FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 1 7th Street and Fulton

A lot of trips on 7th and Fulton are short trips, which represent high potential for use of active modes. The corridor also contains a high percentage and number of CoC households. There are few streets in the corridor that are part of the LTS 1 and 2 network and there is a high percentage of short trips and transit lines within the corridor and transit is expected to be crowded, making it a high-opportunity corridor for shifting to more active modes. It also has very few street at grades higher than 20%.



WHO LIVES AND WORKS HERE?

292,901

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

62%

48,522



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

6%

15%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

209,750

Trips made by walking (2050)

21%

Mode share by walking (2050)



Trips that are 2 miles or less (2050) Bike trips are made for personal/social purposes

30,289

Trips made by biking (2050)

3%

Mode share by biking (2050)

40%



Trips made by car (2050)

56%

Mode share by car (2050)

14%



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

93%

Residents within 1/4-

mile of a Muni rapid stop

74%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?



FIGURE 6. TRANSIT CROWDING



20%

Streets with slope 5% or greater

1



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 2 16th St/Wiggle/Golden Gate Park

This corridor has the highest percent of streets on the LTS 1 and 2 network at 27% but the transit lines within it experience a lot of crowding.



WHO LIVES AND WORKS HERE?

266,905

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

42%

8,415



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

27%

16%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

130,153

Trips made by walking (2050)

17%

Mode share by walking (2050)

2050)



Trips that are 2 miles or less (2050) Bike trips are made for personal/social purposes

26,662

Trips made by biking (2050)

3%

Mode share by biking (2050)

44%

482068

Trips made by car (2050)

63%

Mode share by car (2050)

14%



FIGURE 4. SLOPE

31%

Streets with slope 5% or greater



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

95%

Residents within 1/4-

mile of a Muni rapid stop

72%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?





1

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 3 Alemany and Bayshore

A high percentage of households in this corridor are in CoCs and there are also a high number of CoC households. There are few streets in the corridor that are part of the LTS 1 and 2 network. Slope is a challenge in this corridor with about 54% of streets being having a grade greater than 5%.



WHO LIVES AND WORKS HERE?

232,115

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

41%

58,880



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

6%

16%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

71,366

Trips made by walking (2050)

10%

Mode share by walking (2050) Мос

32%

Trips that are 2 miles or less (2050) Bike trips are made for personal/social purposes

16,189

Trips made by biking (2050)

2%

Mode share by biking (2050)

49%



Trips made by car (2050)

74%

Mode share by car (2050)

23%



FIGURE 4. SLOPE

Legend Percent Slope 5 - 9% 10 - 19% _____ 20 - 29% 30% or greate ATS Corridor 111

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

90%

Residents within 1/4-

mile of a Muni rapid

stop

27%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?





54%

Streets with slope 5% or greater

2

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 4 Arguello and O' Shaughnessy

Slope is a challenge in this corridor with about 66% of streets having a grade greater than 5%.



WHO LIVES AND WORKS HERE?

145,936

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

11%



Concern (2015)

Number of households in Communities of

Percent of households in Communities of Concern (2015)

0%

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

12%

7%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

51,249

Trips made by walking (2050)

12%

Mode share by walking (2050)

33%

Trips that are 2 miles or less (2050) Bike trips are made for personal/social purposes

13,901

Trips made by biking (2050)

3%

Mode share by biking (2050)

44%



Trips made by car (2050)

69%

Mode share by car (2050)

14%



FIGURE 4. SLOPE

Legend Percent Slope 5 - 9% 10 - 19% _____ 20 - 29% 30% or greater ATS Corridor

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

87%

Residents within 1/4-

mile of a Muni rapid stop

64%

of key destinations

(grocery stores, parks

recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?





66%

Streets with slope 5% or greater



1

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 5 Cesar Chavez/Evans

There are few streets in the corridor that are part of the LTS 1 and 2 network.



WHO LIVES AND WORKS HERE?

102,708

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

41%

13,805



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?



Level of Traffic Stress

(LTS) 1 or 2 network (2018)

Streets that are on

Streets in High Injury Network (2017)

6%





WHAT TRIPS ARE BEING MADE?

