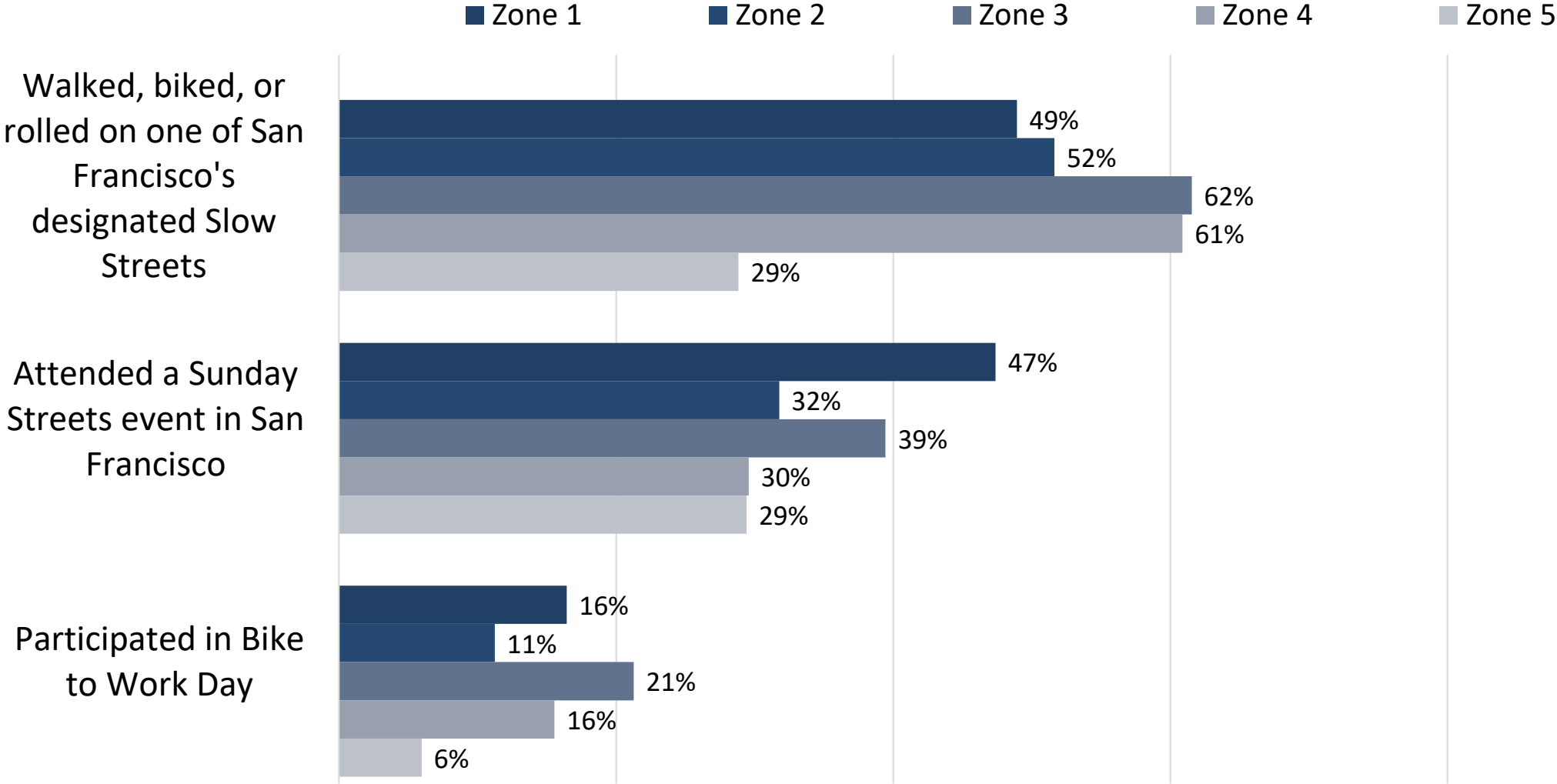
*A majority of residents have used a Slow Street, but just one-third of those who participated in the EPC interviews did the same.*

*Which of the following have you done?  
(multiple responses accepted)*



# Active Transportation Program Participation by Zone

*There is some variation in participation in Active Transportation programs by zone.*



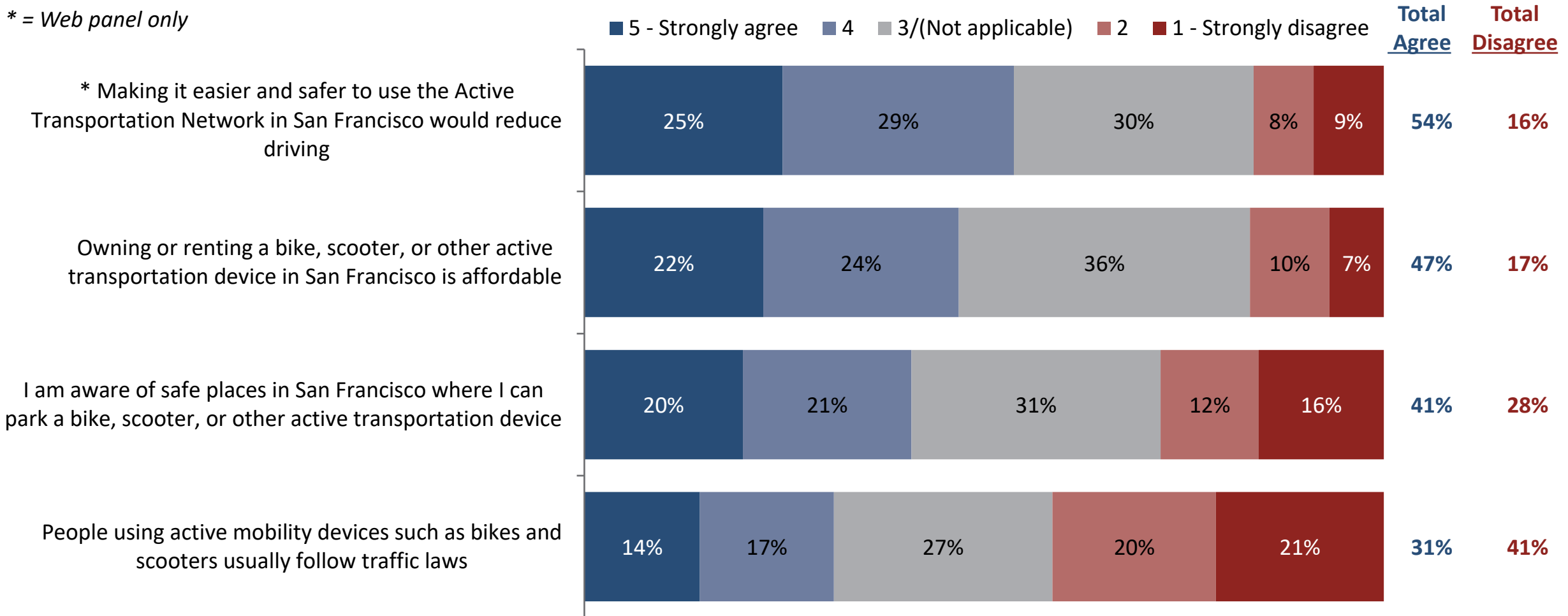


# Active Transportation Attitudes

# Active Transportation Perceptions

*A majority of San Franciscans agree that making it easier and safer to use the Active Transportation Network would reduce driving.*

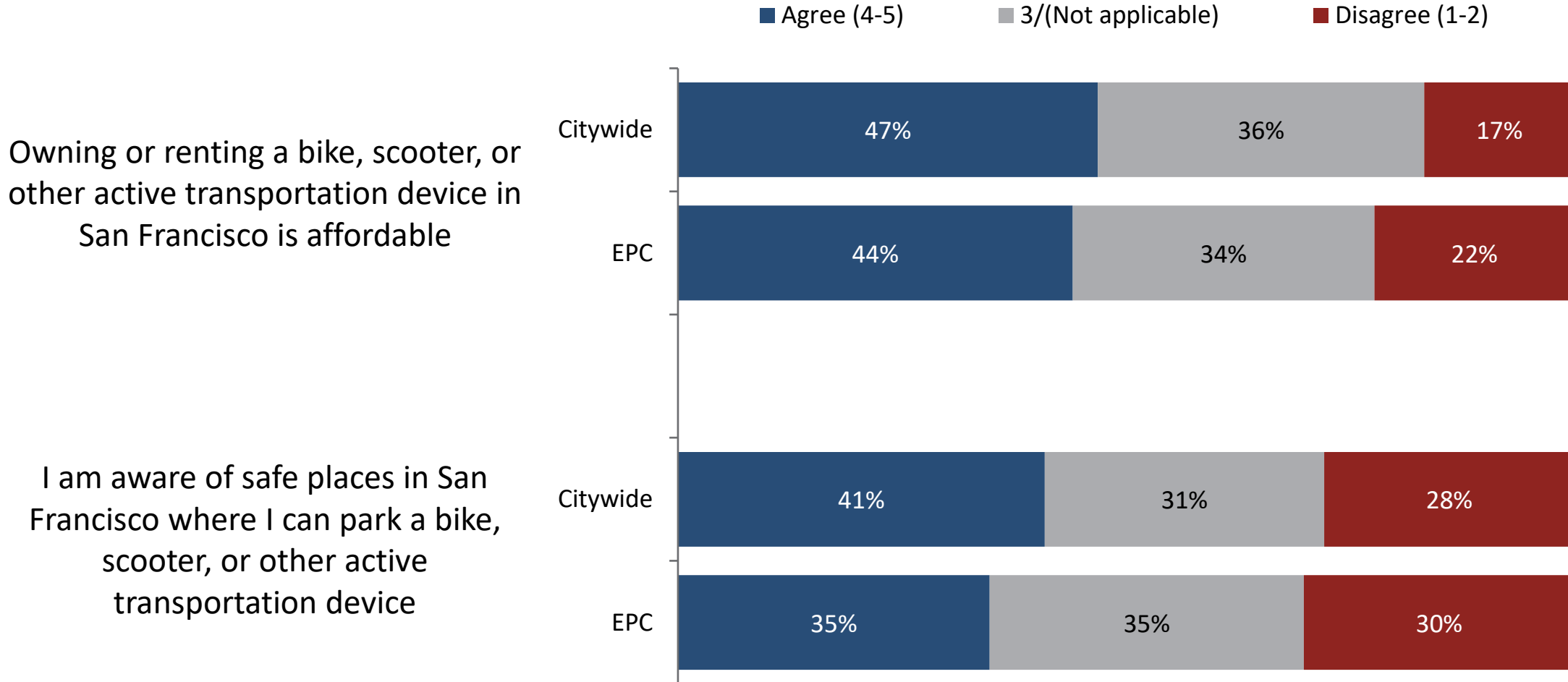
\* = Web panel only



Q16-19. Regardless of how you personally get around, please rate your level of agreement or disagreement with each of the following statements:

# Attitudes about Cost and Parking Access

*EPC survey respondents report being less aware of safe places to store their active transportation devices.*

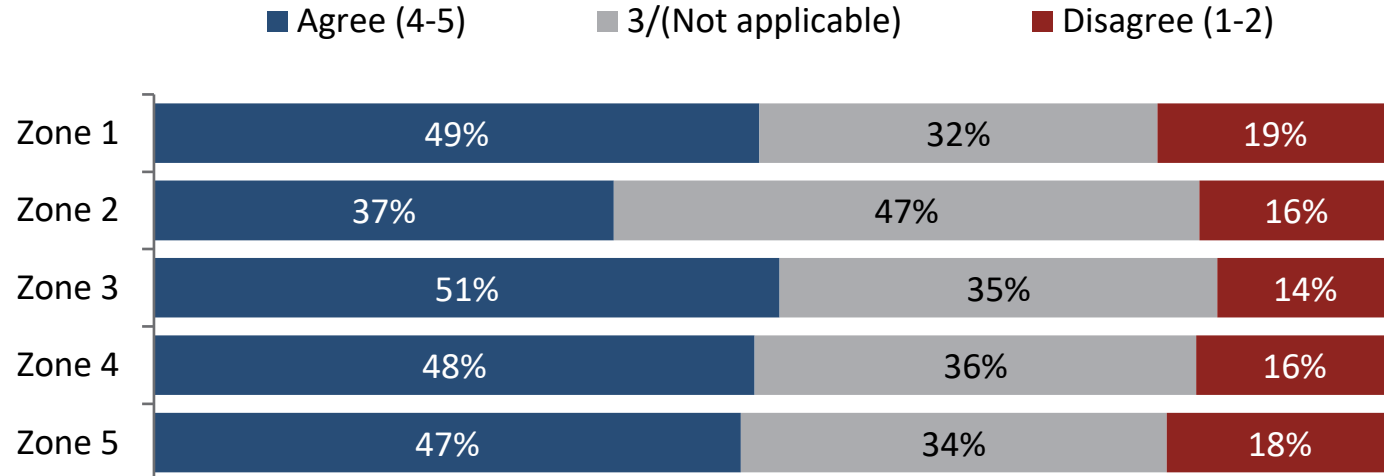


Q17/19. Regardless of how you personally get around, please rate your level of agreement or disagreement with each of the following statements: 1-5 scale

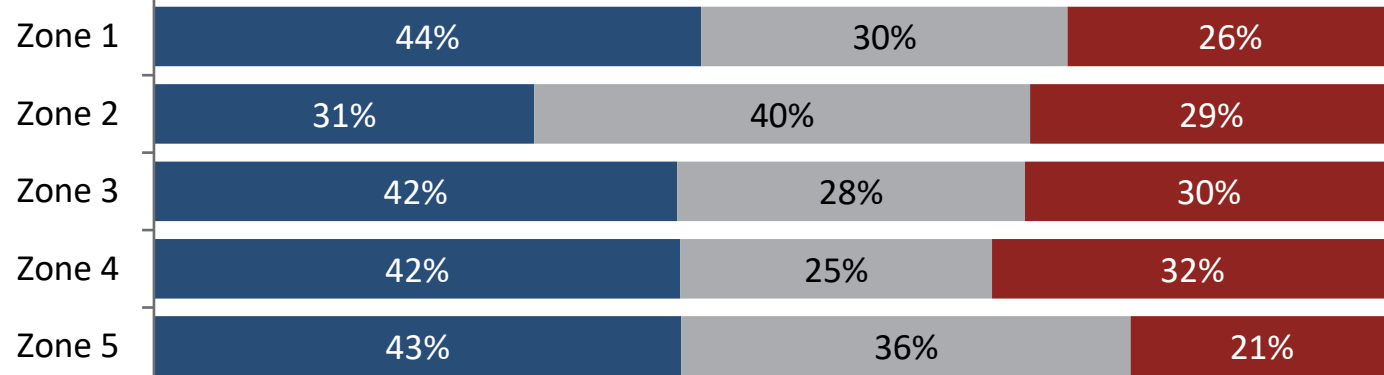
# Attitudes about Cost and Parking Access by Zone

*Marina and Richmond residents are least likely to agree active transportation devices are affordable or have safe places to park.*

Owning or renting a bike, scooter, or other active transportation device in San Francisco is affordable



I am aware of safe places in San Francisco where I can park a bike, scooter, or other active transportation device



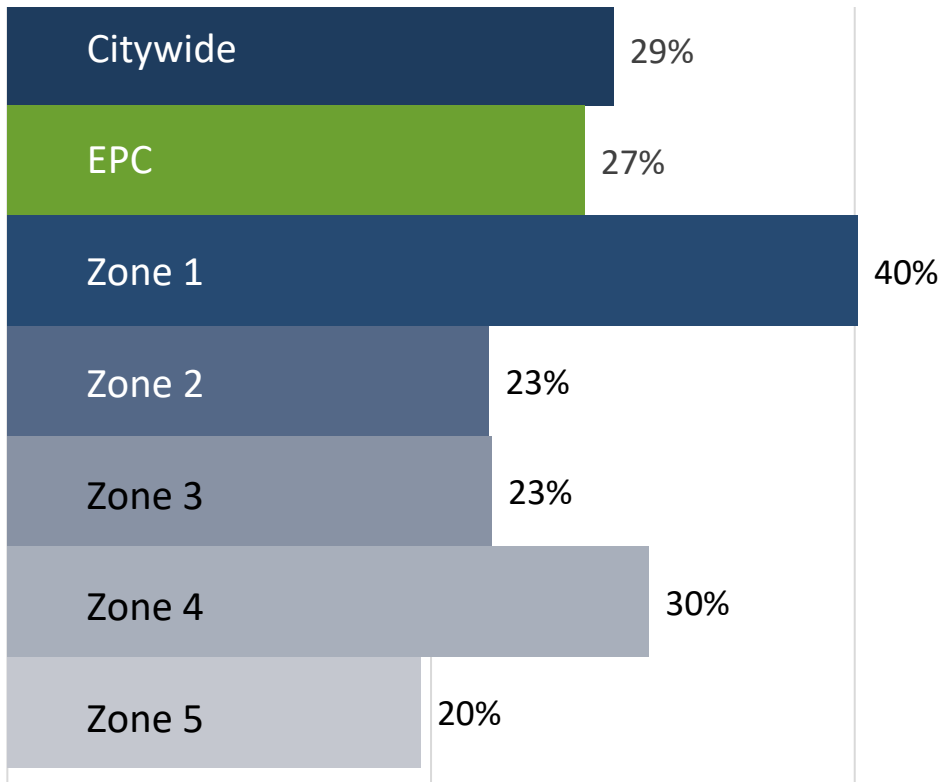
Q17/19. Regardless of how you personally get around, please rate your level of agreement or disagreement with each of the following statements: 1-5 scale.



# Theft Experience

*Three in ten residents have had part or all of a bike or scooter stolen in San Francisco; those in the downtown/SOMA area were most likely to report that experience.*

*% who have had all or part of their bike or scooter stolen in San Francisco*



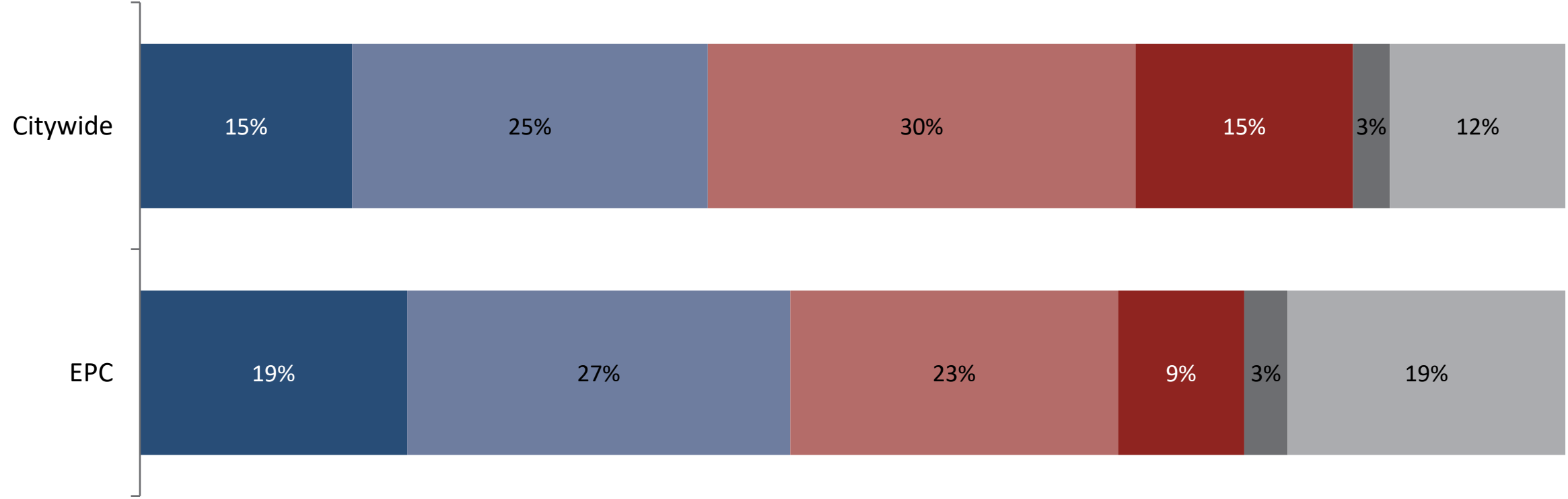


# Comfort Levels in Active Transportation Facilities

# Stated Comfort Level

*Fifteen percent of residents citywide and 19% of those interviewed in EPCs say they feel comfortable across all types of ATN facilities.*

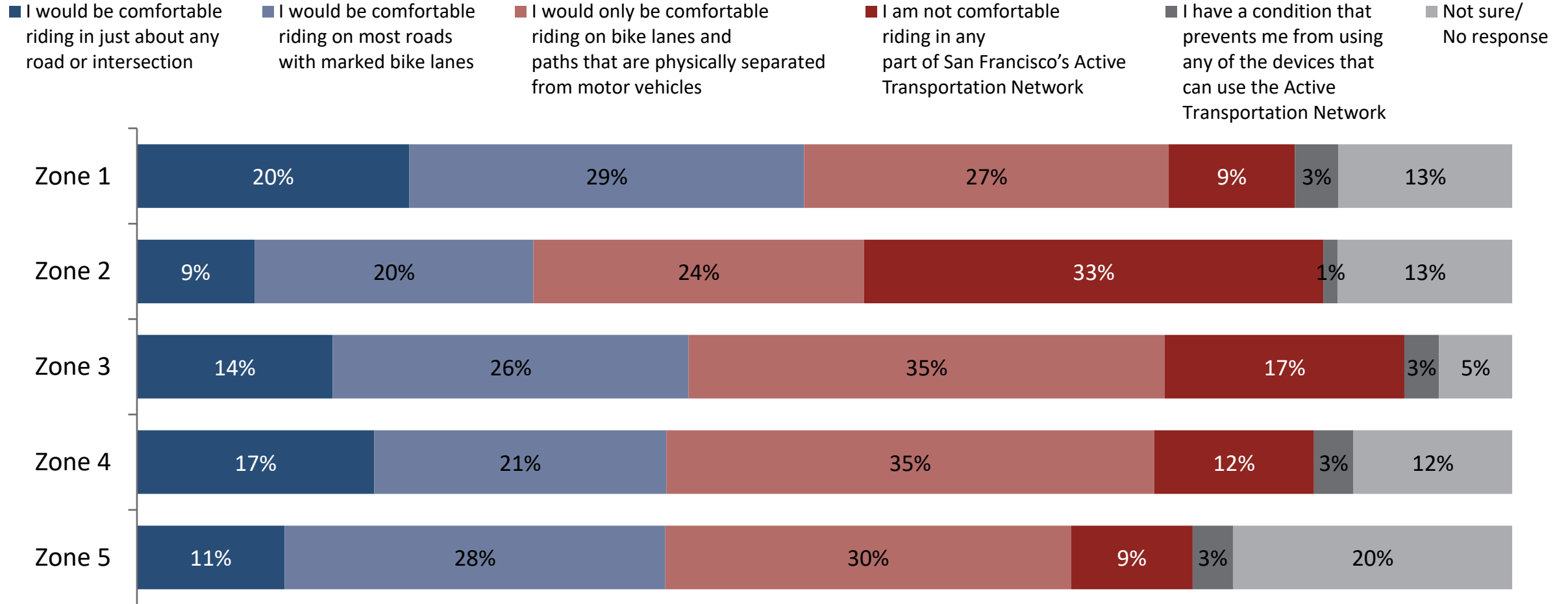
- I would be comfortable riding in just about any road or intersection
- I would be comfortable riding on most roads with marked bike lanes
- I would only be comfortable riding on bike lanes and paths that are physically separated from motor vehicles
- I am not comfortable riding in any part of San Francisco’s Active Transportation Network
- I have a condition that prevents me from using any of the devices that can use the Active Transportation Network
- Not sure/ No response



Q20. Which of the following statements best describes your comfort level using the Active Transportation Network, regardless of how frequently you use it?

