

# Active Transportation Study: Zone 1

## Marina

The number of bike trips in the Marina are small relative to other zones. Compared to all other zones, it has the lowest percent population that lives within 1/4-mile of the Muni Rapid network. Almost half of trips associated with the zone are short trips. Many of the congested streets in the zone are north/south running, south of Union Street.

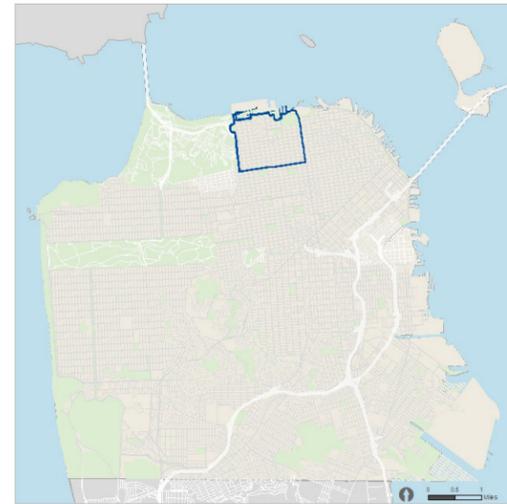
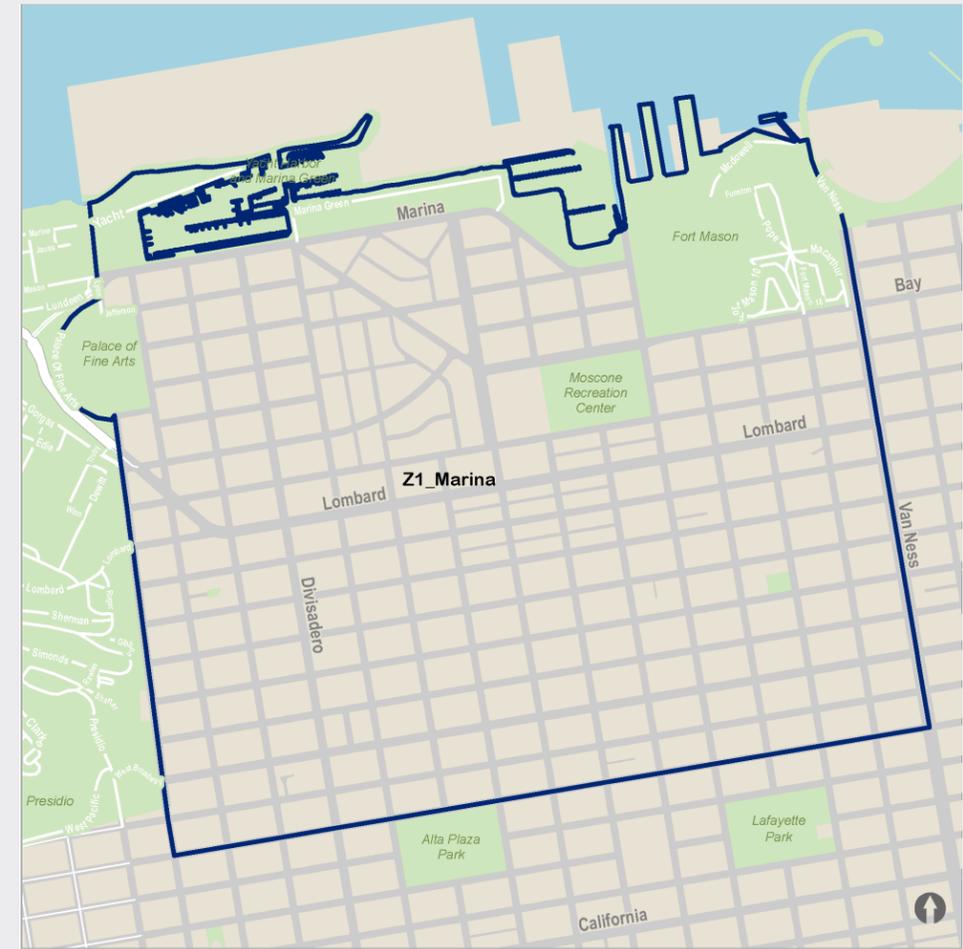


FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**54,033**

Jobs and residents (2050)

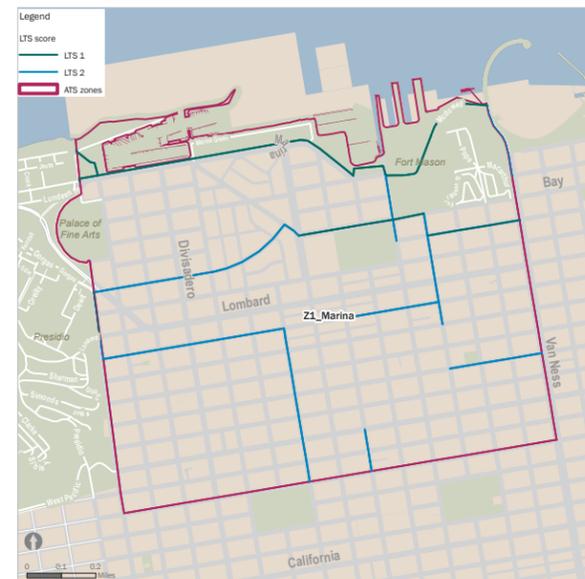
**0%**

Percent of households in Communities of Concern (2015)