31,515

Trips made by walking (2050)

11%

Mode share by walking (2050)

30%

Trips that are 2 miles

or less (2050)

Mode

Bike trips are made for personal/social purposes

7,962

Trips made by biking (2050)

3%

Mode share by biking (2050)

44%

208129

Trips made by car (2050)

73%

Mode share by car (2050)

18%

42%

Streets with slope

5% or greater



FIGURE 4. SLOPE



WHAT IS ACCESS IN **CORRIDOR?**

77%

Residents within 1/4-

mile of a Muni rapid stop

40%

of key destinations

(grocery stores, parks recreation centers and K-12 schools) are within 500

feet of LTS 1 and 2 network



FIGURE 5 REGIONAL CONNECTIONS

Crowding More Than 1.00 - Crowding 0.85 - 1.00

1

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 6 Mason St/Columbus/2nd St

The corridor see a large number of walk and bike trips. In addition 45% of all trips are 2 miles or less.



WHO LIVES AND WORKS HERE?

424,013

Jobs and residents

(2050)

18%

Percent change

growth in jobs and

residents

(2015 to 2050)

27,358



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

11%

10%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)







WHAT TRIPS ARE BEING MADE?

260,503

Trips made by walking (2050)

18%

Mode share by walking (2050)

2050)

44%

Trips that are 2 miles or less (2050) Bike trips are made for personal/social purposes

41,866

Trips made by biking (2050)

3%

Mode share by biking (2050)

29%



Trips made by car (2050)

40%

Mode share by car (2050)

22%



FIGURE 4. SLOPE



FIGURE 5 REGIONAL CONNECTIONS



Geary

Fulton

eaend

91%

WHAT IS ACCESS IN

CORRIDOR?

Residents within 1/4mile of a Muni rapid stop

31%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

42%

Streets with slope 5% or greater

2

Current regional transit stops in corridor



Active Transportation Study: Corridor 7 Folsom

A high percentage of households in this corridor are in CoCs. It has a relatively high percentage of streets that are part of the high-injury network, rank fourth among the corridors.

WHO LIVES AND WORKS HERE?

439,222

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

50%

37,446

60%

ConnectSF

Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

8%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

17%



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS



WHAT TRIPS ARE BEING MADE?

215,006

Trips made by walking

19%

(2050)

Mode share by walking (2050)

50%

Trips that are 2 miles or less (2050)

Bike trips are made for personal/social purposes

31,604

Trips made by biking (2050)

3%

Mode share by biking (2050)

38%



Trips made by car (2050)

54%

Mode share by car (2050)

17%



FIGURE 4. SLOPE



Streets with slope 5% or greater



FIGURE 5 REGIONAL CONNECTIONS



WHAT IS ACCESS IN **CORRIDOR?**

90%

Residents within 1/4-

mile of a Muni rapid stop

69%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network



2

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 8 Anza/Post

Despite a very high number of biking and walking trips, only six percent of streets in this corridor have LTS 1 or 2 infrastructure. Containing the third-highest percentage of High-Injury Network streets, this corridor represents and opportunity to greatly improve safety for many of San Francisco's cyclists and pedestrians.



WHO LIVES AND WORKS HERE?

415,713

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

18%

40,146



Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

6%

21%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

307,837

20%

Mode share by

walking (2050)

49%

Trips that are 2 miles

or less (2050)

Trips made by walking (2050)

Mode share by biking (2050)

Bike trips are made for personal/social purposes

45,584

Trips made by biking (2050)

3%

38%

714386

Trips made by car (2050)

47%

Mode share by car (2050)

17%



FIGURE 4. SLOPE



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

100%

Residents within 1/4-

mile of a Muni rapid

stop

43%

of key destinations

(grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?



FIGURE 6. TRANSIT CROWDING



46%

Streets with slope 5% or greater

2

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 9 20th/Geneva/Ocean/Muni K

This corridor has high access to Muni. There are also accessibility challenges with many streets at above 5% slope.



WHO LIVES AND WORKS HERE?

209,440

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

47%

16,162



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

9%





WHAT TRIPS ARE BEING MADE?

75,421

Trips made by walking (2050)

11%

Mode share by walking (2050)

ру С)

35%

Trips that are 2 miles or less (2050)

Bike trips

17,141

Trips made by biking (2050)

3%

Mode share by biking (2050)

48%

Bike trips are made for personal/social purposes

481732

Trips made by car (2050)

72%

Mode share by car (2050)

19%





FIGURE 5 REGIONAL CONNECTIONS



89%

WHAT IS ACCESS IN

CORRIDOR?