# Stated Comfort Level by Zone

*Those in the Marina and the Richmond report feeling significantly less comfortable using ATN facilities than those in other areas.*



Q20. Which of the following statements best describes your comfort level using the Active Transportation Network, regardless of how frequently you use it?

# Stated Comfort in Shared and Painted Bike Lane Facilities

*Few feel very comfortable in shared use facilities; adding a painted bike lane increases comfort levels significantly, but that comfort is reduced in busier environments.*



A street where cars and active transportation devices share the same lane



A street with a regular painted bike lane

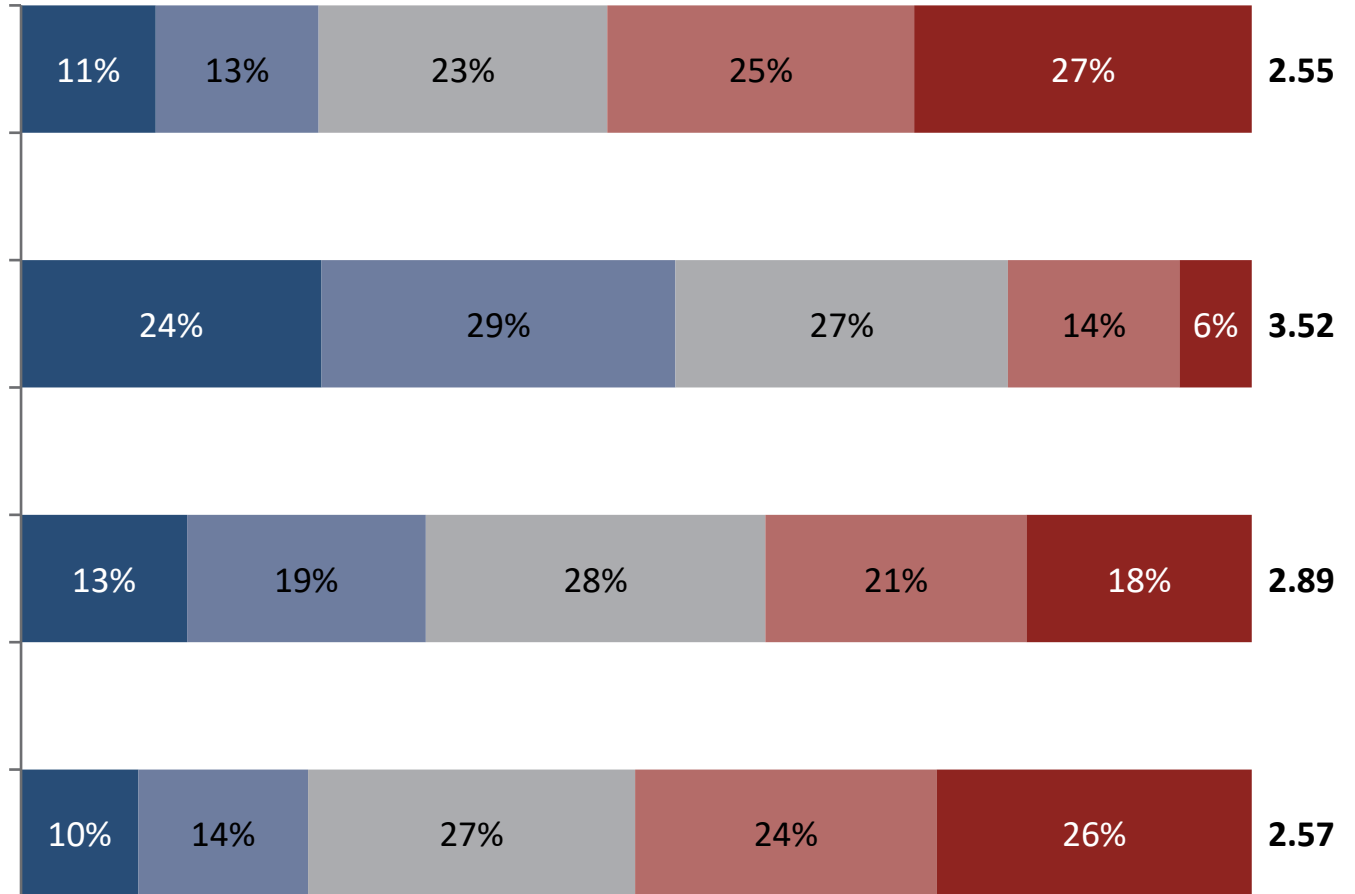


What if the lane was along a street that buses were using?



What if the lane was on a busy street?

■ 5 - Very comfortable ■ 4 ■ 3/(No response) ■ 2 ■ 1 - Very uncomfortable **Mean**



Q21-29. There are a number of different types of facilities in San Francisco's Active Transportation Network. Please look at each of the following pictures and rate how comfortable you think you would be using each.

# Stated Comfort in Separated Facilities

*Adding a physical separator between vehicles and active transportation users makes a significant difference in stated comfort levels.*



A street with a bike lane separated with flexible posts



What if there was parking between the lane and vehicle traffic?

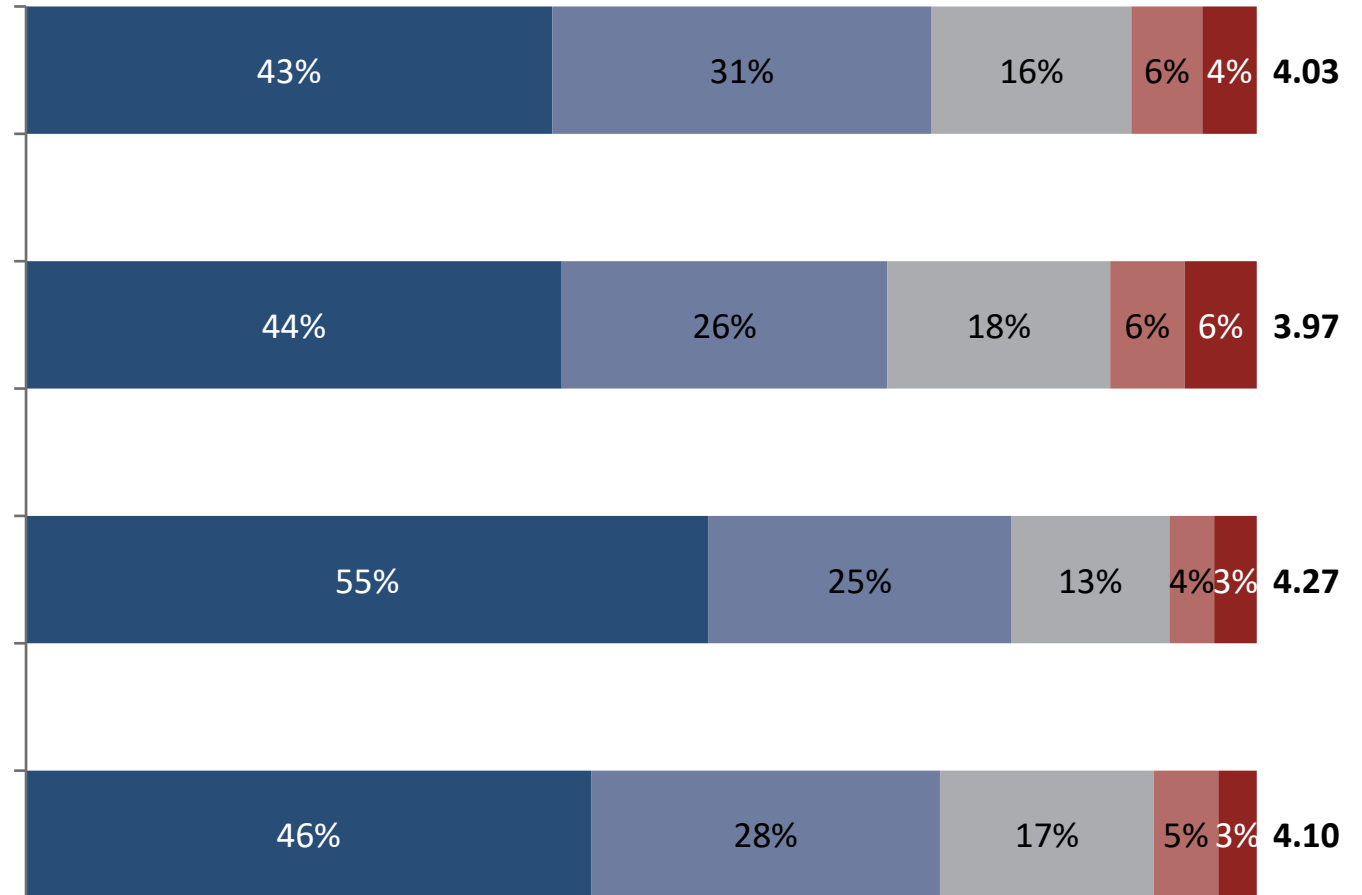


What if there was a more rigid barrier between the bike lane and vehicle traffic?



What if it was a two-way bike lane with a rigid barrier?

■ 5 - Very comfortable ■ 4 ■ 3/(No response) ■ 2 ■ 1 - Very uncomfortable **Mean**



Q21-29. There are a number of different types of facilities in San Francisco’s Active Transportation Network. Please look at each of the following pictures and rate how comfortable you think you would be using each.

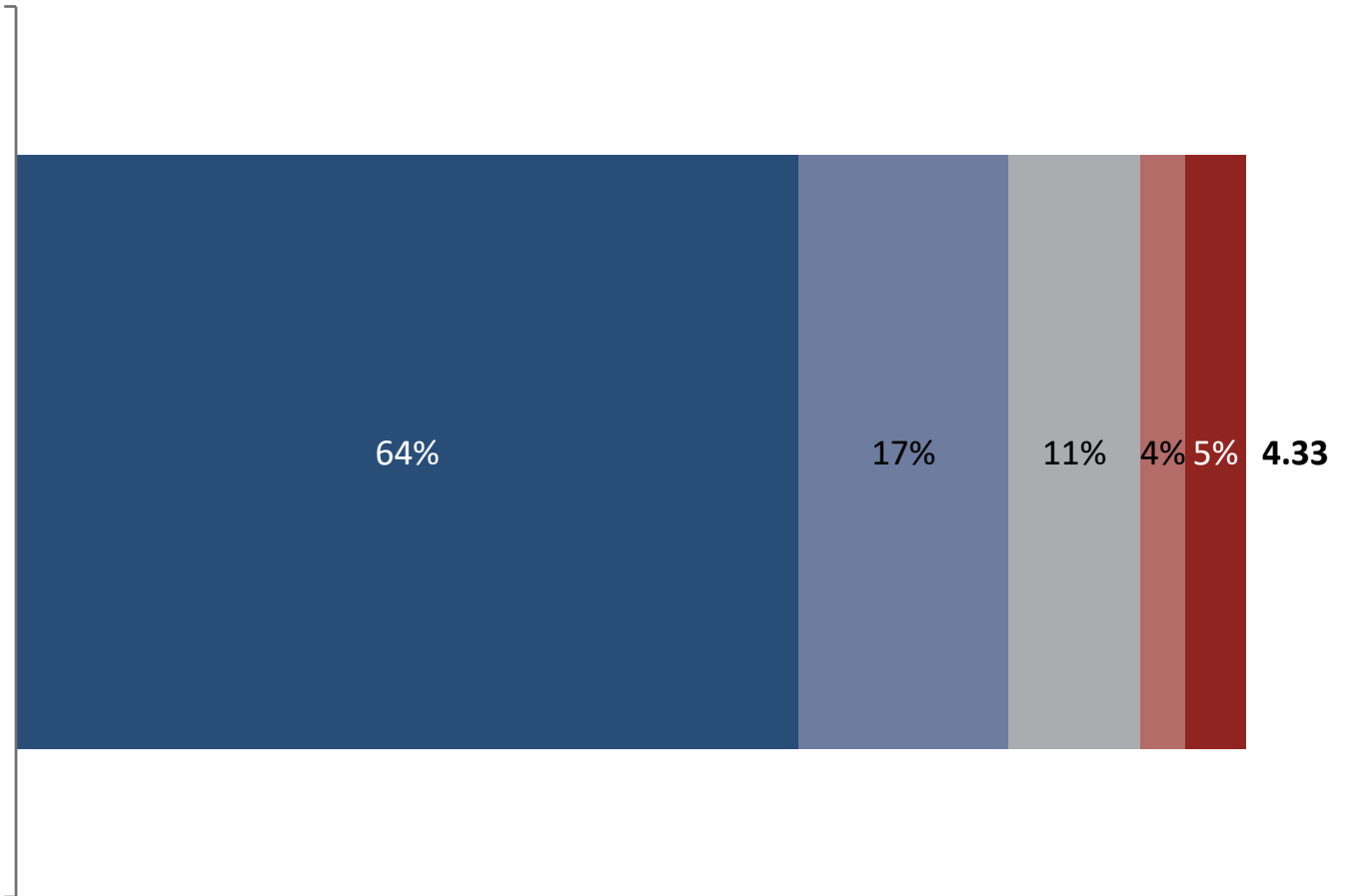
# Stated Comfort in Dedicated Facilities

*Residents feel most comfortable using active transportation facilities without any access for cars.*

■ 5 - Very comfortable ■ 4 ■ 3/(No response) ■ 2 ■ 1 - Very uncomfortable **Mean**



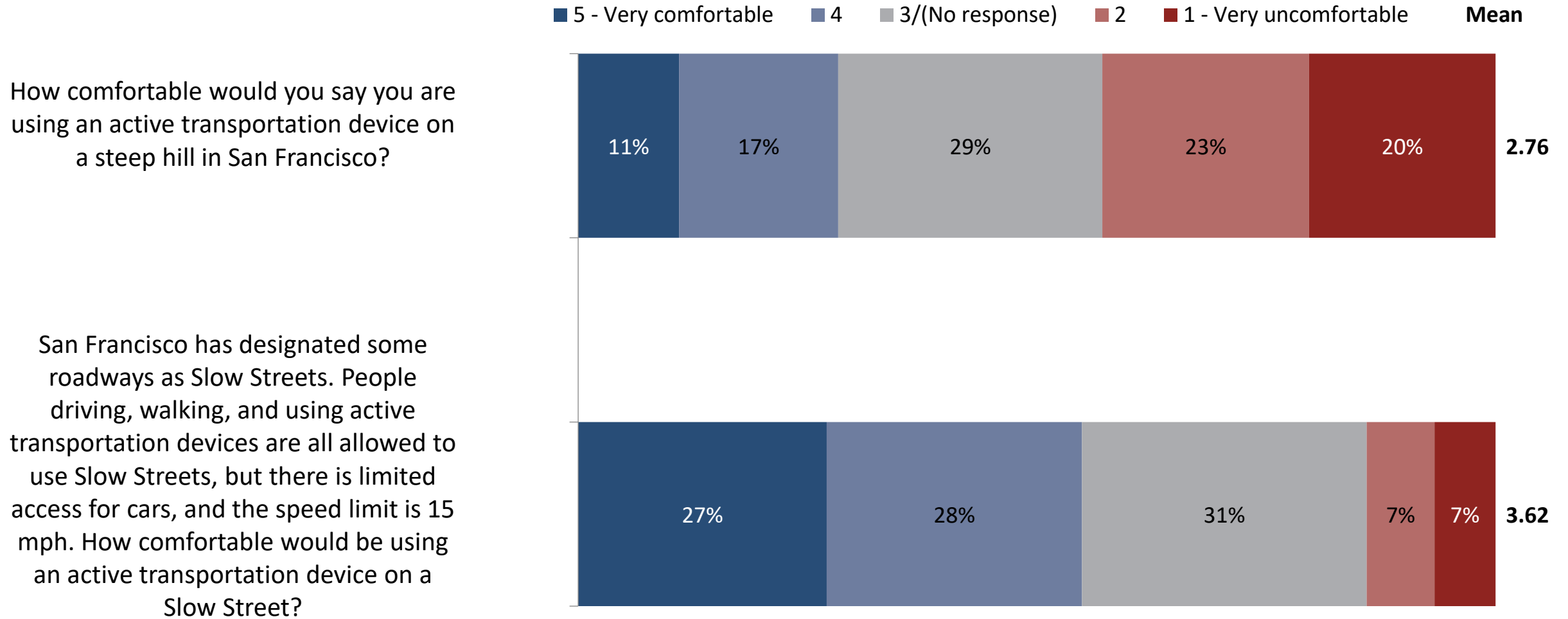
A street completely closed off to cars.



Q21-29. There are a number of different types of facilities in San Francisco's Active Transportation Network. Please look at each of the following pictures and rate how comfortable you think you would be using each.

# Stated Comfort in Other Environments

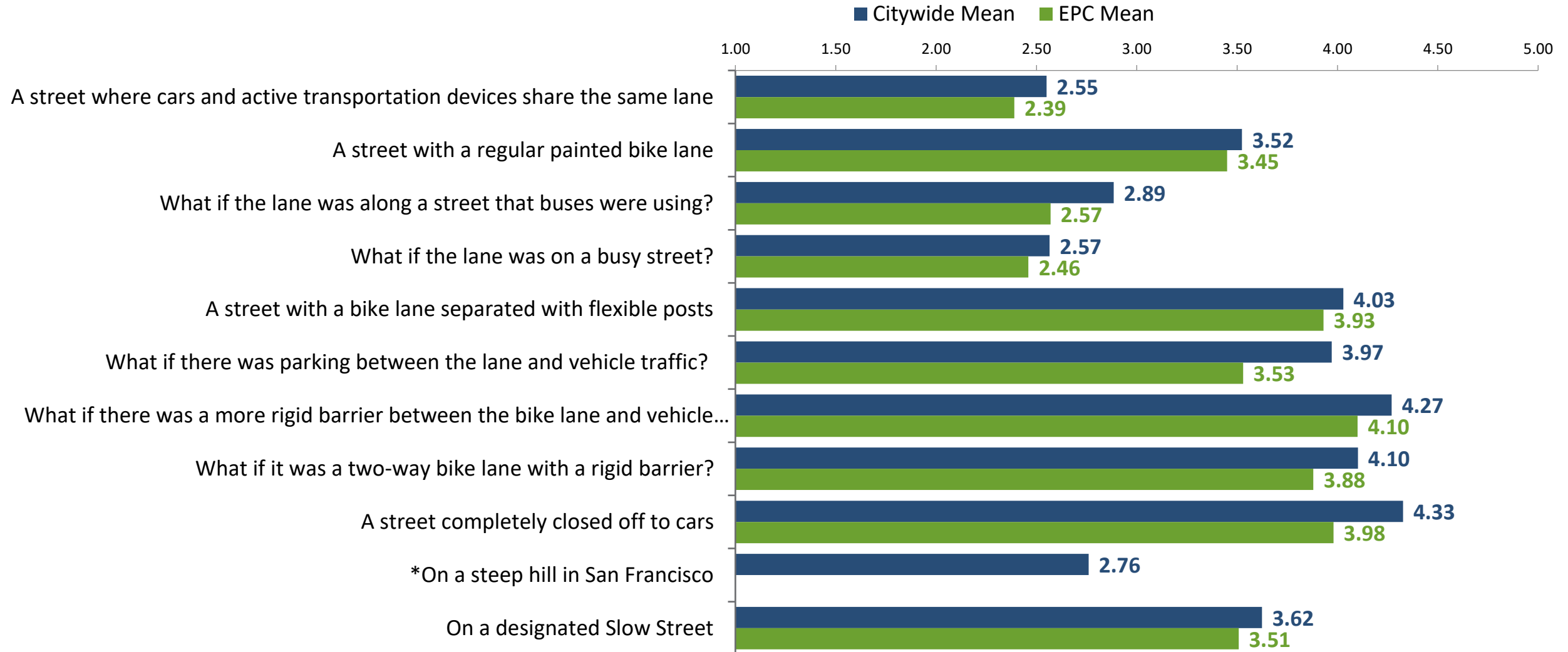
*Many are uncomfortable using active transportation devices on steep hills.*





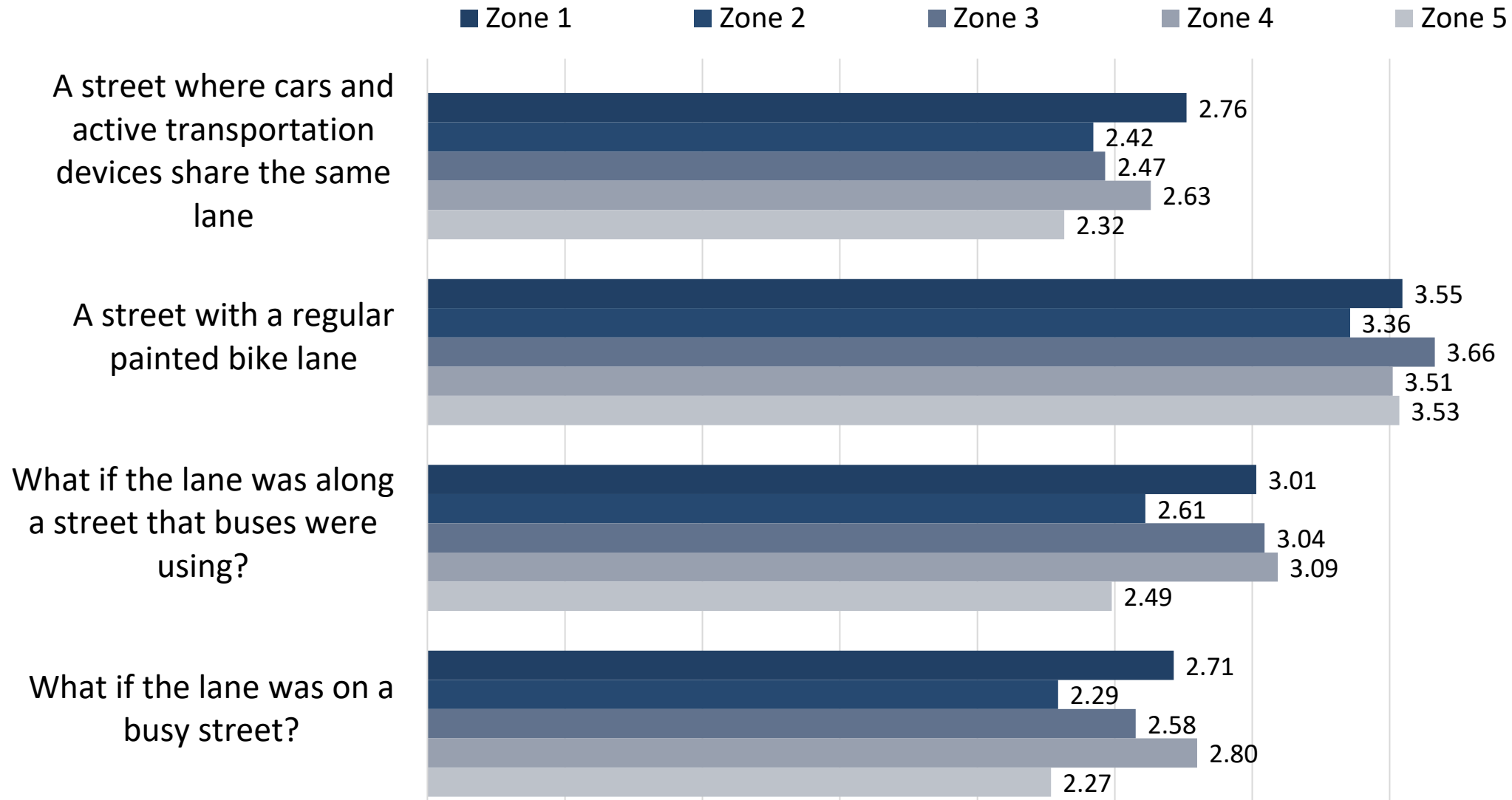
# Comfort In Network Facilities: Citywide vs. EPC Respondents