Residents within 1/4mile of a Muni rapid stop

45%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

51%

Streets with slope 5% or greater

Crowding More Than 1.00 - Crowding 0.85 - 1.00 ATS Corridor

1

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 10 Broadway/Masonic

This corridor contains a fair share of population and jobs, and half of all trips are two miles or less despite the high percentage of steep streets. In addition, many transit lines within the corridor experience crowding.



WHO LIVES AND WORKS HERE?

243,971

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

10%

24,577



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

11%

9%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

149,445

Trips made by walking (2050)

21%

Mode share by walking (2050)



50%

Trips that are 2 miles or less (2050)

Giles trins

Bike trips are made for personal/social purposes

24,848

Trips made by biking (2050)

3%

Mode share by biking (2050)

40%

388579

Trips made by car (2050)

54%

Mode share by car (2050)

14%



FIGURE 4. SLOPE

56%

Streets with slope 5% or greater

Legend 5 - 9% - 10 - 19% _____ 20 - 29% 30% or greate ATS Corrido

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

88%

Residents within 1/4-

mile of a Muni rapid stop

53%

of key destinations (grocery stores, parks

recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

There is no map here because there are no regional transit stops in the corridor

egend Crowding More Than 1.00 - Crowding 0.85 - 1.0017th St ATS Corridor

0

Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 11 San Jose/Valencia/Polk

The corridor has a high number of CoC households. Of the streets in the corridor, 27% are part of the high-injury network. It also has a high percentage in short trips. There is also an opportunity to ensure quality active transportation connections to the four regional transit stations in the corridor and provide an alternative to the many crowded transit lines also in the corridor.



WHO LIVES AND WORKS HERE?

353,081

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

23%

49,526



Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

10%

27%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

256,119

Trips made by walking (2050)

22%

Mode share by walking (2050)

52%

Trips that are 2 miles

or less (2050)

Bike trips are made for personal/social purposes

38,119

Trips made by biking (2050)

3%

Mode share by biking (2050)

43%

655075

Trips made by car (2050)

56%

Mode share by car (2050)

13%



FIGURE 4. SLOPE



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

100%

Residents within 1/4-

mile of a Muni rapid stop

59%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?



California Geary Legend - Crowding More Than 1.00 - Crowding 0.85 - 1.00 ATS Corridor

43%

Streets with slope 5% or greater



Current regional transit stops in corridor



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 12 Mansell/Ocean/Holloway

With nearly 60% of households in this corridor in CoCs, an expected 54% increase in jobs and residents, a fair number of bike and walk trips, and only 4% of streets with LTS 1/2 infrastructure; this corridor presents a great opportunity for investment in our marginalized communities. However, over half of the streets are 5 percent or higher slope, which presents a problem that best-practice bike infrastructure likely cannot solve.



WHO LIVES AND WORKS HERE?

148,004

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

54%

27,978



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?



Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)

6%





WHAT TRIPS ARE BEING MADE?

53,711

Trips made by walking (2050)

12%

Trips that are 2 miles

or less (2050)

Mode share by walking (2050) Mod

33%

Bike trips are made for personal/social purposes

11,516

Trips made by biking (2050)

2%

Mode share by biking (2050)

45%



Trips made by car (2050)

70%

Mode share by car (2050)

23%



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

80%

Residents within 1/4-

mile of a Muni rapid stop

35%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?



FIGURE 6. TRANSIT CROWDING



56%

Streets with slope 5% or greater

1



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 13 Market/Portola/Taraval

This corridor includes a large number of jobs and residents. With these numbers, there are many walk and bike trips already occurring in the corridor. There are safety challenges with 27% of the network in the corridor as part of the High Injury Network. Slope is a challenge in this corridor with about 47% of streets being having a grade greater than 5%. There is an opportunity to ensure quality active transportation connections because of the need to connect to the four regional transit stations in the corridor and provide an alternative to the many crowded transit lines also in the corridor.



WHO LIVES AND WORKS HERE?

689,322

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

30%

46,385



Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

20%

27%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)







WHAT TRIPS ARE BEING MADE?