*EPC respondents were slightly less comfortable than citywide residents in every type of ATN facility tested, but thresholds for changing comfort levels follow similar patterns.*

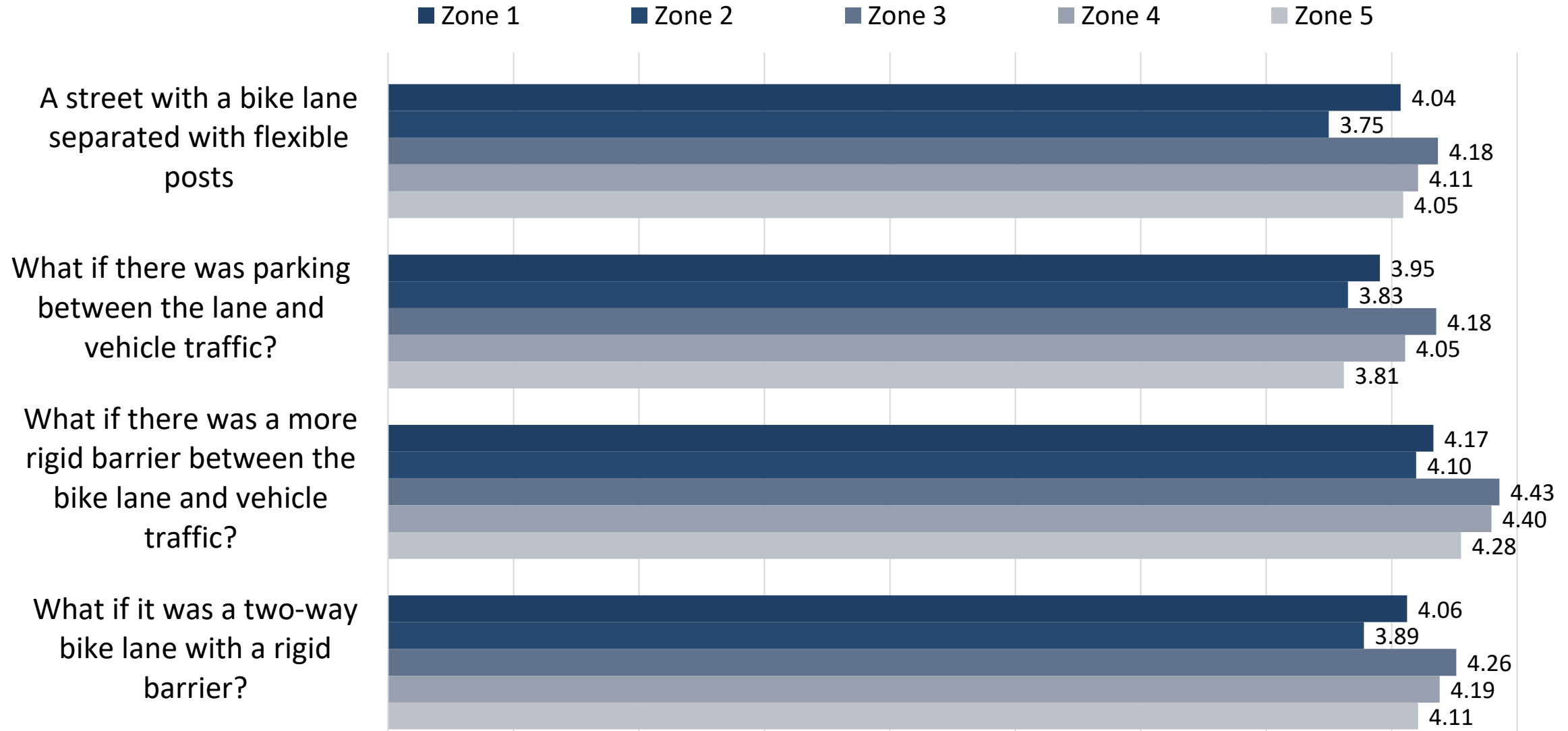


*\*asked only on online web panel*

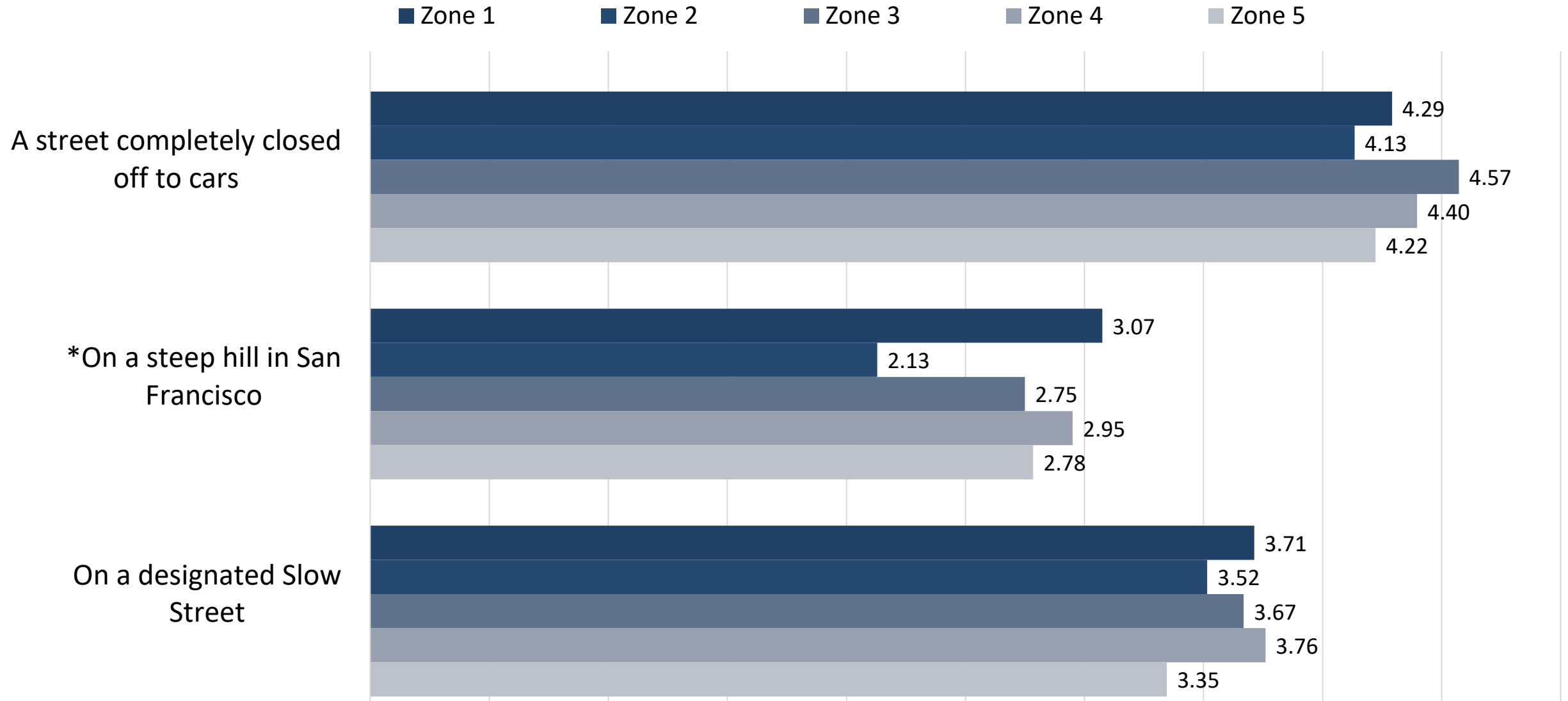
# Comfort In Network Facilities by Zone



# Comfort In Network Facilities by Zone



# Comfort In Network Facilities by Zone



\*asked only on online web panel



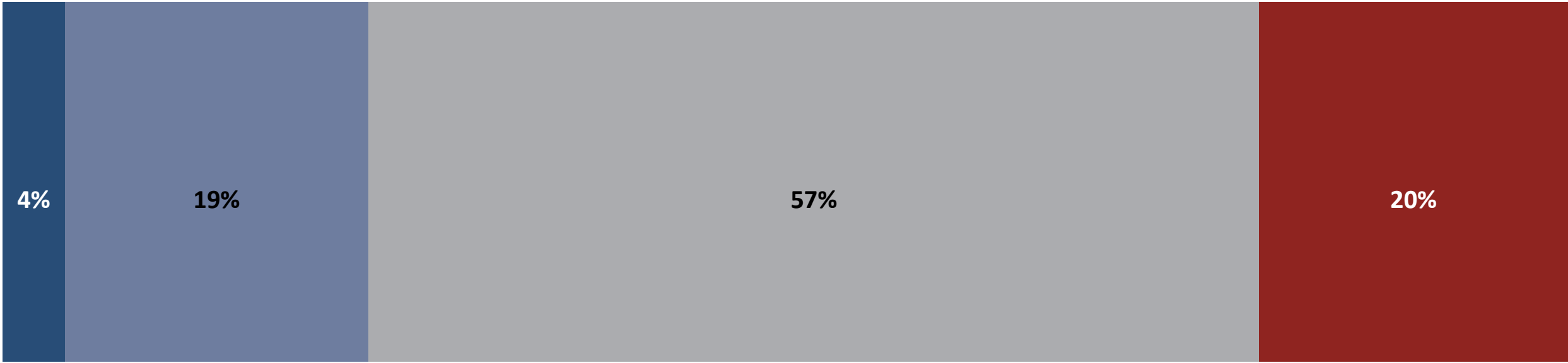
# Active Transportation Network Comfort Index (ATNCI)

# Active Transportation Network Comfort Index (ATNCI)



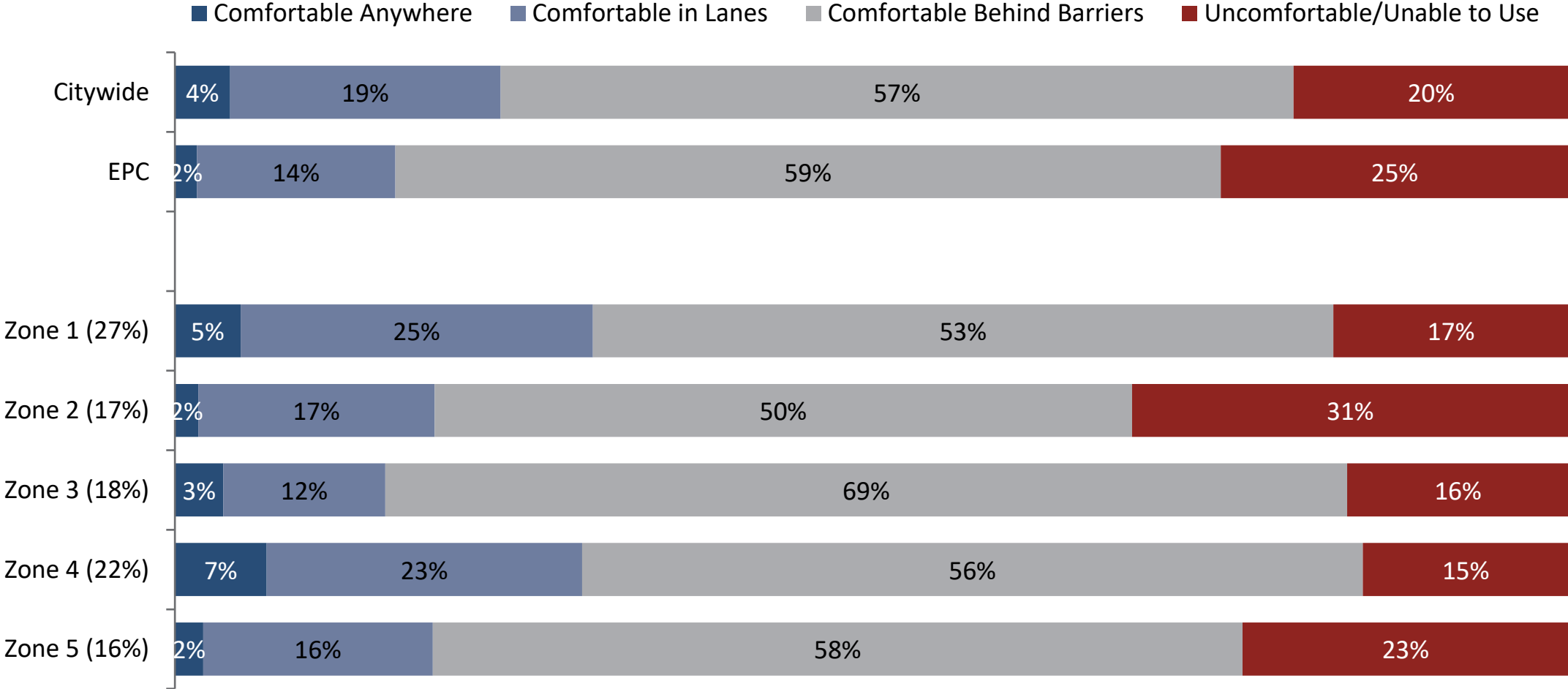
**Comfortable anywhere:** *Very comfortable on streets without lanes*  
**Comfortable in lanes:** *Very comfortable as long as there are striped lanes*  
**Comfortable behind barriers:** *Only comfortable with a physical barrier*  
**Uncomfortable/Unable to use:** *Not comfortable in any environment, or unable to use ATN*

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use



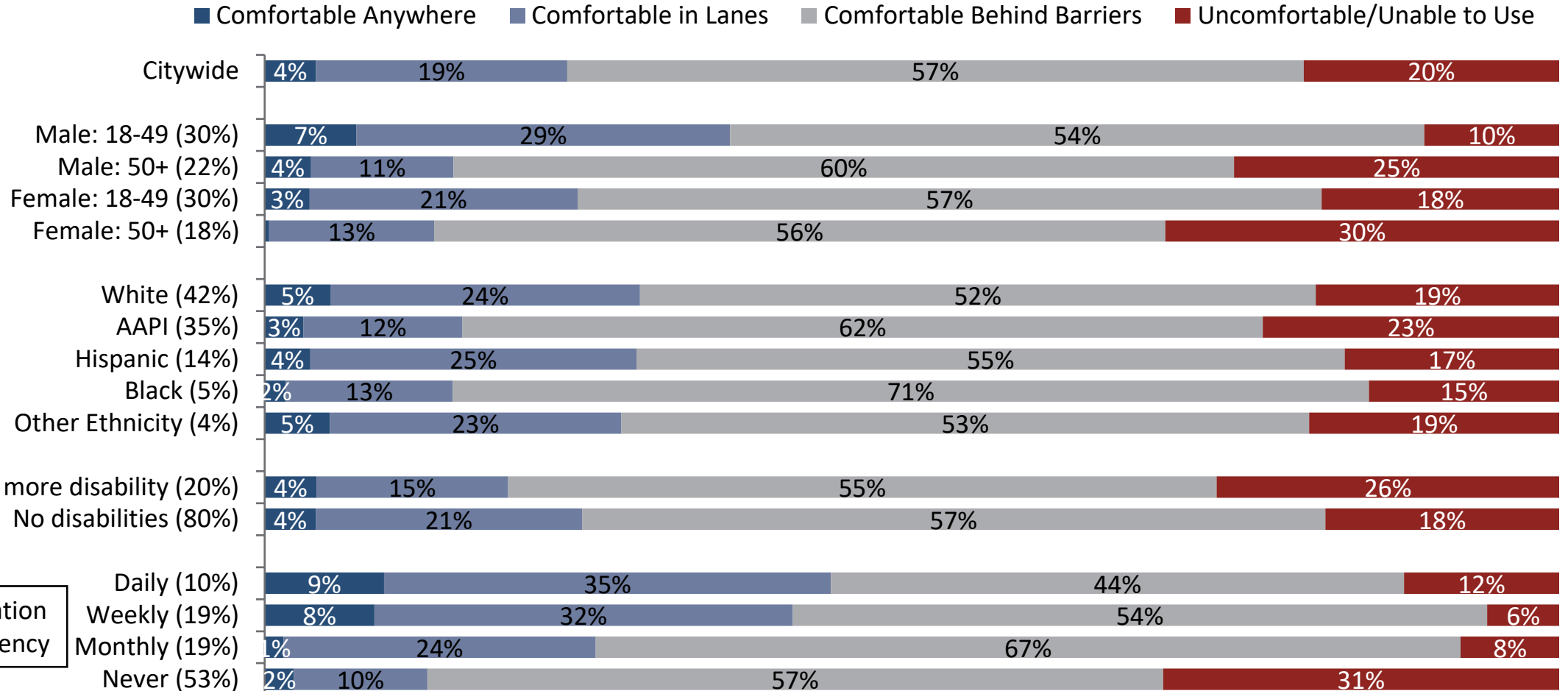
# ATNCI by Geography

*Northwest and Southeast residents are more likely to be uncomfortable or unable to use the ATN, as were respondents in the EPC interviews.*



# ATNCI by Subgroups

*Younger men are the most comfortable in shared facilities with and without striped lanes, along with more frequent users of active transportation devices.*



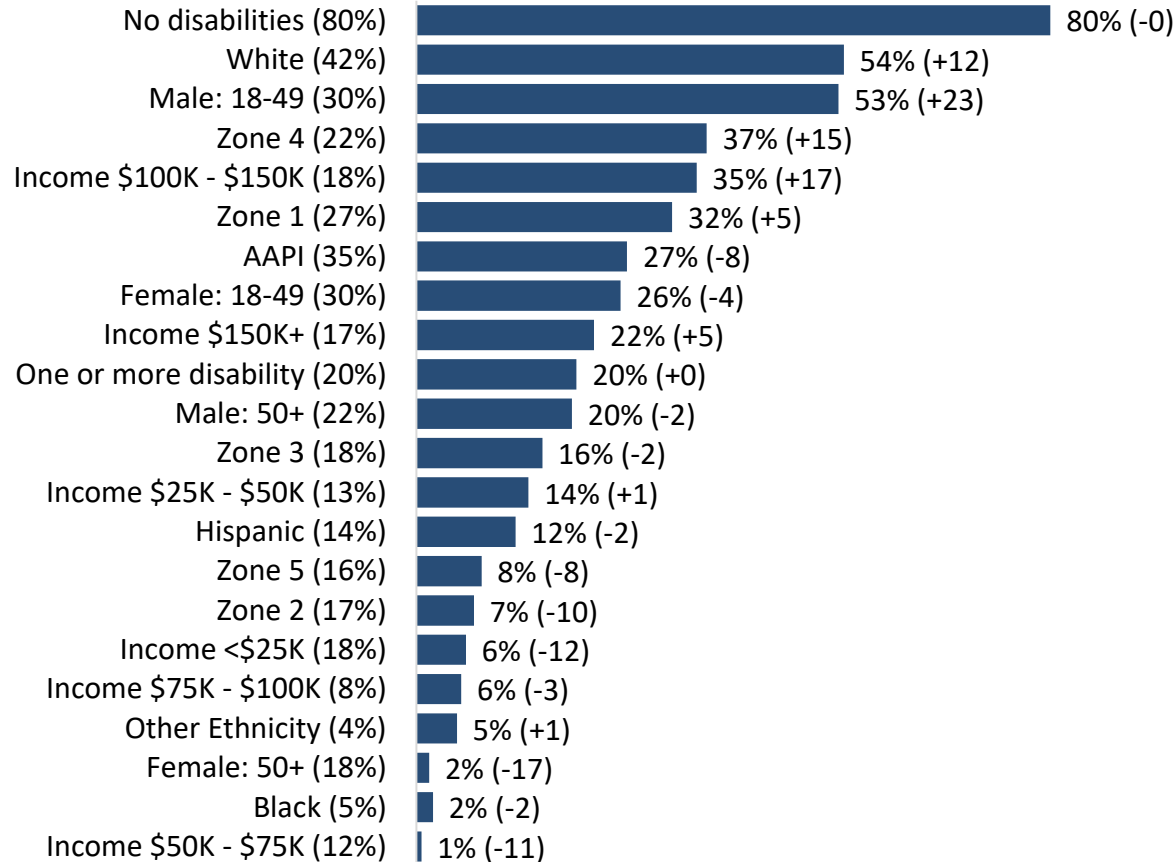
Active Transportation Device Use Frequency



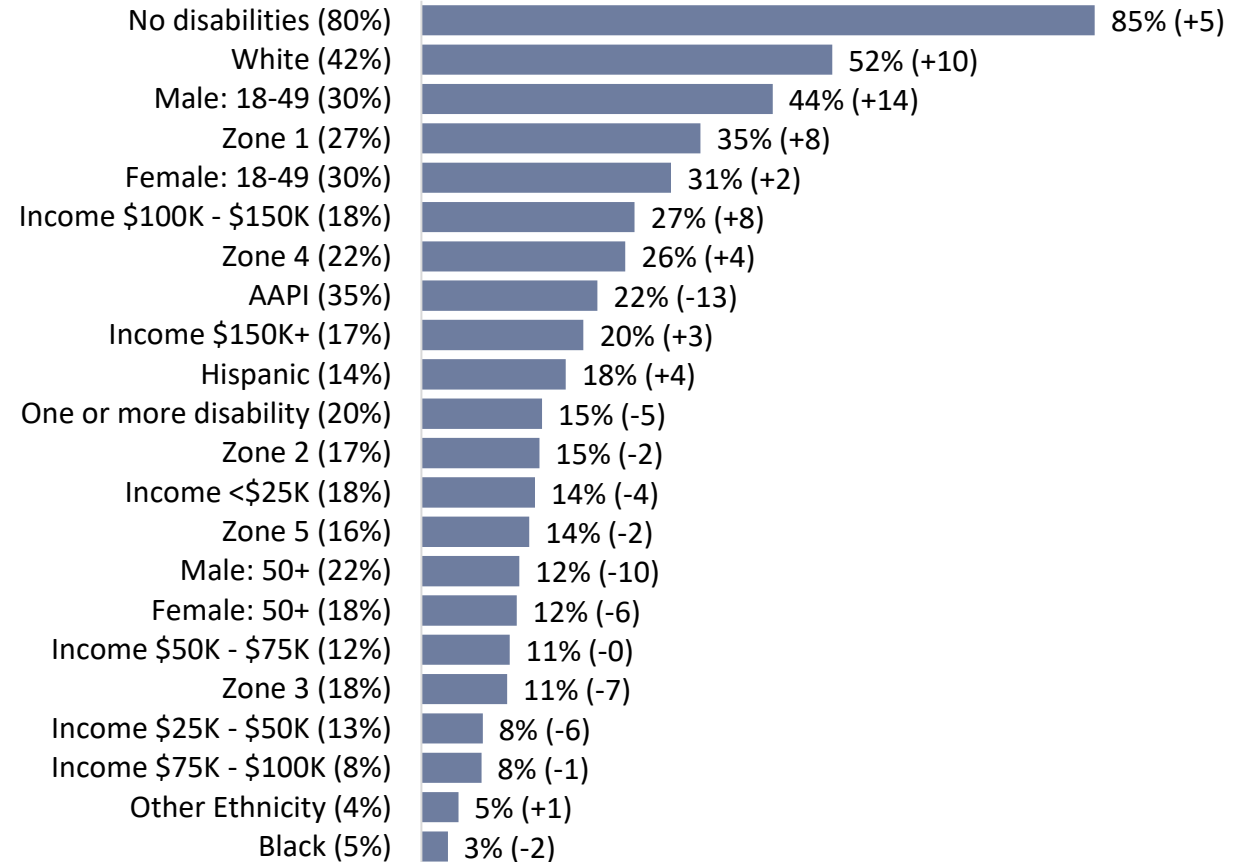
# Top ATNCI Demos

*White men under 50 are strongly represented in both “Comfortable Anywhere” and “Comfortable in Lanes”*

## Top “Comfortable Anywhere” Demos



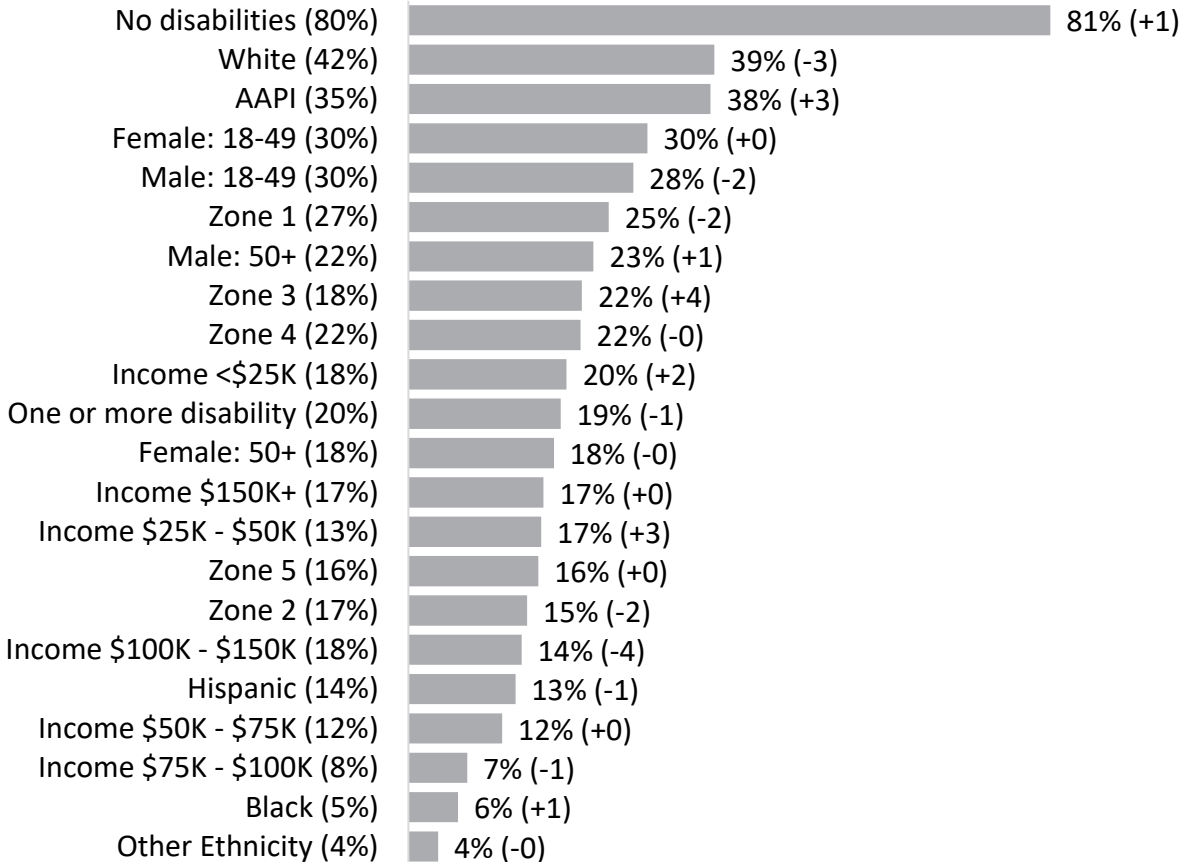
## Top “Comfortable in Lanes” Demos



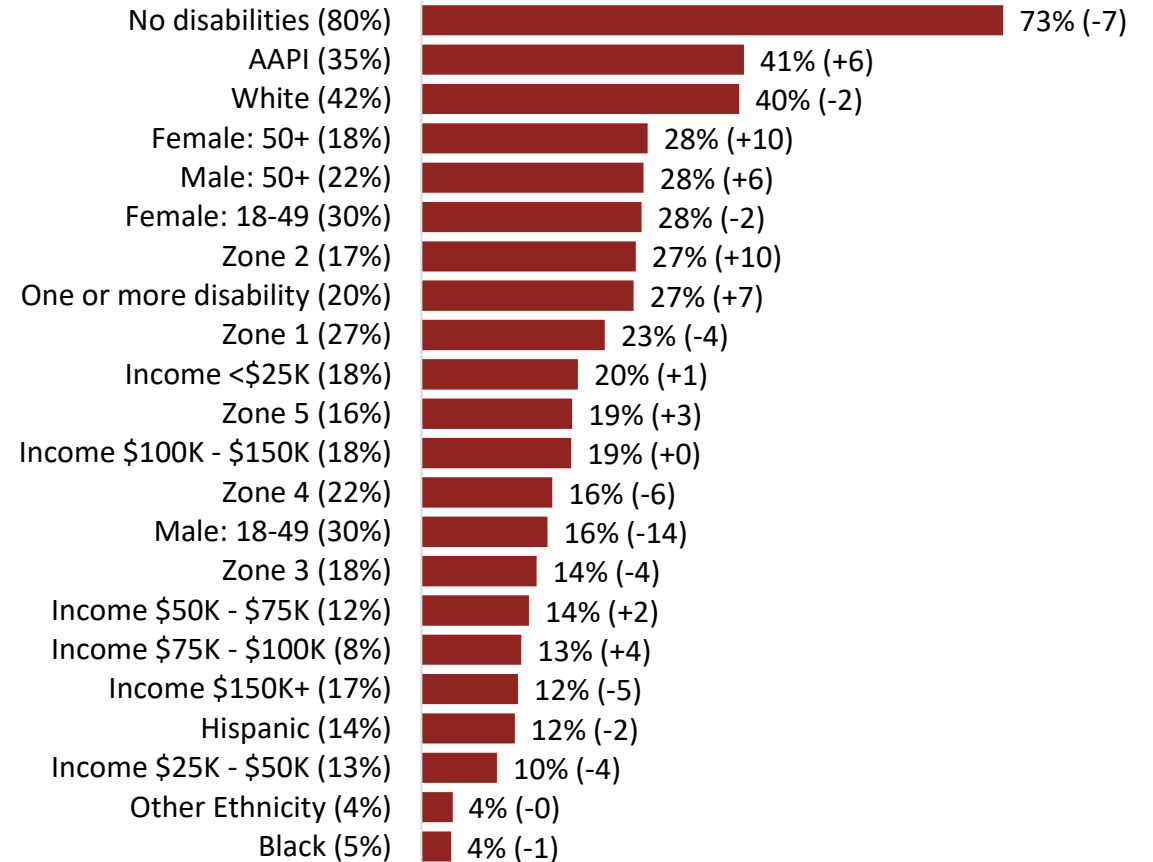
# Top ATNCI Demos

*Women over 50, those in the Marina and Richmond Districts, and AAPI residents are more likely to be the least comfortable or able to use the ATN.*

## Top “Comfortable Behind Barriers” Demos



## Top “Uncomfortable/Unable to Use” Demos



# Conclusions

- ▶ While nearly half of San Franciscans use active transportation devices regularly, many are not particularly comfortable in many of the types of active transportation facilities they may encounter traveling around the City. In particular, facilities where users have little to no physical protection from vehicles are the most uncomfortable.
- ▶ Uses for the Active Transportation Network vary across different parts of the City. Many of those interviewed in the Equity Priority Communities, as well as residents in the downtown/SOMA area, were primarily using the Network for commute and errand trips, while those in the central and western parts of the city used it more for social and exercise purposes.
- ▶ Reduction of barriers to active transportation devices could include things like additional protected facilities, along with better safe parking access and reduction in the cost of ownership or usage of the necessary devices.



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**SFMTA**



**research**

**DRAFT**

**SFMTA Active Communities Plan  
Resident Preference Survey  
*Equity Priority Community  
Interviews Supplement***

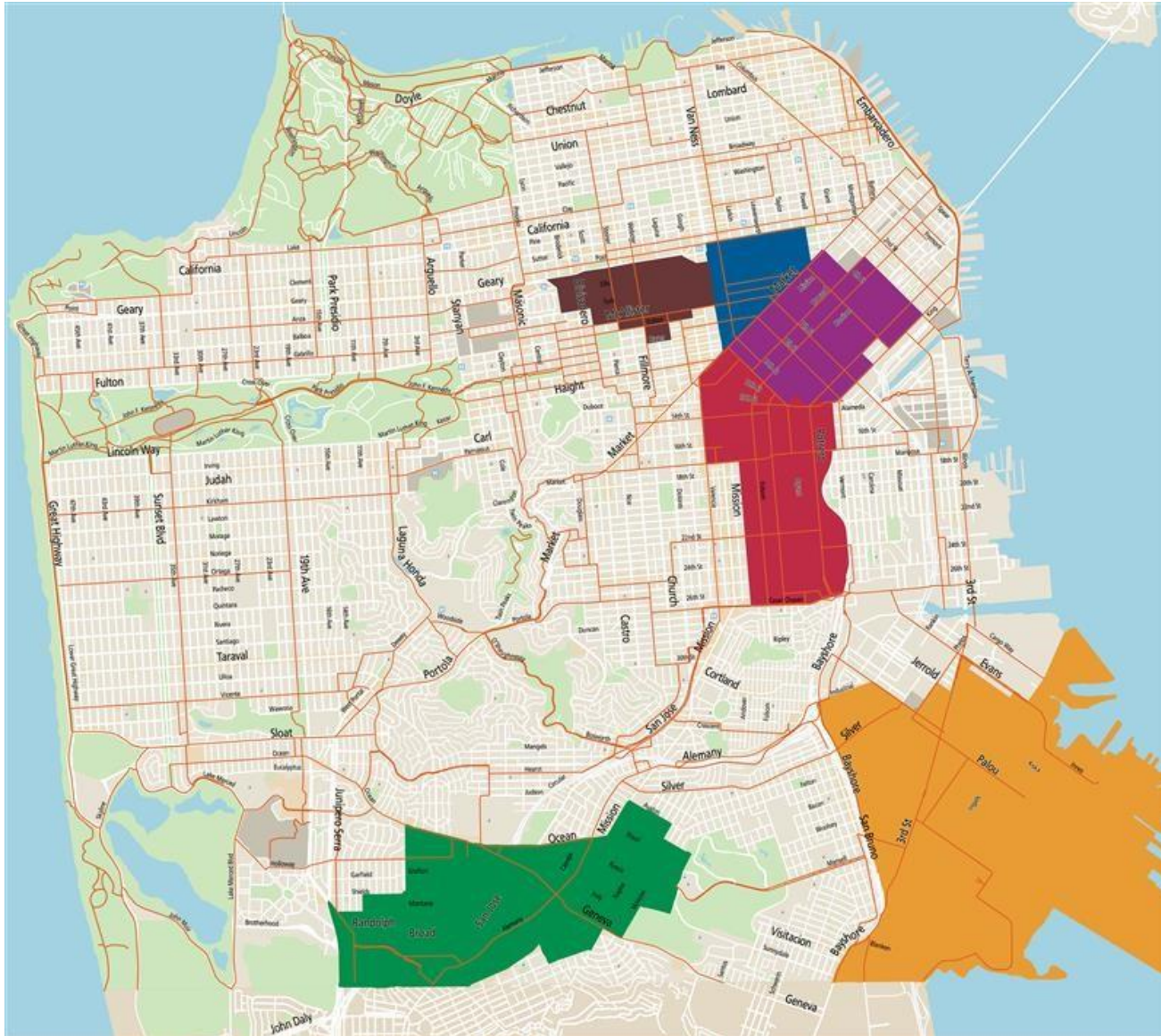
# Data and Methodology Notes

- ▶ This deck is meant to supplement the overall Resident Preference Survey report with additional information from the Equity Priority Community Interviews.
- ▶ The intercept interviews conducted in the Equity Priority Communities were not designed to be a truly random, representative sample of each individual EPC. Therefore, **it is important that the data from the collective and individual EPCs be represented as only the opinions and behaviors of this particular set of survey respondents**, and not assumed to be projectable across broader populations living or traveling in the EPCs.
- ▶ 600 intercept interviews were conducted April 4 – May 1, 2023 across six identified Equity Priority Communities (EPCs). These interviews were specifically targeted to populations underrepresented in the online surveys due to language and demographic characteristics, and reflected demographics largely present in the EPCs.
  - 100 interviews were conducted in each of the following EPCs: Western Addition, Tenderloin, Excelsior, Bayview/Hunters Point, SOMA, and Mission
  - Intercept surveys conducted in English, Spanish, Chinese and Tagalog by professional interviewers

Please note that due to rounding, some percentages may not add up to exactly 100%.



# Equity Priority Communities



Equity Priority Community	Intercept Interviews
Western Addition	100
Tenderloin	100
Excelsior	100
Bayview/Hunter's Point	100
SOMA	100
Mission	100



# SOMA EPC: Intercept Interviews



# SOMA EPC: Active Transportation Device Usage

8-in-10 of those interviewed in the SOMA EPC never used Active Transportation Devices

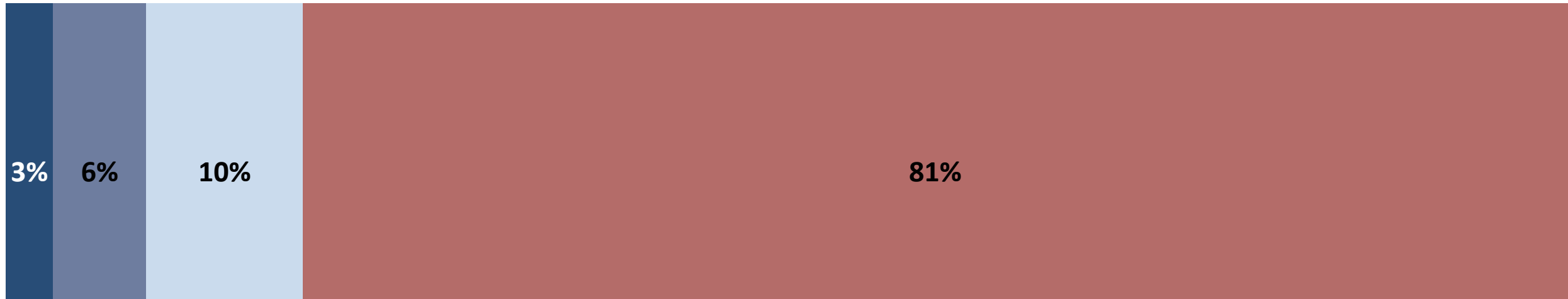
**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)

**Weekly:** Weekly user of at least one active transportation device

**Monthly:** Monthly user of at least one active transportation device

**Never:** Never uses an active transportation device

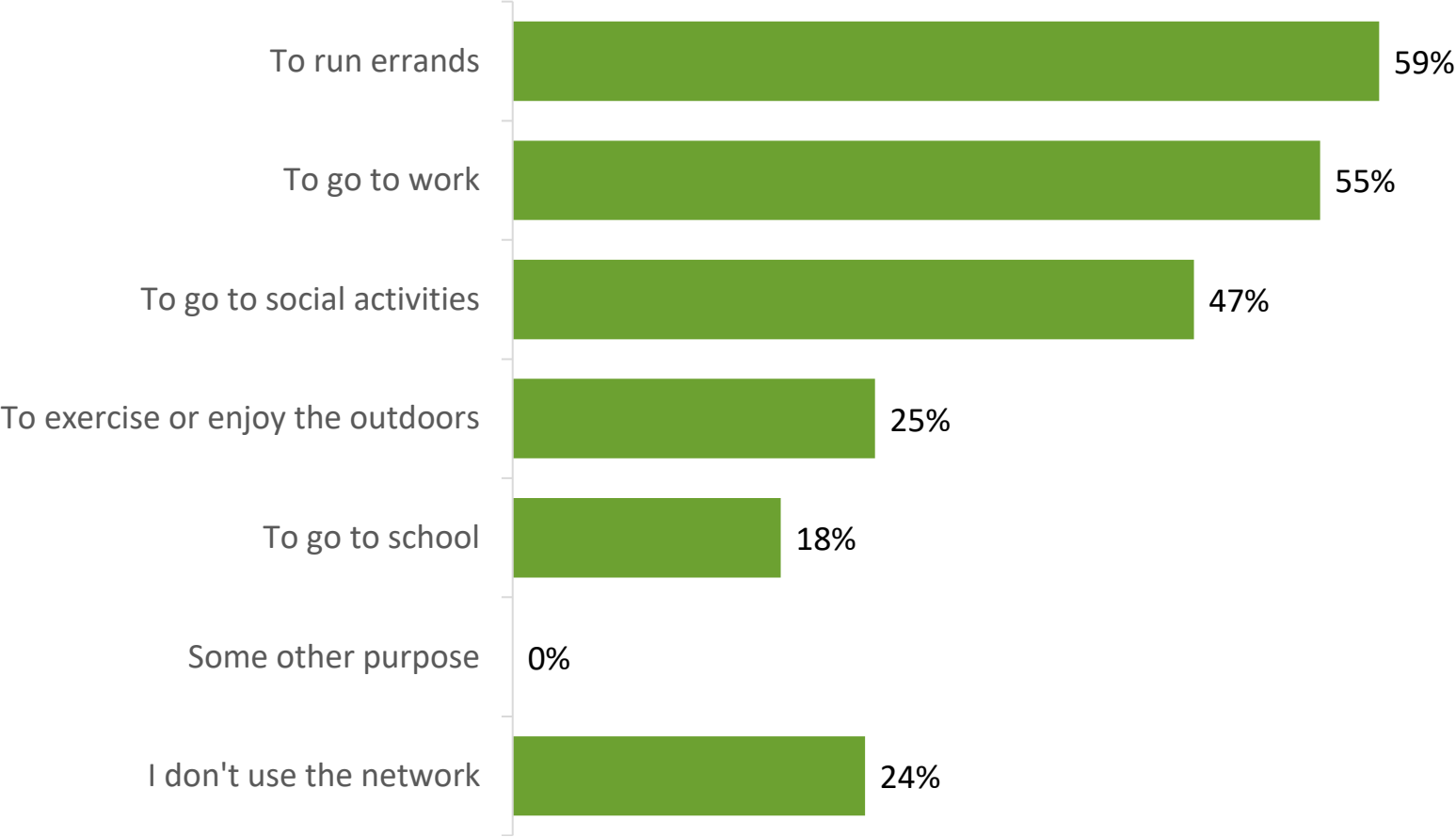
■ Daily ■ Weekly ■ Monthly ■ Never



# SOMA EPC: Active Transportation Network Uses



*While many interviewed in the SOMA EPC said they use the network for functional travel, like running errands or commuting, about a quarter interviewed said they did not use the ATN at all.*

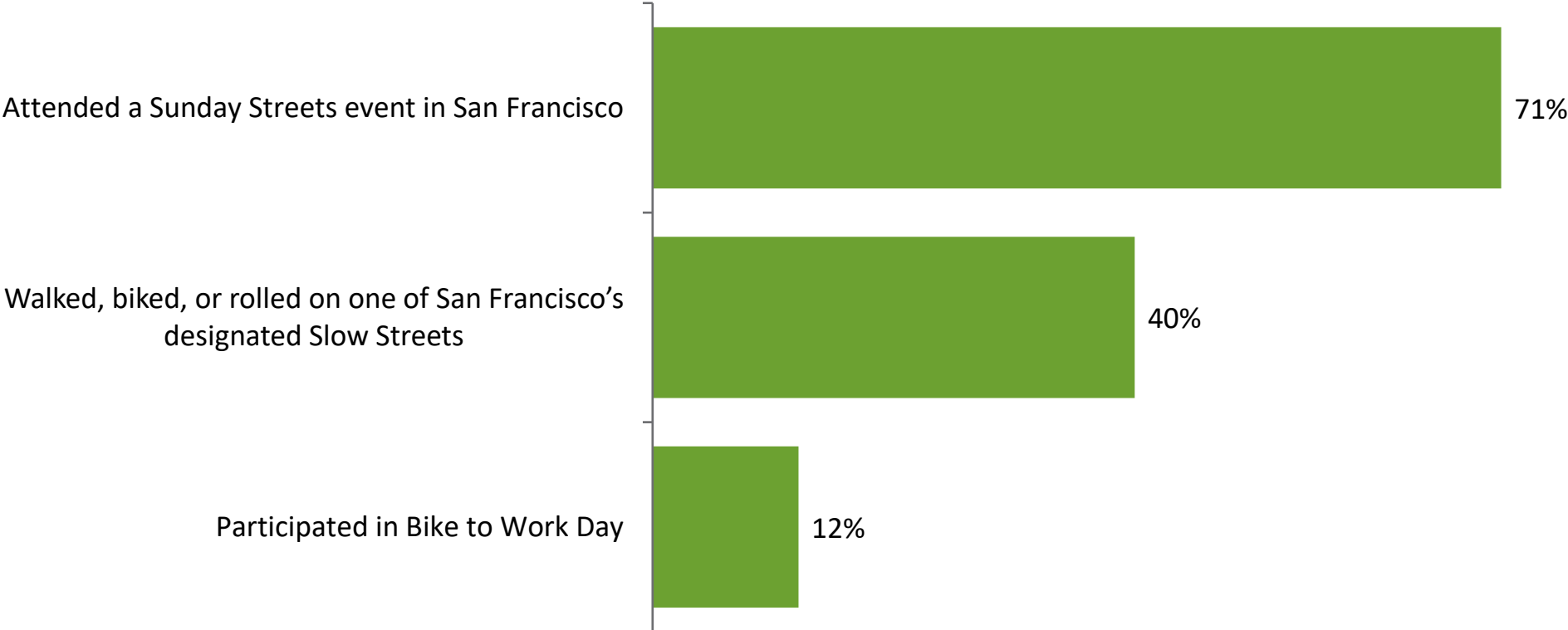


# SOMA EPC: Active Transportation Program Participation



Seven in ten interviewed in the SOMA EPC had attended a Sunday Streets event; just one tenth had participated in BTWD.