405,820

Trips made by walking (2050)

18%

Mode share by walking (2050)



Trips that are 2 miles or less (2050) Bike trips

63,620

Trips made by biking (2050)

3%

Mode share by biking (2050)

37%

Bike trips are made for personal/social purposes

1073296

Trips made by car (2050)

48%

Mode share by car (2050)

21%



FIGURE 4. SLOPE



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

94%

Residents within 1/4-

mile of a Muni rapid stop

59%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?



FIGURE 6. TRANSIT CROWDING



47%

Streets with slope 5% or greater





FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 14 Oakdale/Palou

About 87% of households in this corridor live in Communities of Concern. The corridor currently has a low percentage of streets on the LTS 1 and 2 network, making it a high-opportunity corridor for active mode switching. Slope is also a challenge in this corridor with about half of streets being having a grade greater than 5%.



WHO LIVES AND WORKS HERE?

62,936

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

52%

14,053



Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

3%

3%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)





WHAT TRIPS ARE BEING MADE?

15,119	3
Trips made by walking (2050)	Trips n

10%

Mode share by walking (2050)

31%

Trips that are 2 miles or less (2050)

Bike trips are made for personal/social purposes

3,879

hade by biking (2050)

3%

Mode share by biking (2050)

39%

110805

Trips made by car (2050)

75%

Mode share by car (2050)

19%



FIGURE 4. SLOPE Legend 5 - 9% 10 - 19% 20 - 29%

50%

Streets with slope 5% or greater

FIGURE 5 REGIONAL CONNECTIONS

There is no map here because there are no regional transit stops in the corridor

WHAT IS ACCESS IN

89%

Residents within 1/4-

mile of a Muni rapid stop

38%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

FIGURE 6. TRANSIT CROWDING

Crowding More Than 1.00 Crowding 0.85 - 1.00 ATS Corridor



0



Active Transportation Study: Corridor 15 Sloat

Sloat, though containing a low share of population and jobs, will see an 88% increase in jobs and residents through 2050. The corridor provides an important link to the Muni Metro system and has the potential to be a strong connector to downtown and regional transit for residents of the Sunset. Many of the bike trips occurring along this corridor are for personal/social purposes, suggesting it is also an important connector to nearby parks, SF Zoo, and the beach.



ConnectSF

WHO LIVES AND WORKS HERE?

61,408

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

88%

. . .

Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

0%

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

6%

2%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)



FIGURE 2. CORRIDOR AND ASSOCIATED TAZS



WHAT TRIPS ARE BEING MADE?

10,860

Trips made by walking (2050)

11%

Mode share by walking (2050)

37%

Trips that are 2 miles

or less (2050)

Mod

Bike trips are made for personal/social purposes

2,508

Trips made by biking (2050)

3%

Mode share by biking (2050)

54%

74656

Trips made by car (2050)

77%

Mode share by car (2050)

20%



FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

62%

Residents within 1/4-

mile of a Muni rapid stop

69%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

There is no map here because there are no regional transit stops in the corridor

FIGURE 6. TRANSIT CROWDING

18%

Streets with slope 5% or greater

0

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 16 Embarcadero/Illinois/Muni T

There is an opportunity to ensure quality active transportation connections to the three regional transit stations in the corridor.

WHO LIVES AND WORKS HERE?

336,974

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

44%

12,390

Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

A	0	0/	
	O	70	

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

12%

WHAT TRIPS ARE BEING MADE?

135,912

Trips made by walking (2050)

14%

38%

Trips that are 2 miles

or less (2050)

Mode share by walking (2050)

Bike trips are made for personal/social purposes

25,973

Trips made by biking (2050)

3%

Mode share by biking (2050)

35%

Trips made by car (2050)

58%

Mode share by car (2050)

21%

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

100%

Residents within 1/4-

mile of a Muni rapid stop

44%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

FIGURE 4. SLOPE

32%

Streets with slope 5% or greater

3

Current regional transit stops in corridor

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 17 Great Highway

Great Highway has one of the highest shares of bike trips for personal/social purposes of the corridors. With a very flat grade and scenic views, it is a great candidate for carfree mobility. The City has seen the benefits of this during its closure for COVID-19 recreation.

WHO LIVES AND WORKS HERE?

Jobs and residents (2050)

18%

Percent of households in Communities of Concern (2015)

0%

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

0%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

WHAT TRIPS ARE BEING MADE?