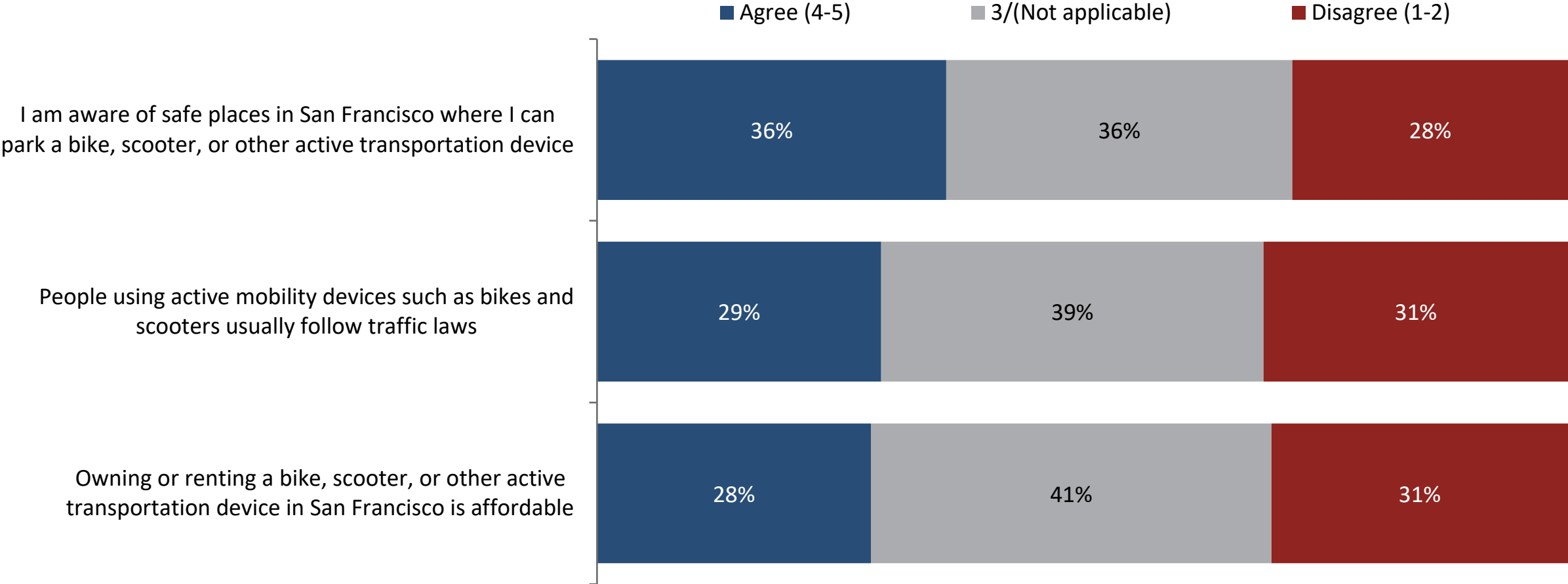
Which of the following have you done?  
(multiple responses accepted)



# SOMA EPC: Active Transportation Perceptions



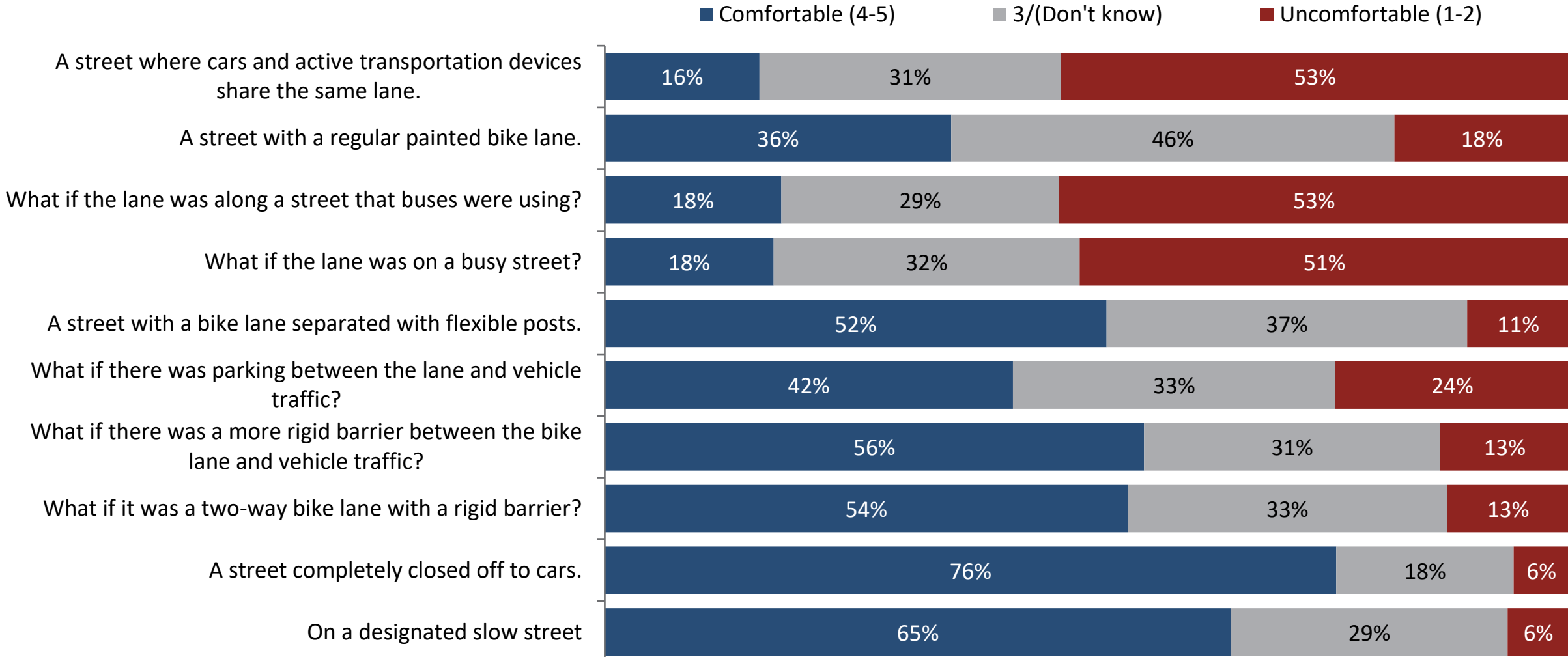
Many of the SOMA EPC respondents were not aware of safe parking areas, and one in three did not feel the costs of owning or renting a device was affordable. Of those interviewed in the SOMA EPC, 9% had had all of part of a bike or scooter stolen.



\* % usage calculated from respondents who ever use each device

# SOMA EPC: Facility Comfort Levels

*Many interviewed in the SOMA EPC weren't comfortable in shared facilities or bike lanes on busy streets.*



# SOMA EPC: Active Transportation Network Comfort Index (ATNCI)

Nearly none of those interviewed in the SOMA EPC are comfortable in all types of active transportation facilities.

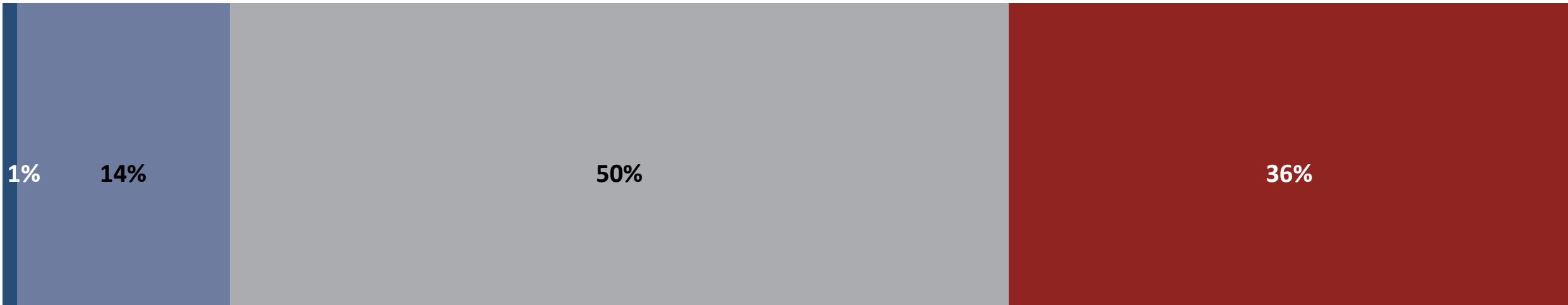
**Comfortable anywhere:** Very comfortable on streets without lanes

**Comfortable in lanes:** Very comfortable as long as there are striped lanes

**Comfortable behind barriers:** Only comfortable with a physical barrier

**Uncomfortable/Unable to use:** Not comfortable in any environment, or unable to use ATN

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use





# Mission EPC: Intercept Interviews

# Mission EPC: Active Transportation Device Usage

*One in ten interviewed in the Mission EPC used active transportation devices at least weekly.*

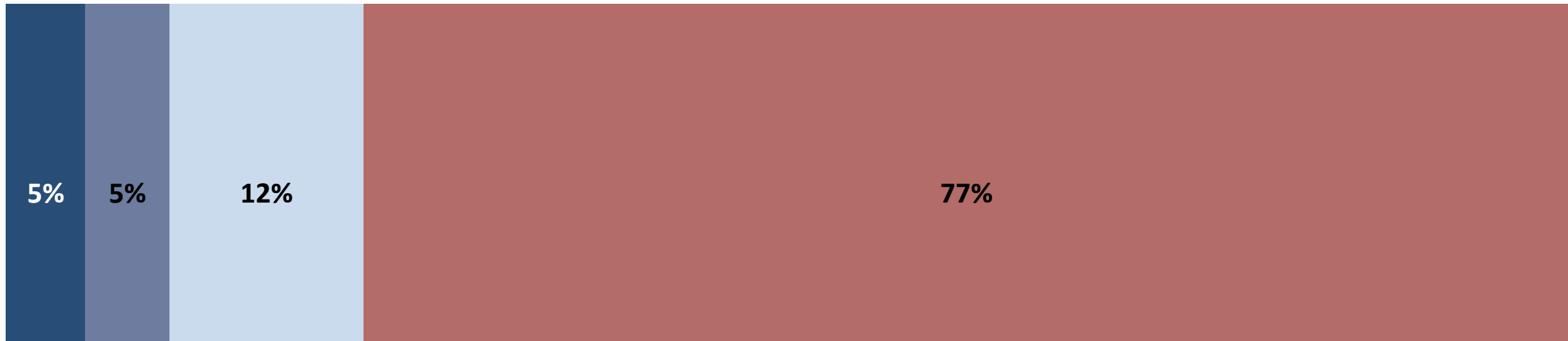
**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)

**Weekly:** Weekly user of at least one active transportation device

**Monthly:** Monthly user of at least one active transportation device

**Never:** Never uses an active transportation device

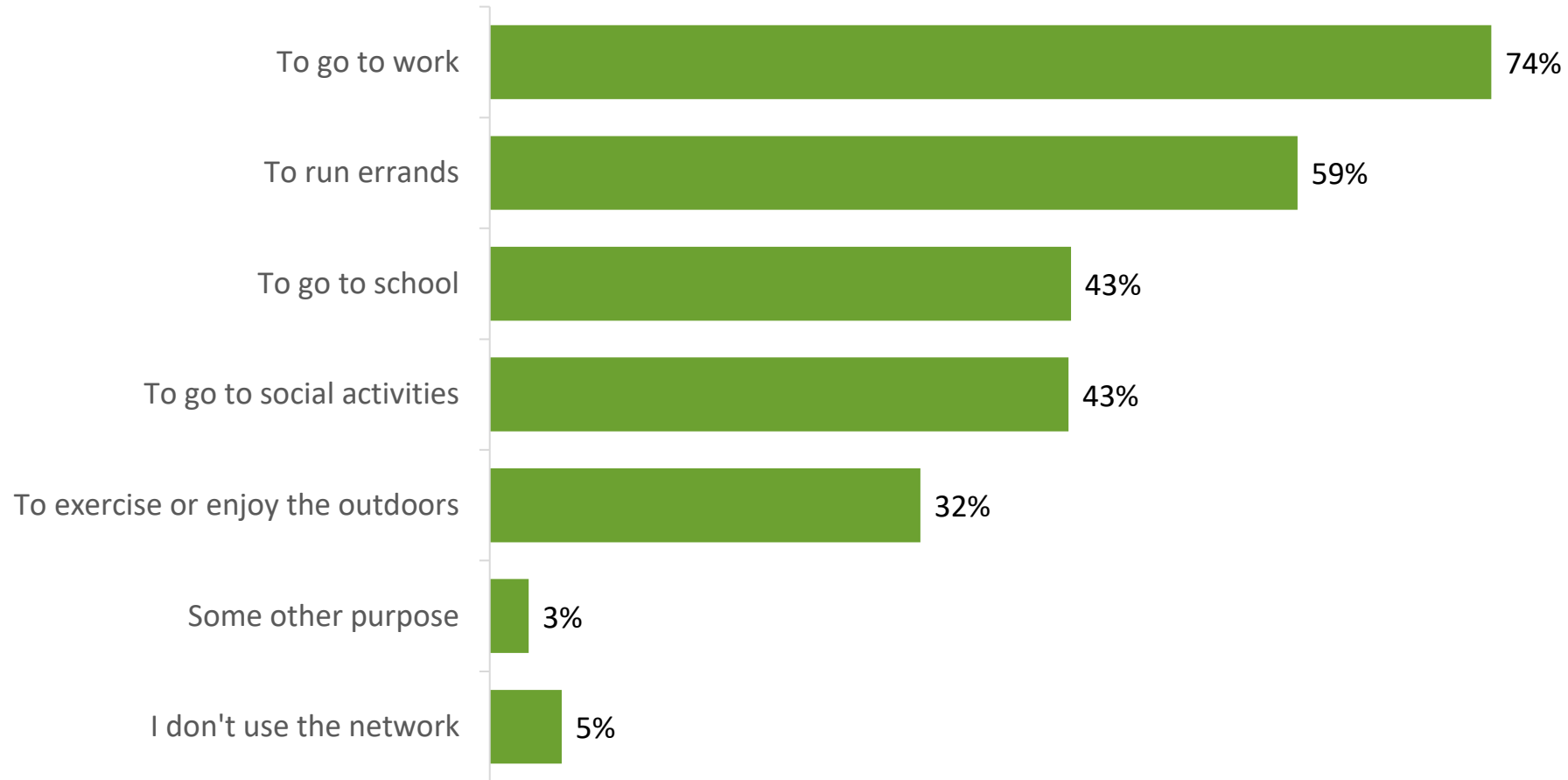
■ Daily ■ Weekly ■ Monthly ■ Never





# Mission EPC: Active Transportation Network Uses

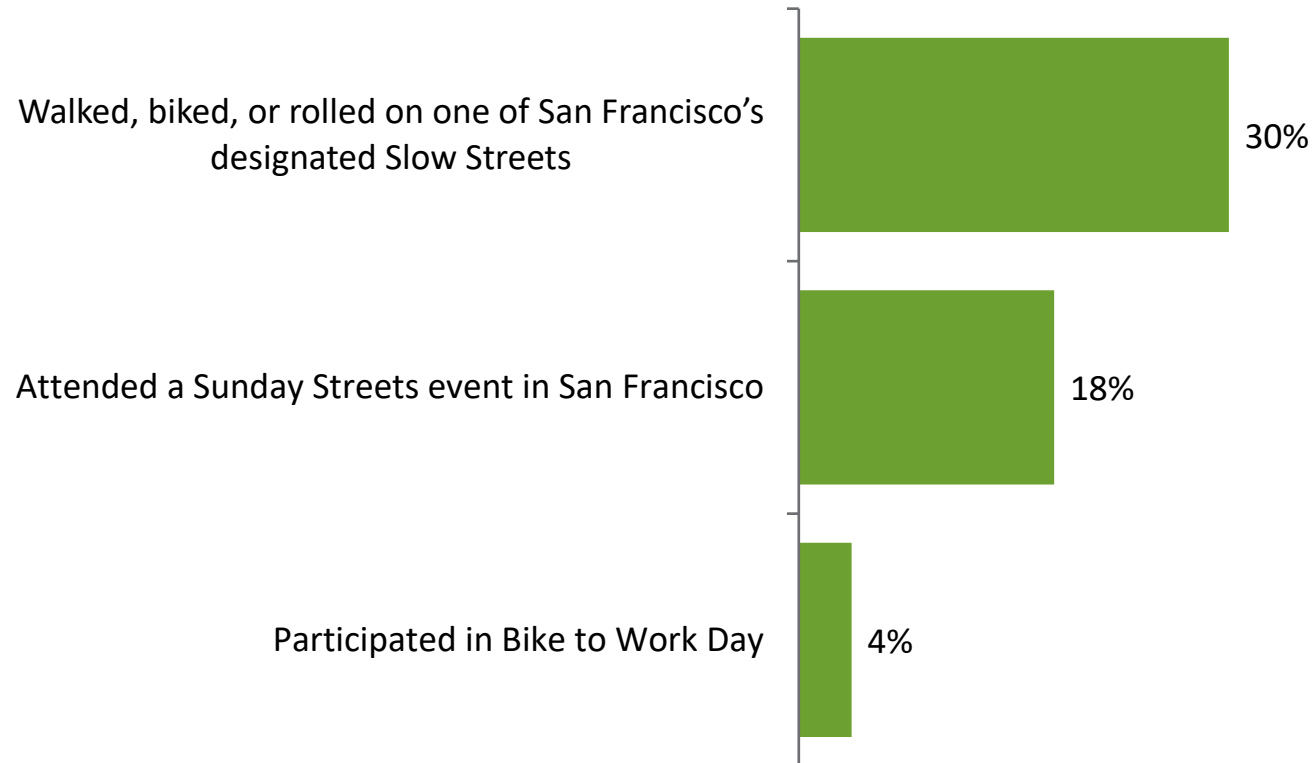
*Three-quarters of those interviewed in the Mission EPC used the ATN for commuting, with many also using the network for running errands.*



# Mission EPC: Active Transportation Program Participation

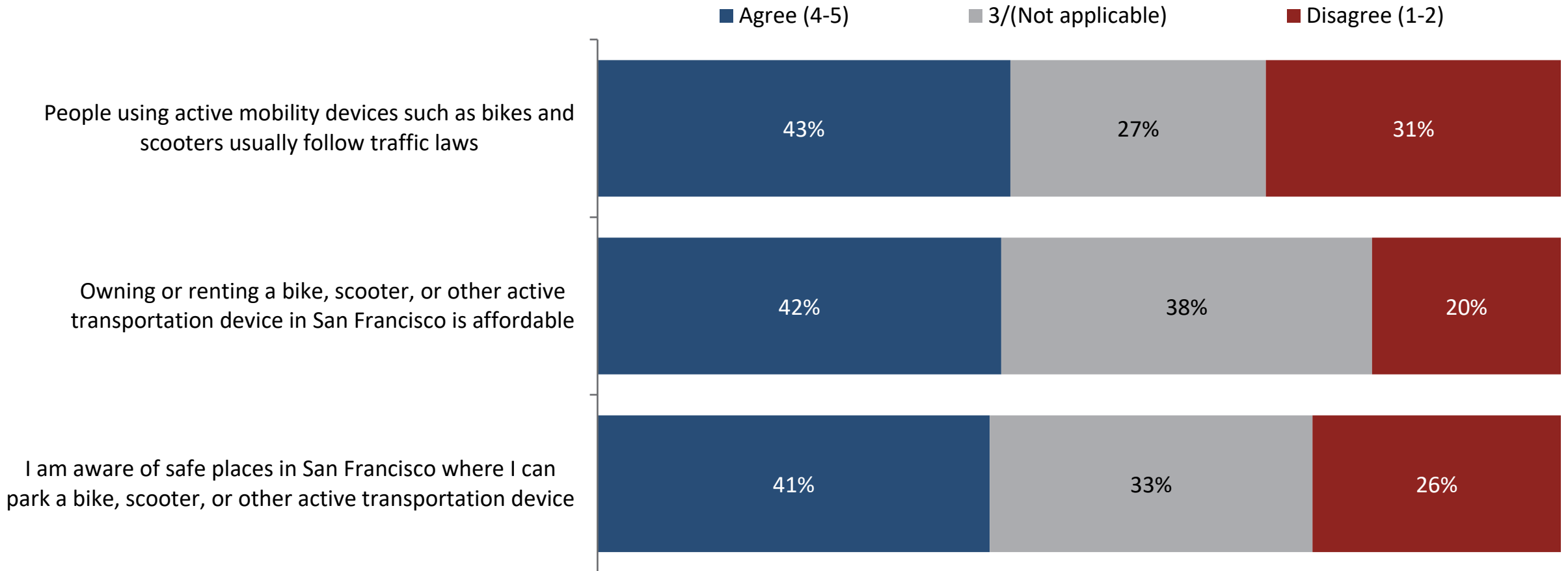
*Three in ten Mission EPC respondents had used Slow Streets for active transportation, and nearly none had participated in Bike to Work Day.*

*Which of the following have you done?  
(multiple responses accepted)*



# Mission EPC: Active Transportation Perceptions

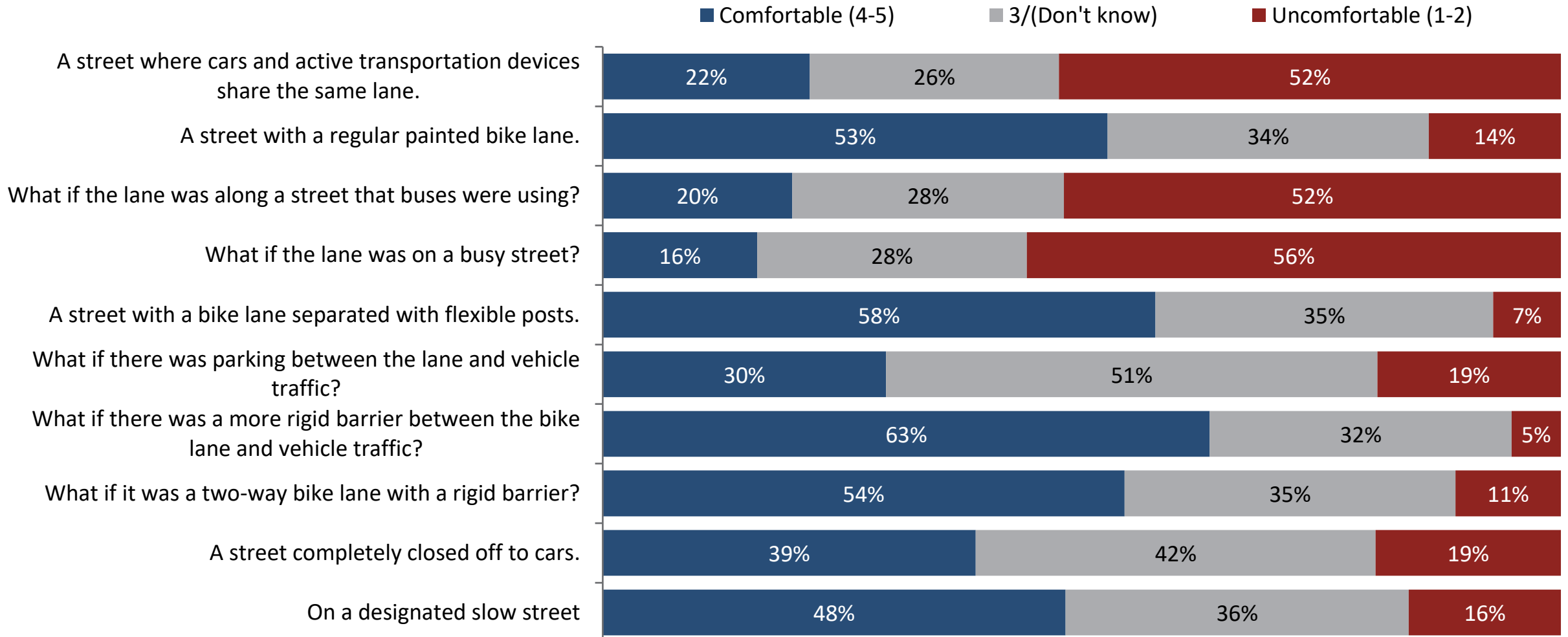
*Less than half of Mission EPC respondents felt owning or renting an active transportation device was affordable, or that they knew where they could park safely.*



\* % usage calculated from respondents who ever use each device

# Mission EPC: Facility Comfort Levels

*Many interviewed in the Mission EPC weren't comfortable in shared facilities or bike lanes on busy streets.*



# Mission EPC: Active Transportation Network Comfort Index (ATNCI)

*Nearly none of those interviewed in the Mission EPC are comfortable in all types of active transportation facilities.*

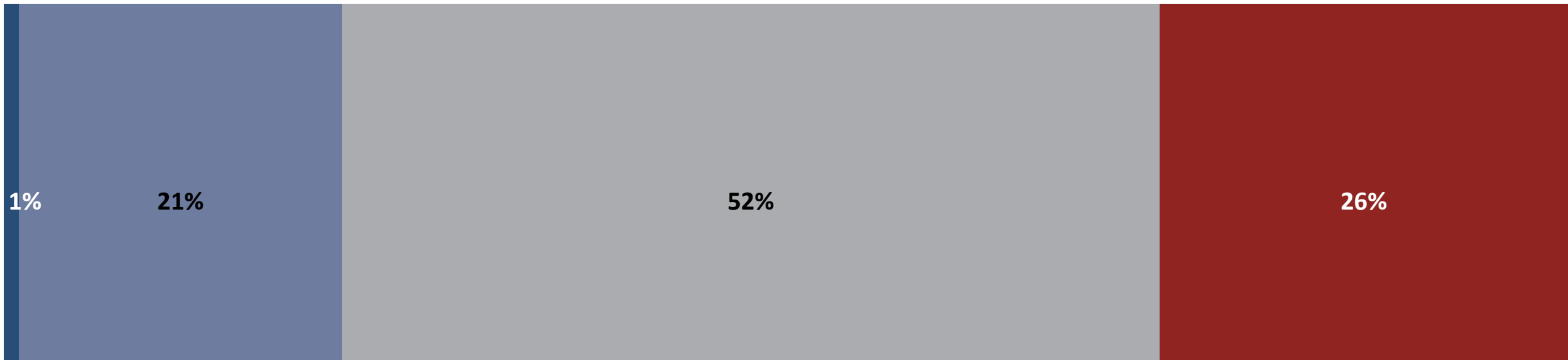
**Comfortable anywhere:** *Very comfortable on streets without lanes*

**Comfortable in lanes:** *Very comfortable as long as there are striped lanes*

**Comfortable behind barriers:** *Only comfortable with a physical barrier*

**Uncomfortable/Unable to use:** *Not comfortable in any environment, or unable to use ATN*

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use



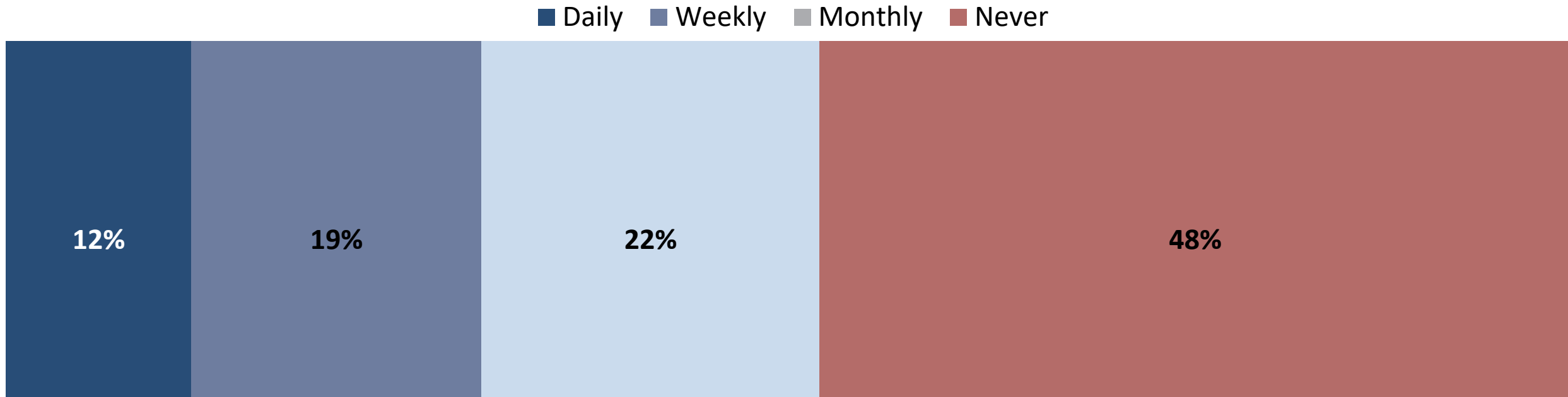


# **Excelsior EPC: Intercept Interviews**

# Excelsior EPC: Active Transportation Device Usage

Around half of those interviewed in the Excelsior EPC used the ATN, with 3-in-10 stating they used it at least once a week.

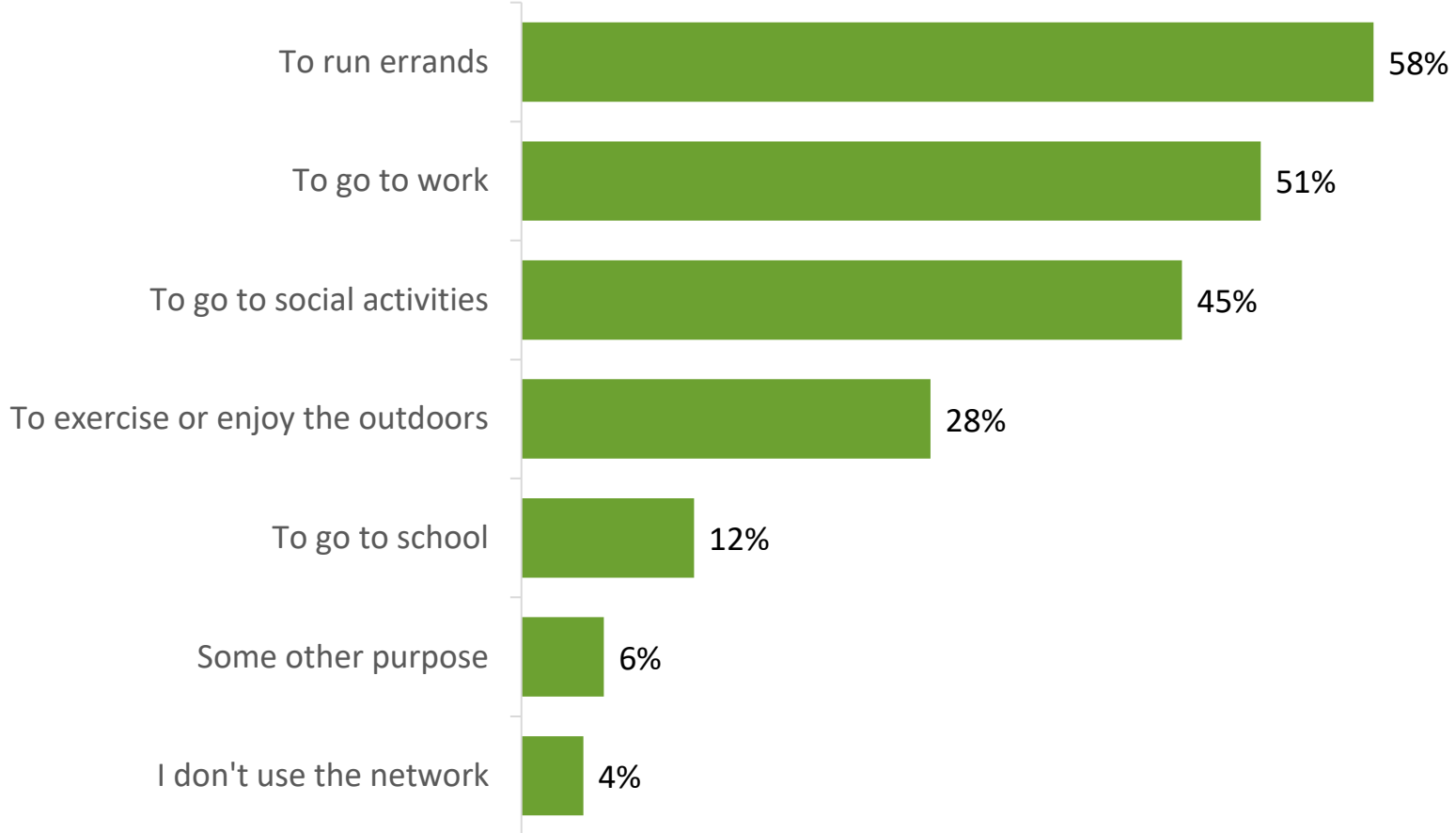
**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)  
**Weekly:** Weekly user of at least one active transportation device  
**Monthly:** Monthly user of at least one active transportation device  
**Never:** Never uses an active transportation device



# Excelsior EPC: Active Transportation Network Uses



*Excelsior EPC respondents used the network most frequently to run errands, and about half used it to commute.*

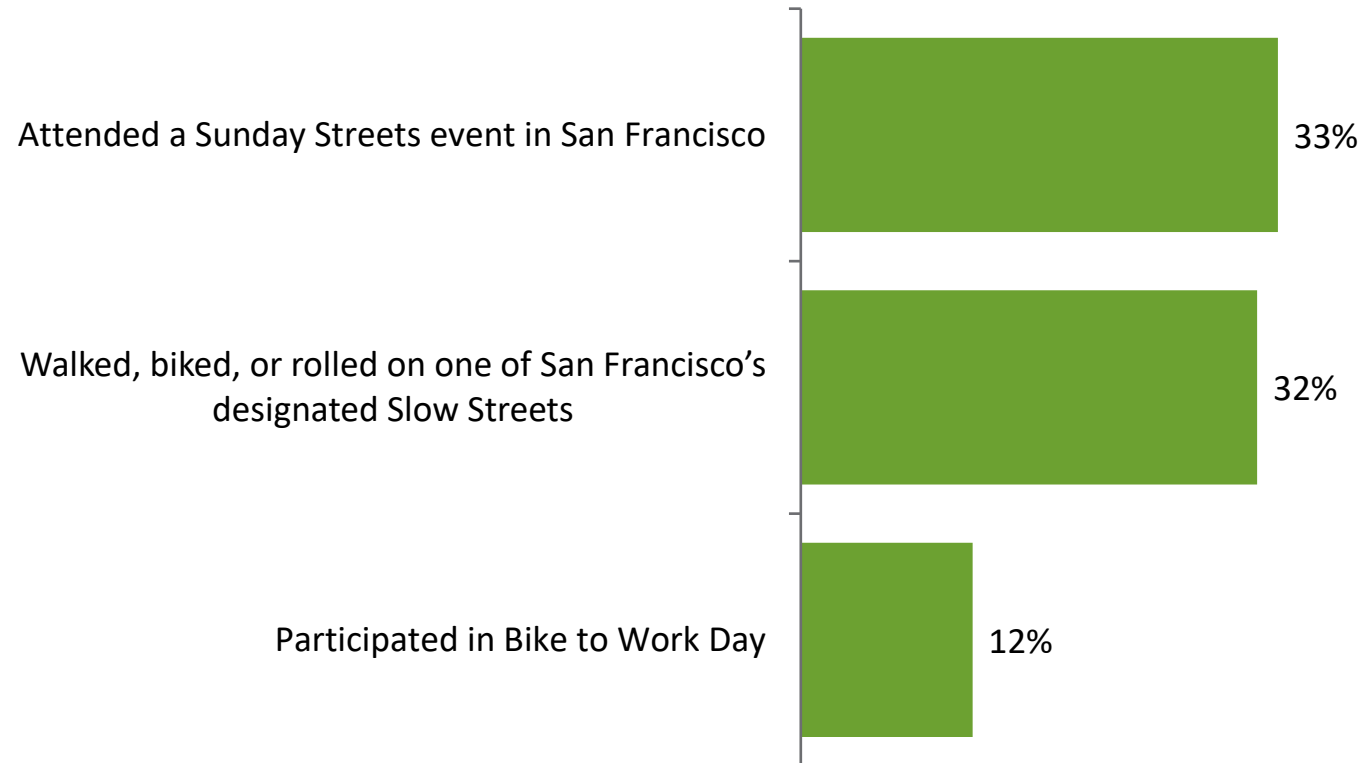




# Excelsior EPC: Active Transportation Program Participation

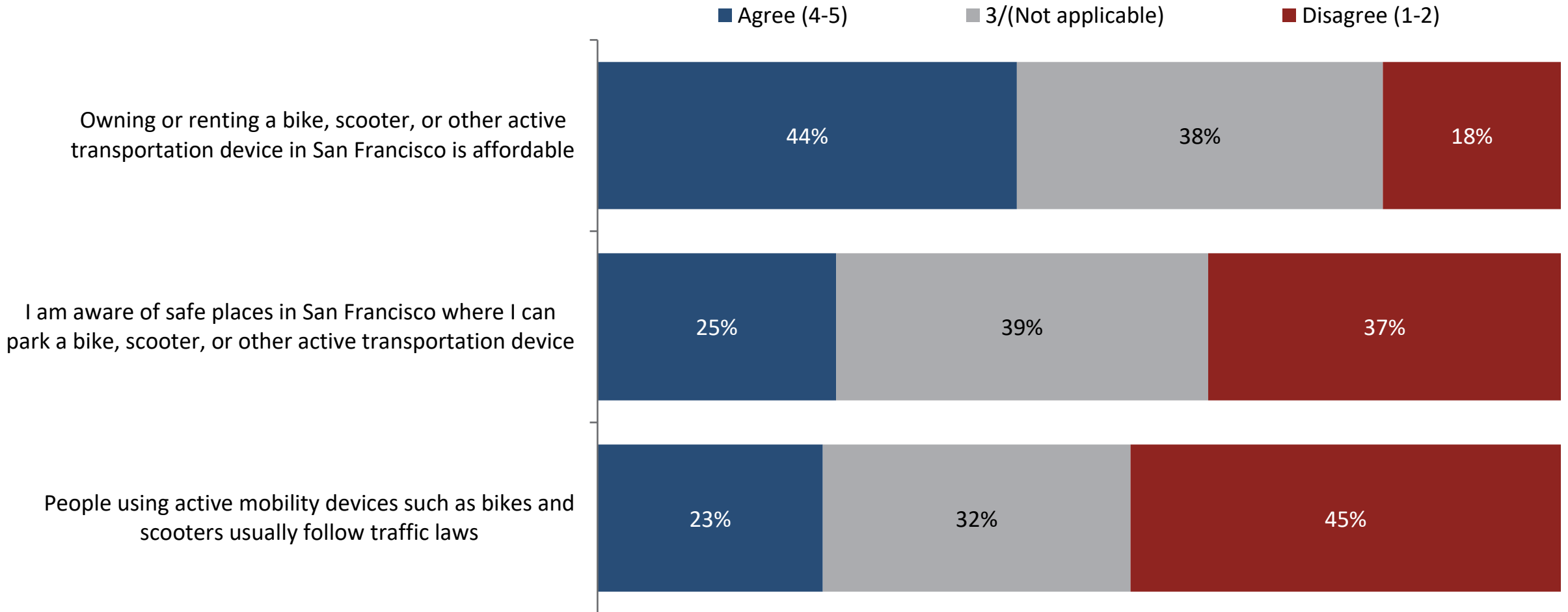
*One-third of respondents in the Excelsior EPC have used slow streets for active transportation or attended a Sunday Streets event.*

*Which of the following have you done?  
(multiple responses accepted)*



# Excelsior EPC: Active Transportation Perceptions

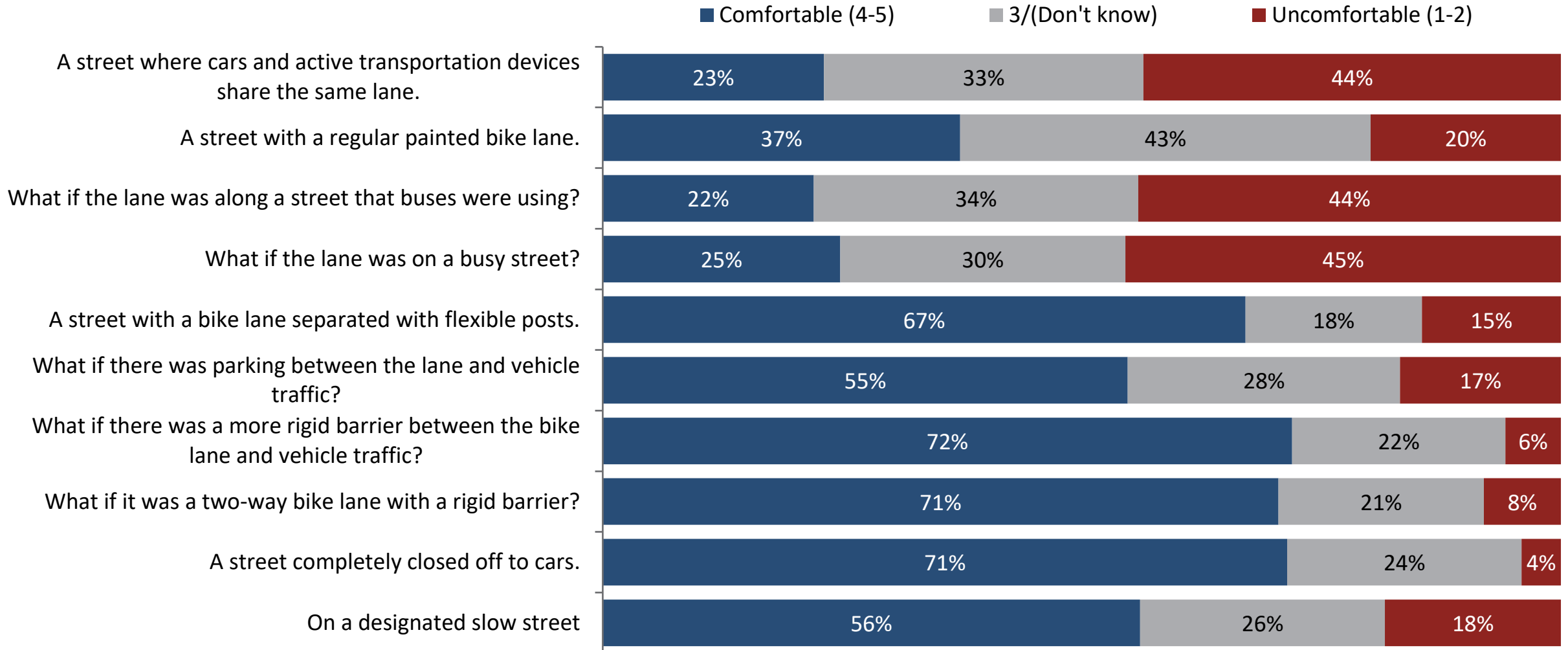
*Nearly half of those interviewed in the Excelsior agree that owning or renting an active transportation device is affordable, but many are not aware of safe parking areas.*



\* % usage calculated from respondents who ever use each device

# Excelsior EPC: Facility Comfort Levels

*Those interviewed in the Excelsior EPC were generally much more comfortable in protected facilities.*



# Excelsior EPC: Active Transportation Network Comfort Index (ATNCI)

Most of those interviewed in the Excelsior EPC were only comfortable using the Active Transportation Network with barriers.

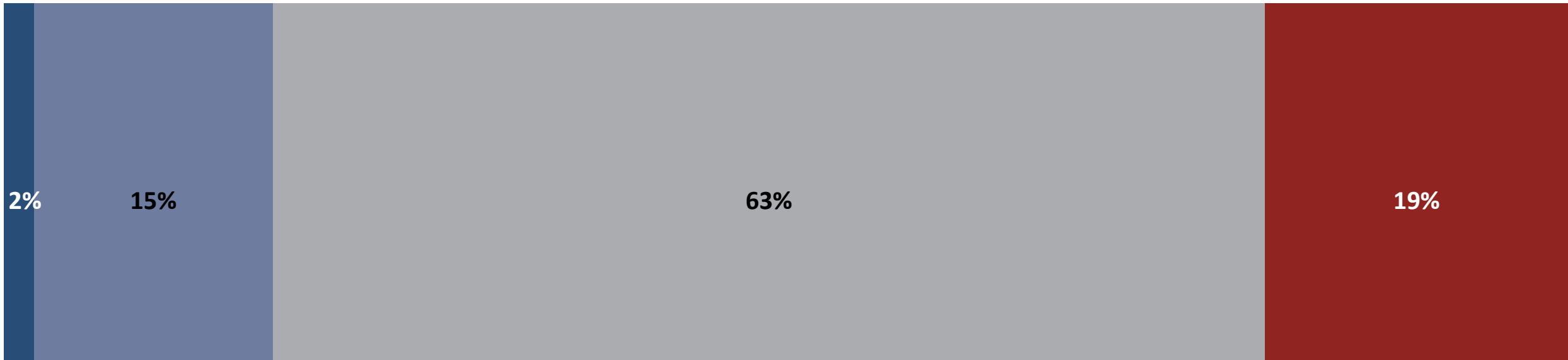
**Comfortable anywhere:** Very comfortable on streets without lanes

**Comfortable in lanes:** Very comfortable as long as there are striped lanes

**Comfortable behind barriers:** Only comfortable with a physical barrier

**Uncomfortable/Unable to use:** Not comfortable in any environment, or unable to use ATN

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use



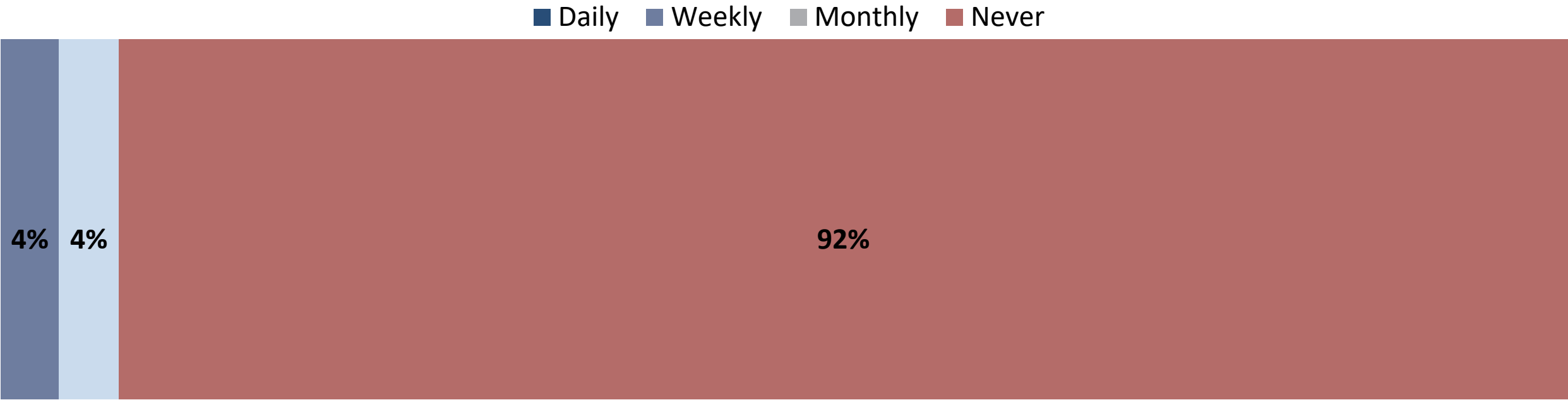


# **Bayview/Hunters Point EPC: Intercept Interviews**

# Bayview/Hunters Point EPC: Active Transportation Device Usage

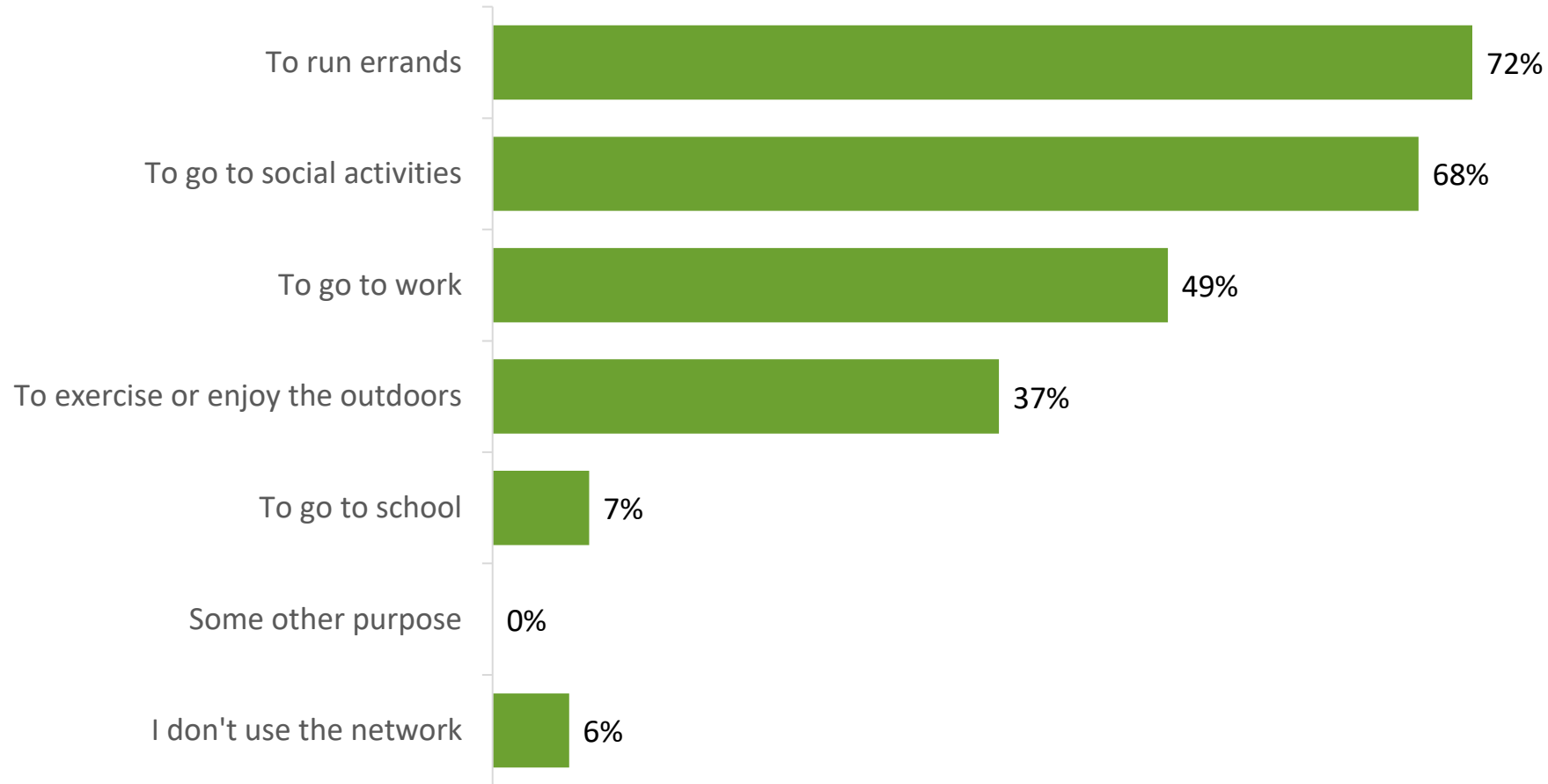
*Most of those interviewed in the Bayview/Hunters Point EPC did not use active transportation devices at all.*