Trips that are 2 miles

or less (2050)

8,706	2,1
Trips made by walking (2050)	Trips made (20!
9%	29
Mode share by walking (2050)	Mode share (20
30%	53

Bike trips are made for personal/social purposes

91

e by biking)50)

%

e by biking)50)

3%

74567

Trips made by car (2050)

77%

Mode share by car (2050)

18%

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

85%

Residents within 1/4-

mile of a Muni rapid

stop

50%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

There is no map here because there are no regional transit stops in the corridor

FIGURE 6. TRANSIT CROWDING

FIGURE 4. SLOPE

6%

Streets with slope 5% or greater

0

Active Transportation Study: Corridor 18 Muni 29 Line

Of the bike trips that happen in this corridor, over half are for personal and social purposes.

ConnectSF

WHO LIVES AND WORKS HERE?

16%

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

0%

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

8%

3%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

WHAT TRIPS ARE BEING MADE?

15,415	
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Trips made by walking (2050)

11%

Mode share by walking (2050)

37%

Trips that are 2 miles or less (2050)

Bike trips are made for personal/social purposes

3,203

Trips made by biking (2050)

2%

Mode share by biking (2050)

54%

107331

Trips made by car (2050)

77%

Mode share by car (2050)

17%

FIGURE 5 REGIONAL CONNECTIONS

There is no map here because there are no regional transit stops in the corridor

65%

WHAT IS ACCESS IN

CORRIDOR?

Residents within 1/4mile of a Muni rapid stop

90%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

30%

Streets with slope 5% or greater

0

Current regional transit stops in corridor

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 19 Muni N Judah

This corridor has a low percent of streets that are part of the LTS 1 and 2 network. The N Judah corridor has easy access to the Muni Metro system, with the high-frequency N running down it. Coupled with a relatively topography for most of its length, this makes for easy bike access to the transportation system along with the commercial corridor for people living nearby.

WHO LIVES AND WORKS HERE?

69,045

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

19%

Number of households in Communities of Concern (2015) Percent of households in Communities of Concern (2015)

0%

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018) Streets in High Injury Network (2017)

1%

WHAT TRIPS ARE BEING MADE?

29,351

Trips made by walking (2050)

11%

Mode share by walking (2050)

33%

Trips that are 2 miles or less (2050)

Bike trips are made for personal/social purposes

7,905

Trips made by biking (2050)

3%

Mode share by biking (2050)

47%

196142

Trips made by car (2050)

72%

Mode share by car (2050)

15%

FIGURE 5 REGIONAL CONNECTIONS

WHAT IS ACCESS IN

100%

Residents within 1/4-

mile of a Muni rapid

stop

41%

of key destinations (grocery stores, parks recreation centers and K-12

schools) are within 500

feet of LTS 1 and 2 network

CORRIDOR?

There is no map here because there are no regional transit stops in the corridor

FIGURE 6. TRANSIT CROWDING

GGWRA

Streets with slope 5% or greater

0

FIGURE 2. CORRIDOR AND ASSOCIATED TAZS

Active Transportation Study: Corridor 20 Geneva/Harney

This corridor has the highest percent change in jobs and population growth as well as a high percent of CoC households. It does not currently have streets that are part of the LTS 1 and 2 network. Slope is also a challenge in this corridor with about half of streets being having a grade greater than 5%.

WHO LIVES AND WORKS HERE?

81,486

Jobs and residents (2050)

Percent change growth in jobs and residents (2015 to 2050)

258%

5,079

Number of households in Communities of Concern (2015)

Percent of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN CORRIDOR

WHAT ARE THE SAFETY CONDITIONS?

0%

0%

Streets that are on Level of Traffic Stress (LTS) 1 or 2 network (2018)

Streets in High Injury Network (2017)

WHAT TRIPS ARE BEING MADE?

13,363

Trips made by walking (2050)

6%

Mode share by walking (2050)

21%

Trips that are 2 miles

or less (2050)

Bike trips are made for personal/social purposes

3,140

Trips made by biking (2050)

1%

Mode share by biking (2050)

45%

158205

Trips made by car (2050)

75%

Mode share by car (2050)

21%

FIGURE 5 REGIONAL CONNECTIONS

100%

WHAT IS ACCESS IN

CORRIDOR?

Residents within 1/4mile of a Muni rapid stop

27%

of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

50%

Streets with slope 5% or greater

1

Current regional transit stops in corridor