**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)  
**Weekly:** Weekly user of at least one active transportation device  
**Monthly:** Monthly user of at least one active transportation device  
**Never:** Never uses an active transportation device



# Bayview/Hunters Point EPC: Active Transportation Network Uses

*For those interviewed in the Bayview/Hunters Point EPC that used the ATN, most were using it for errands and social activities.*



# Bayview Hunters Point EPC: Active Transportation Program Participation



*Few of those interviewed in the Bayview/Hunters Point EPC participate in the active transportation programs tested.*

*Which of the following have you done?  
(multiple responses accepted)*

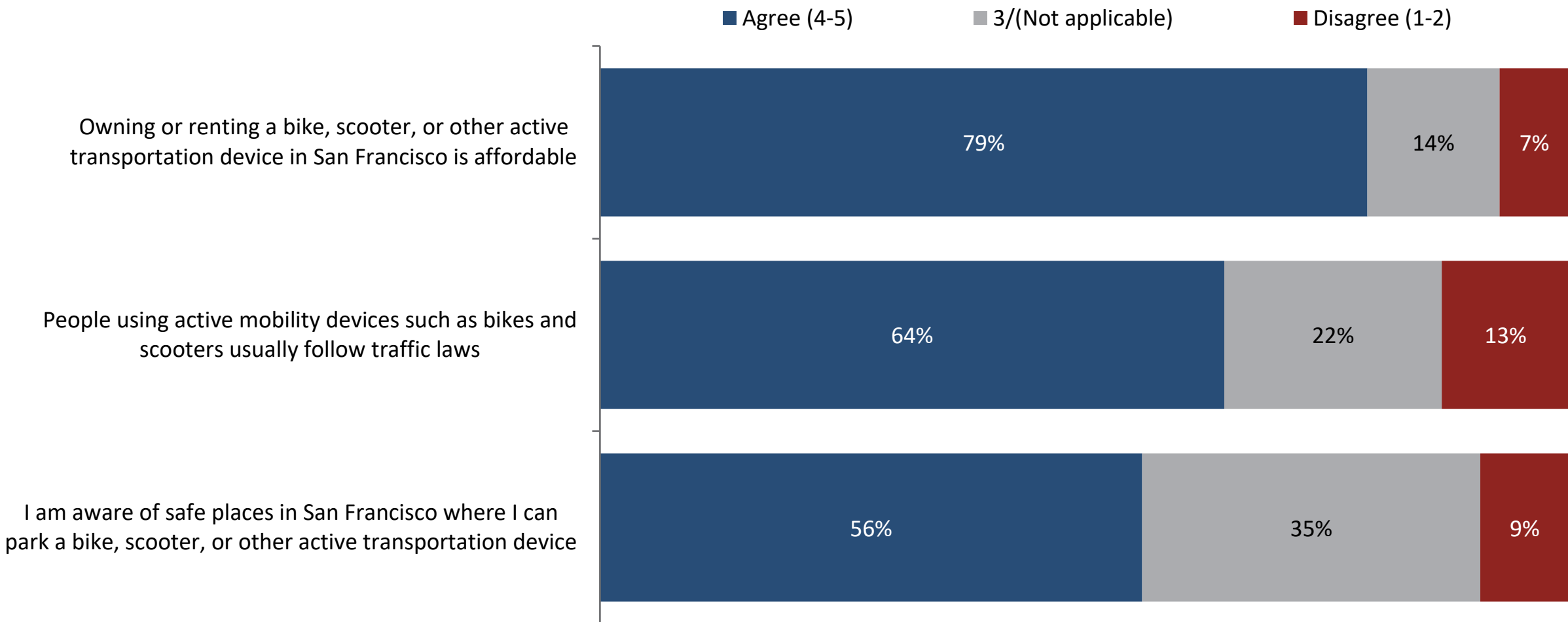




# Bayview/Hunters Point EPC: Active Transportation Perceptions



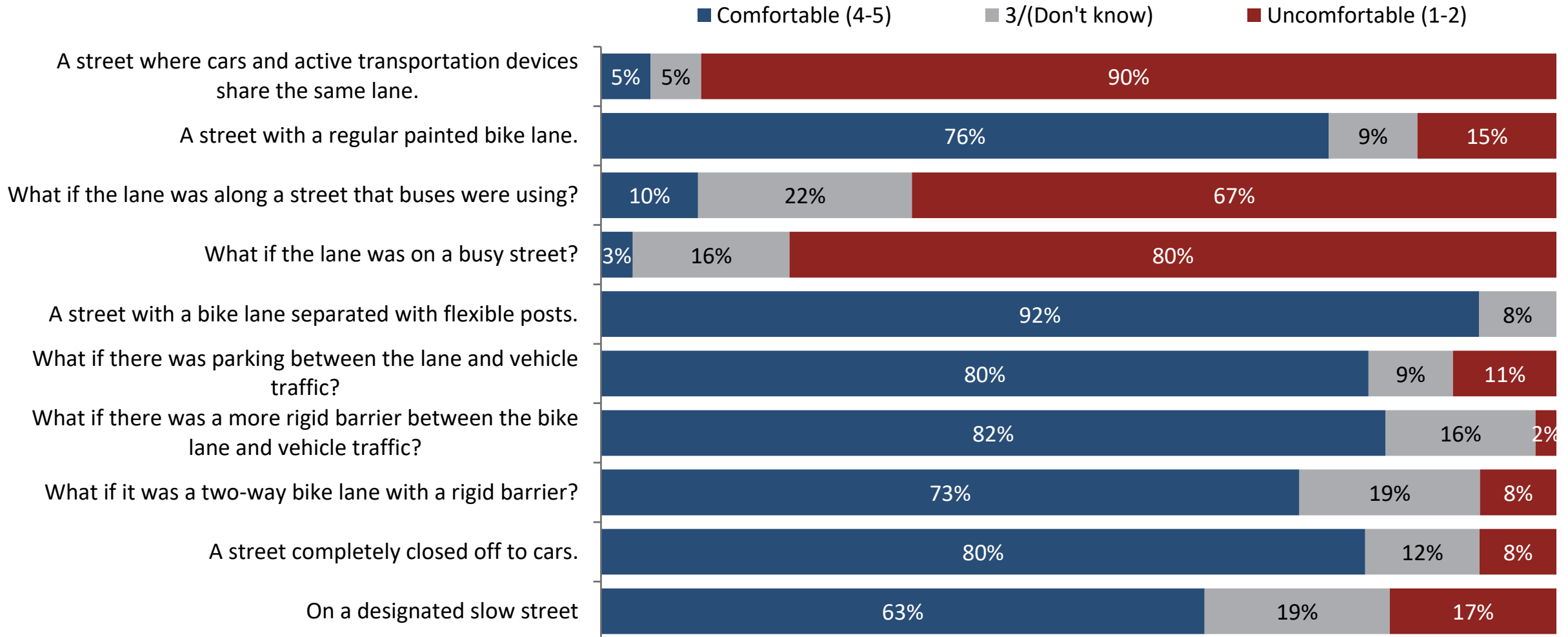
*Bayview/Hunters Point EPC respondents generally felt that owning an active transportation device was affordable, and over half knew of safe places to park.*



\* % usage calculated from respondents who ever use each device

# Bayview/Hunters Point EPC: Facility Comfort Levels

*The addition of barrier protection made a big difference to those interviewed in the Bayview-Hunters Point EPC.*



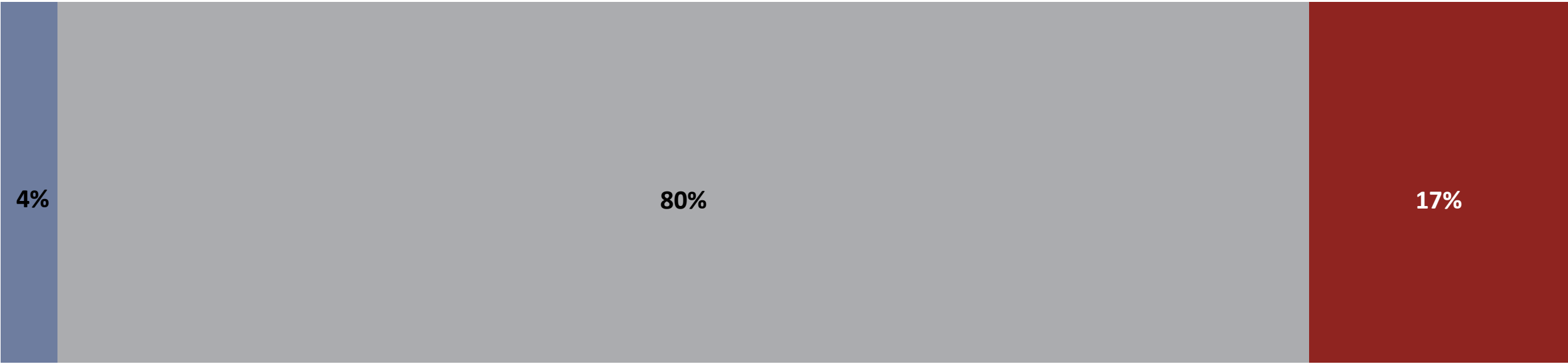
# Bayview/Hunters Point EPC: Active Transportation Network Comfort Index (ATNCI)



Four in five of those interviewed in the Bayview-Hunters Point EPC are only comfortable in facilities with barriers.

**Comfortable anywhere:** Very comfortable on streets without lanes  
**Comfortable in lanes:** Very comfortable as long as there are striped lanes  
**Comfortable behind barriers:** Only comfortable with a physical barrier  
**Uncomfortable/Unable to use:** Not comfortable in any environment, or unable to use ATN

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use



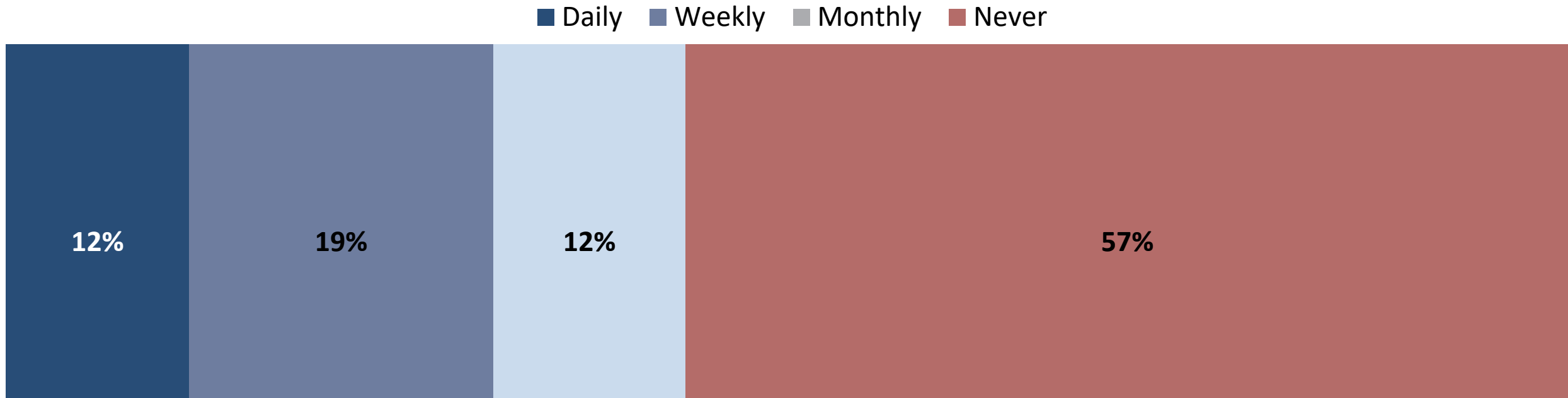


# **Tenderloin EPC: Intercept Interviews**

# Tenderloin EPC: Active Transportation Device Usage

Over four in ten of those interviewed in the Tenderloin EPC used active transportation devices regularly.

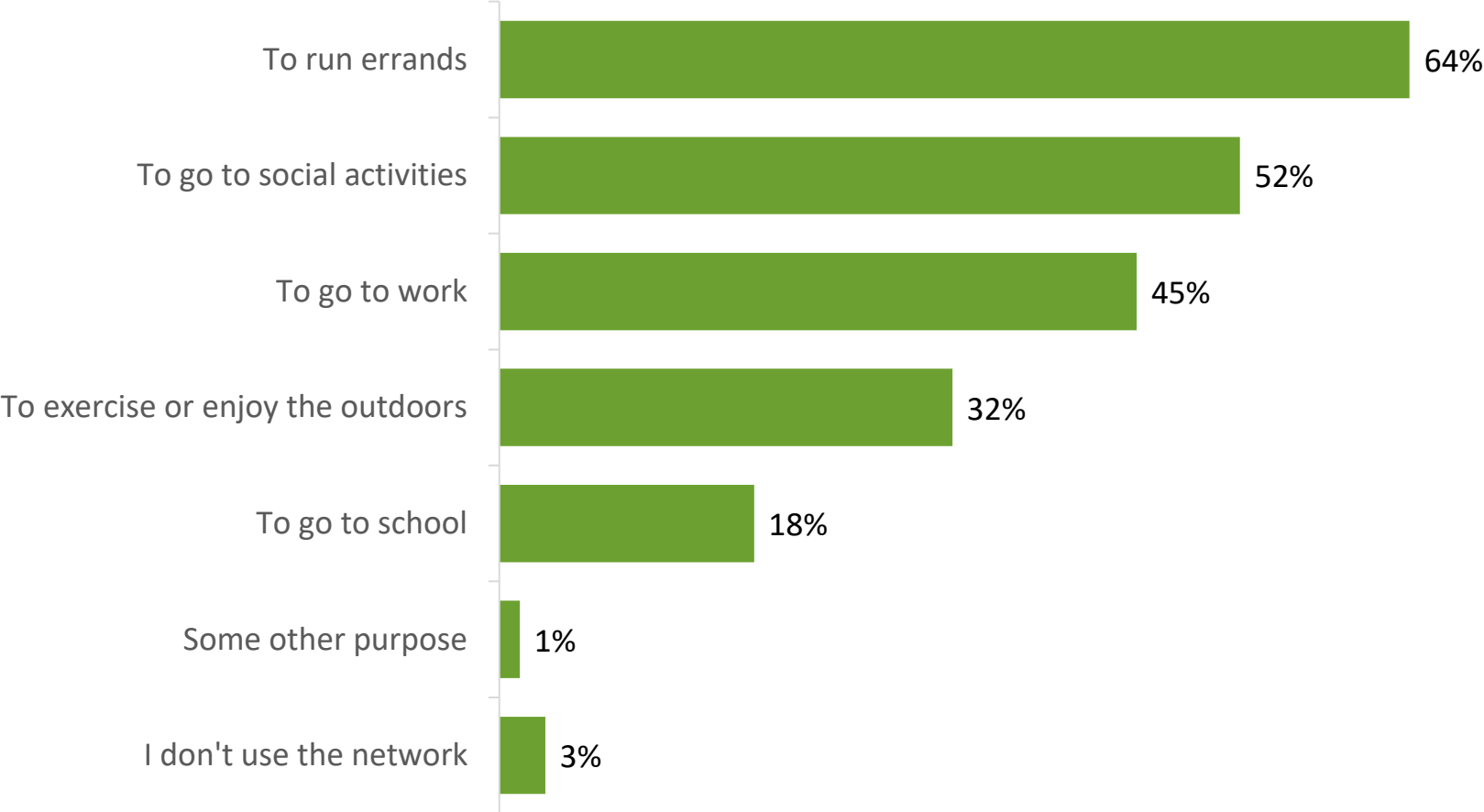
**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)  
**Weekly:** Weekly user of at least one active transportation device  
**Monthly:** Monthly user of at least one active transportation device  
**Never:** Never uses an active transportation device



# Tenderloin EPC: Active Transportation Network Uses



*Tenderloin EPC respondents used the network most frequently to run errands, and about half used it for social activities.*

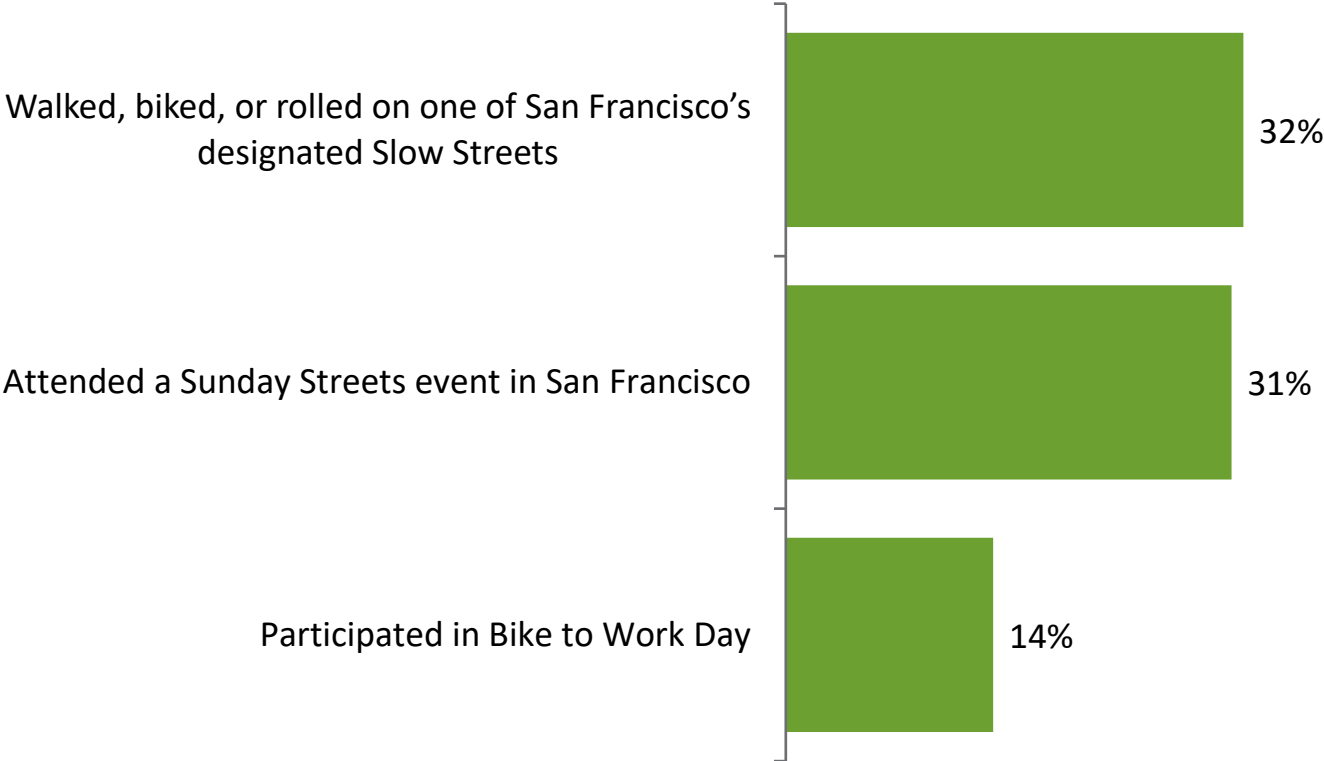


# Tenderloin EPC: Active Transportation Program Participation



*One-third of respondents in the Tenderloin EPC have used slow streets for active transportation or attended a Sunday Streets event.*

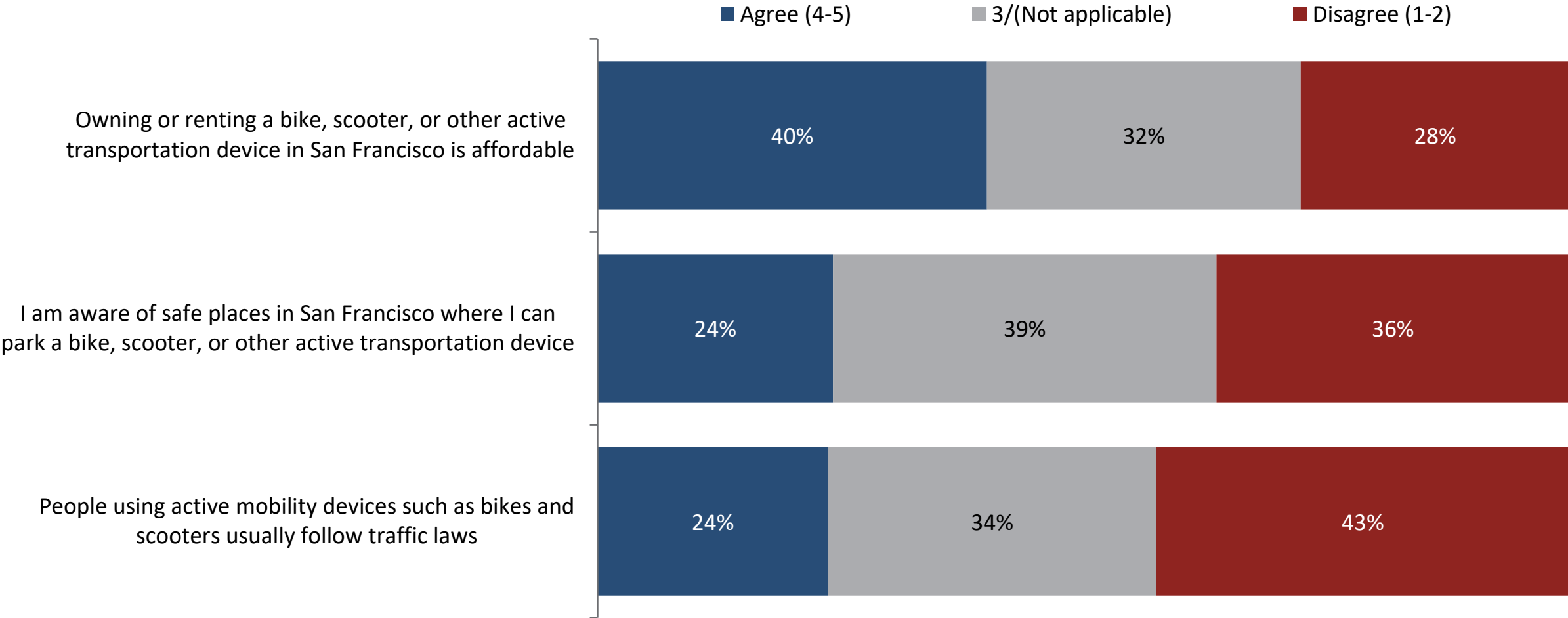
*Which of the following have you done?  
(multiple responses accepted)*



# Tenderloin EPC: Active Transportation Perceptions



*Tenderloin EPC respondents had limited awareness of safe places to park active transportation devices.*

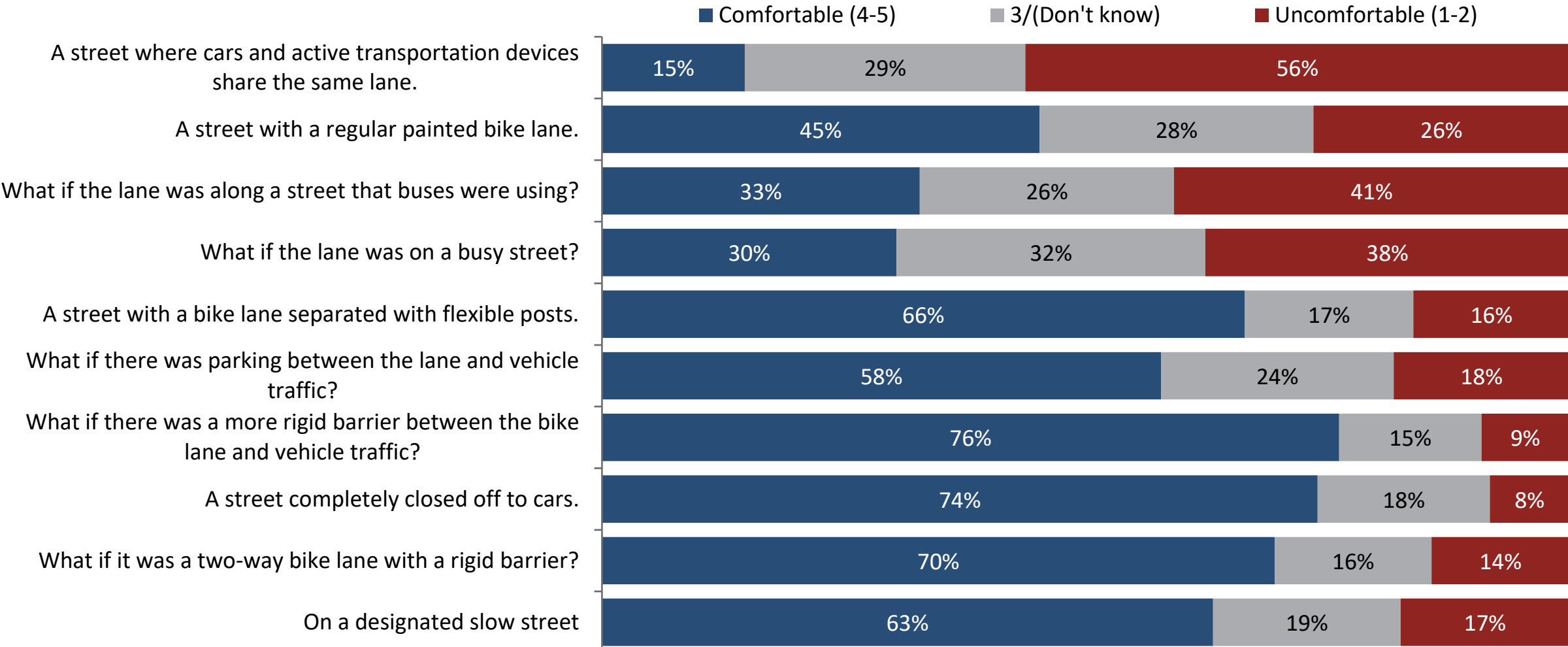


\* % usage calculated from respondents who ever use each device



# Tenderloin EPC: Facility Comfort Levels

*Those interviewed in the Tenderloin EPC were generally much more comfortable in protected facilities.*



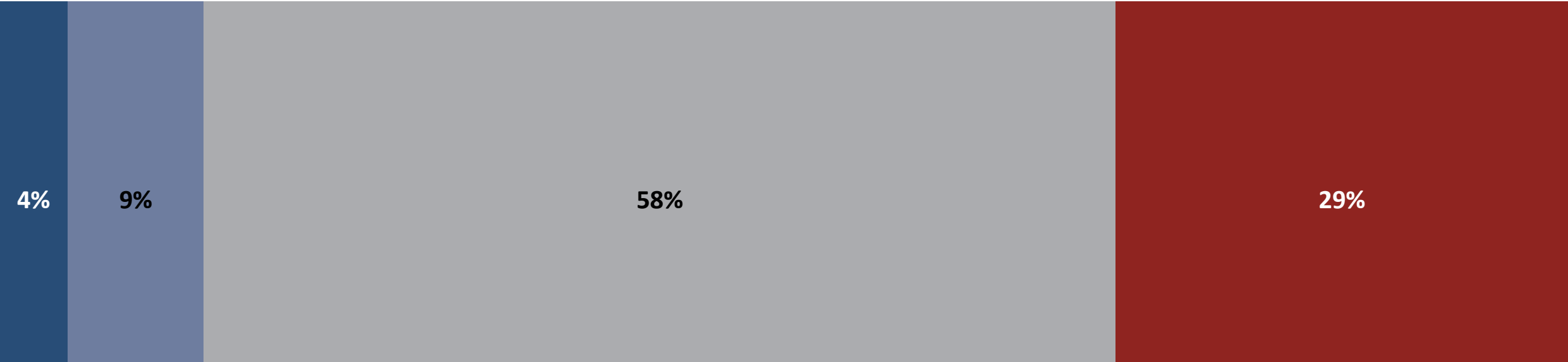
# Tenderloin EPC: Active Transportation Network Comfort Index (ATNCI)



Most of those interviewed in the Tenderloin EPC were only comfortable using the Active Transportation Network with barriers.

**Comfortable anywhere:** Very comfortable on streets without lanes  
**Comfortable in lanes:** Very comfortable as long as there are striped lanes  
**Comfortable behind barriers:** Only comfortable with a physical barrier  
**Uncomfortable/Unable to use:** Not comfortable in any environment, or unable to use ATN

■ Comfortable Anywhere   ■ Comfortable in Lanes   ■ Comfortable Behind Barriers   ■ Uncomfortable / Unable to Use





# **Western Addition EPC: Intercept Interviews**

# Western Addition EPC: Active Transportation Device Usage

Over three in ten of those interviewed in the Western Addition EPC used active transportation devices weekly.

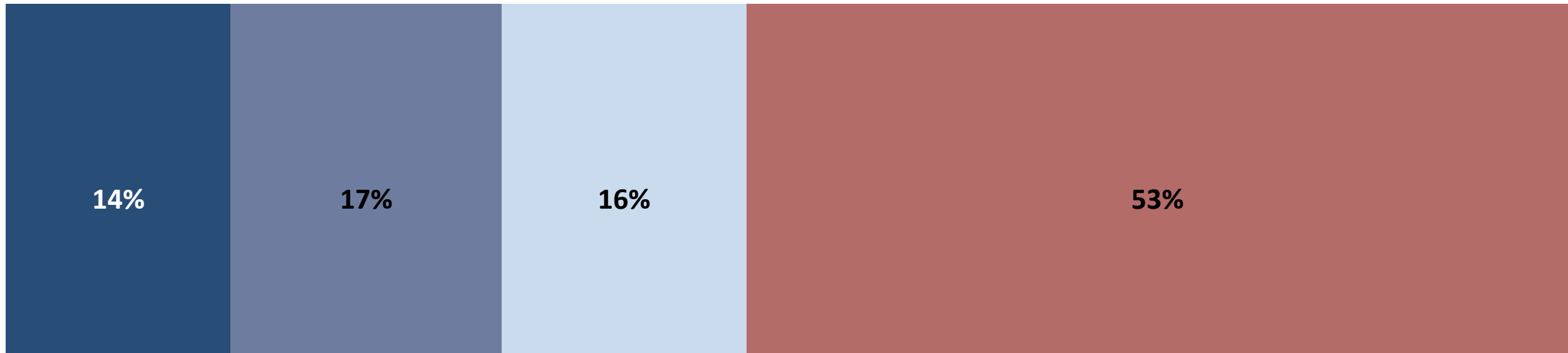
**Daily:** Daily user of at least one active transportation device (bike, scooter, skateboard/one-wheel, or assisted mobility device)

**Weekly:** Weekly user of at least one active transportation device

**Monthly:** Monthly user of at least one active transportation device

**Never:** Never uses an active transportation device

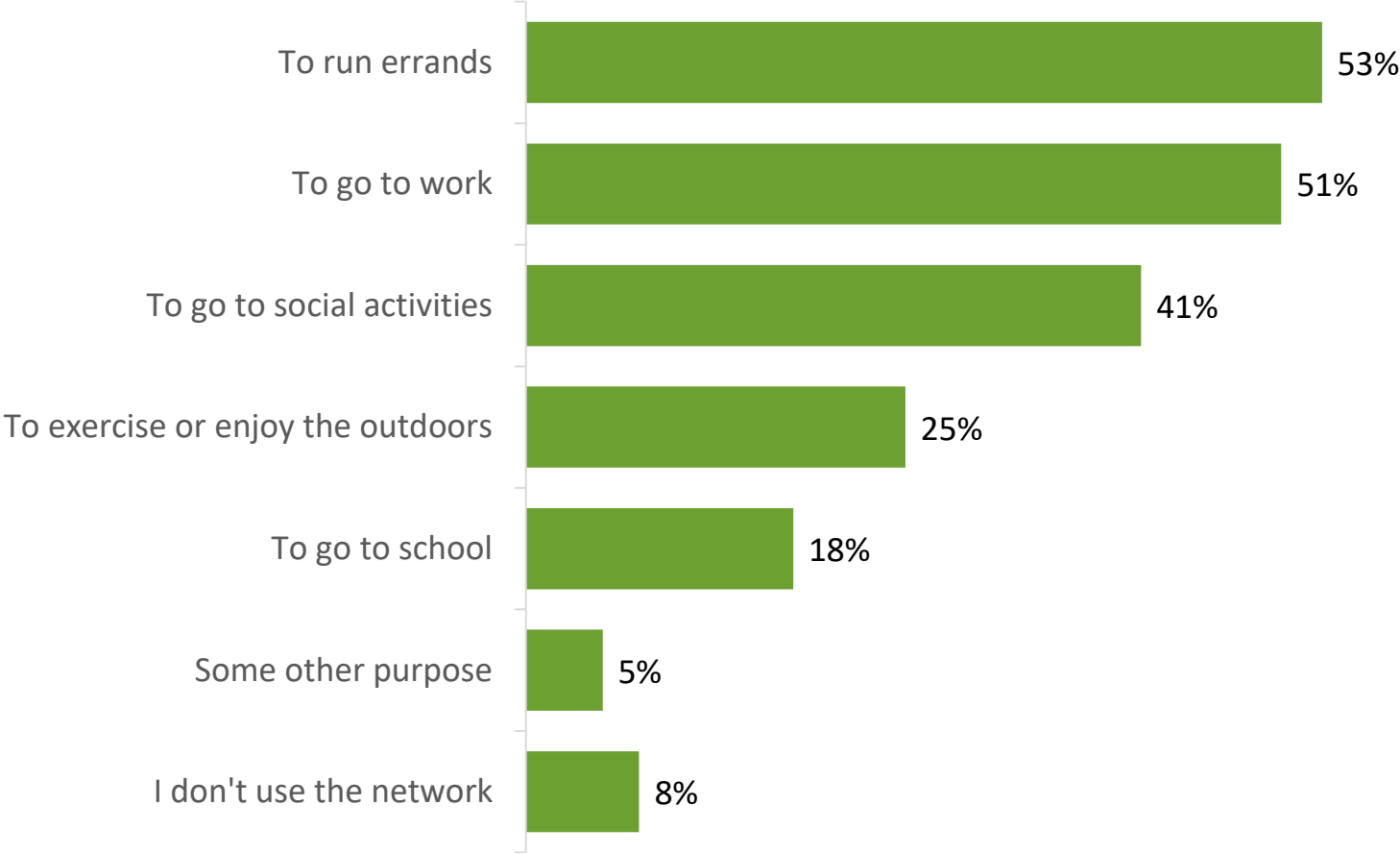
■ Daily ■ Weekly ■ Monthly ■ Never



# Western Addition EPC: Active Transportation Network Uses



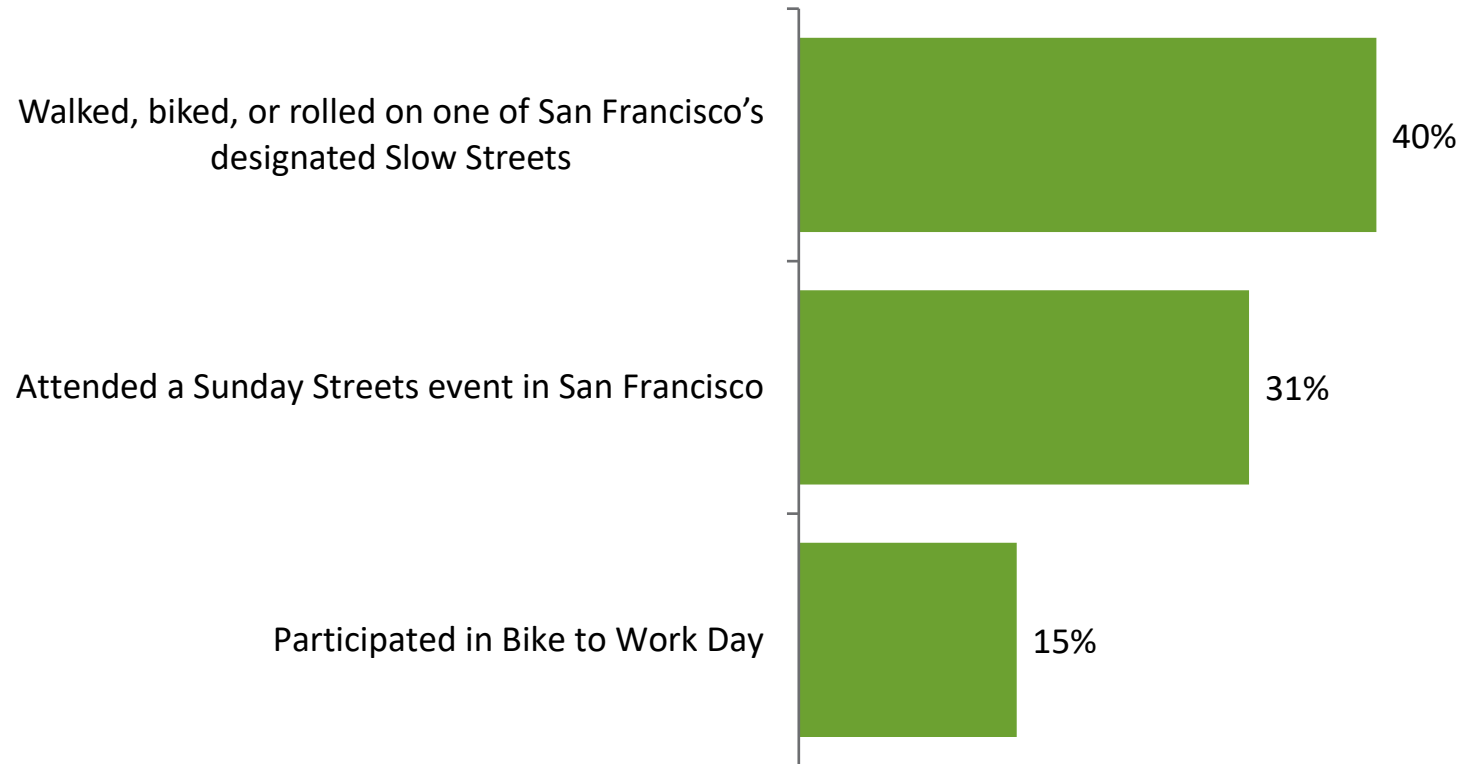
*About half of Western Addition EPC respondents used the network to run errands or commute.*



# Western Addition EPC: Active Transportation Program Participation

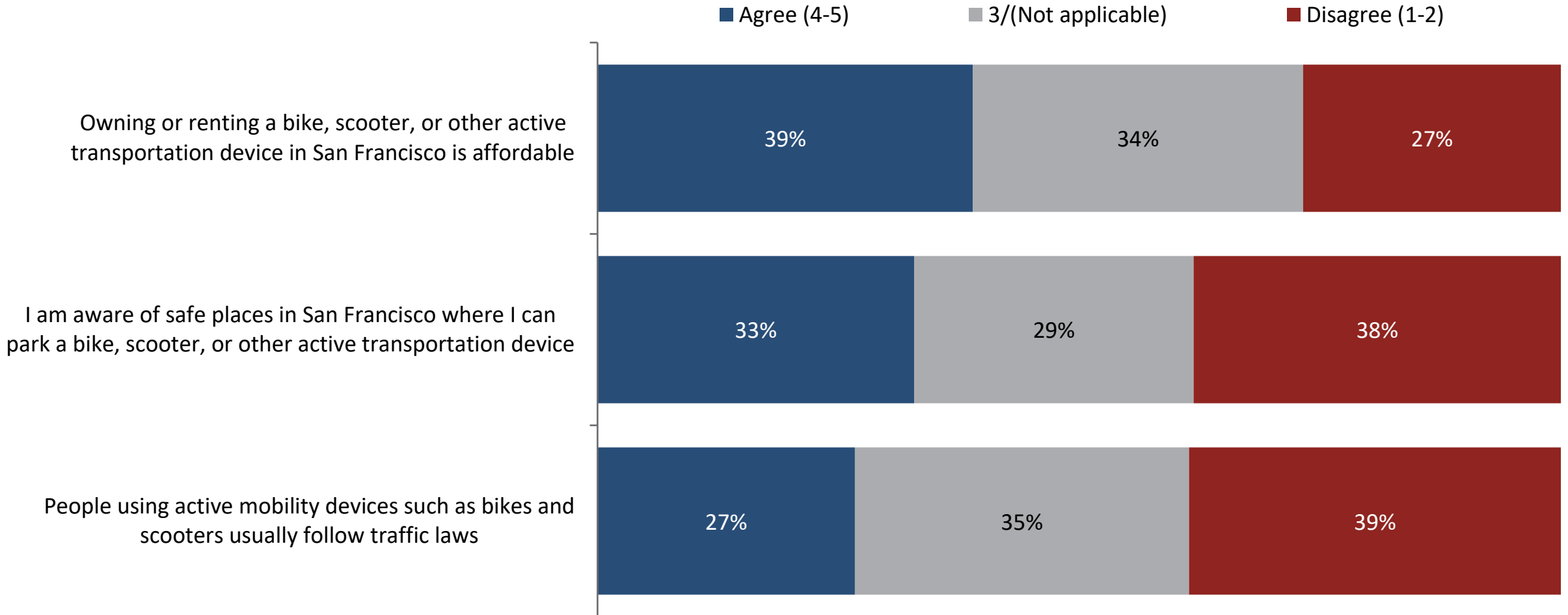
*Four in ten of those interviewed in the Western Addition EPC had used slow streets, and a third had participated in a Sunday Streets event.*

*Which of the following have you done?  
(multiple responses accepted)*



# Western Addition EPC: Active Transportation Perceptions

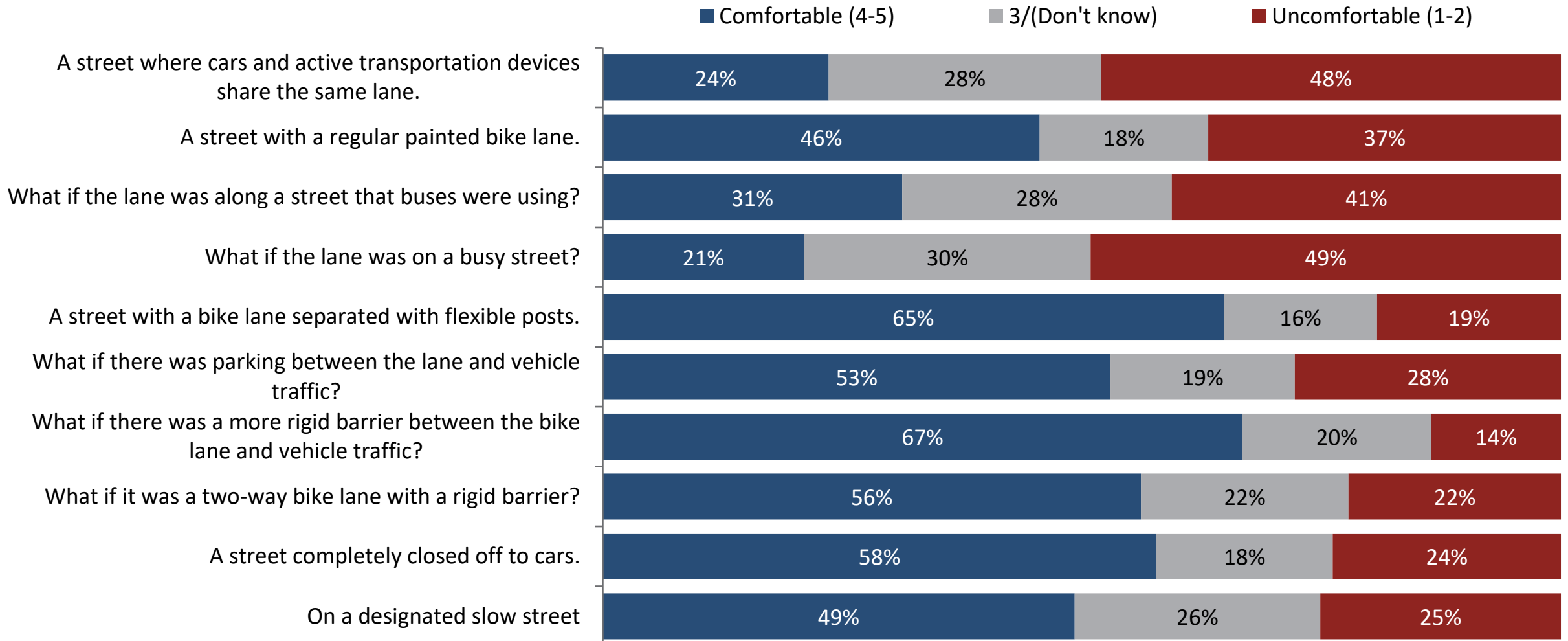
*One-third of Western Addition EPC respondents were aware of safe places to park active transportation devices.*



\* % usage calculated from respondents who ever use each device

# Western Addition EPC: Facility Comfort Levels

*Adding barriers increased comfort for those interviewed in the Western Addition EPC.*





# Western Addition EPC: Active Transportation Network Comfort Index (ATNCI)

*Just over half of those interviewed in the Western Addition EPC were only comfortable using the Active Transportation Network with barriers.*

**Comfortable anywhere:** *Very comfortable on streets without lanes*

**Comfortable in lanes:** *Very comfortable as long as there are striped lanes*

**Comfortable behind barriers:** *Only comfortable with a physical barrier*

**Uncomfortable/Unable to use:** *Not comfortable in any environment, or unable to use ATN*

■ Comfortable Anywhere   
 ■ Comfortable in Lanes   
 ■ Comfortable Behind Barriers   
 ■ Uncomfortable / Unable to Use