**-**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**5%**

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

**2%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**35,626**

Trips made by walking (2050)

**7,370**

Trips made by biking (2050)

**114,180**

Trips made by car (2050)

**19%**

Mode share by walking (2050)

**4%**

Mode share by biking (2050)

**60%**

Mode share by car (2050)

**43%**

Trips that are 2 miles or less (2050)

**43%**

Bike trips are made for personal/social purposes

**13%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE



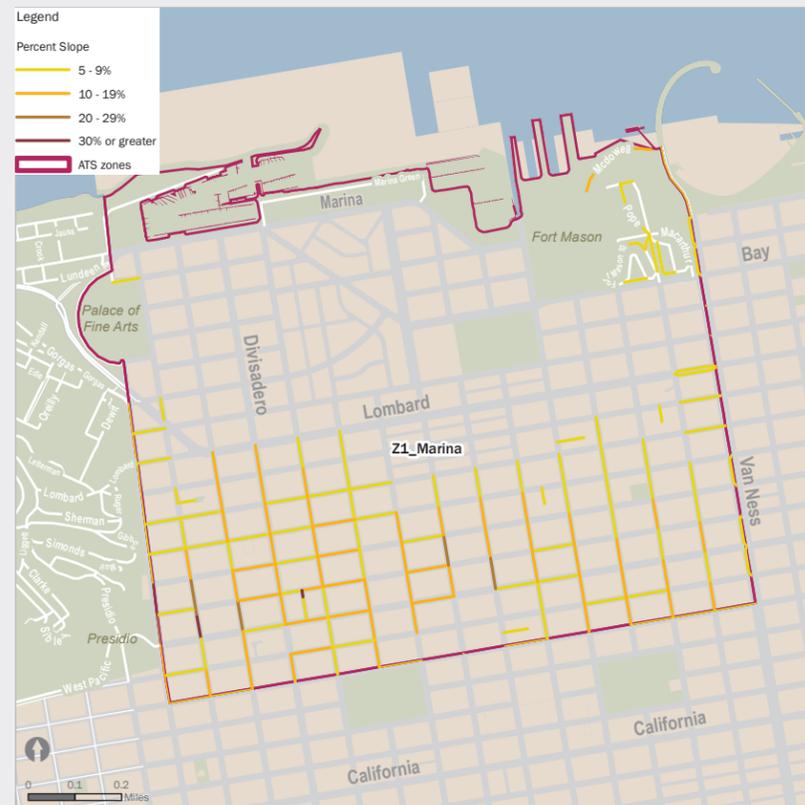
FIGURE 5 REGIONAL CONNECTIONS

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

0  
Current regional transit stops in zone

FIGURE 4. SLOPE

30%  
Streets with slope 5% or greater



WHAT IS ACCESS IN ZONE?

44%  
of residents are within 1/4-mile of a Muni rapid stop

66%  
of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 2

## Russian Hill



Russian Hill represents a moderate share of the City’s active transportation, but also has a moderate percent of its streets in the high injury network (11%). It also contains a relatively high percentage of CoC households, and so presents a high potential for equitable expansion of the active transportation network. There are a number of streets that experience congestion and 70% of streets with steep slopes. The zone also has a number of transit lines that experience transit crowding. Outreach has indicated that San Franciscans desire better access to northern parts of the City.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**172,293**

Jobs and residents (2050)

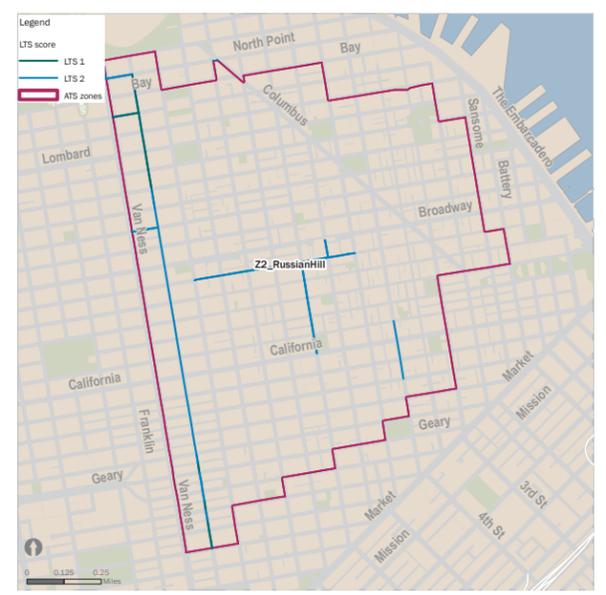
**53%**

Percent of households in Communities of Concern (2015)

**84,815**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**2%**

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

**11%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**227,057**

Trips made by walking (2050)

**23%**

Mode share by walking (2050)

**56%**

Trips that are 2 miles or less (2050)

**29,750**

Trips made by biking (2050)

**3%**

Mode share by biking (2050)

**40%**

Bike trips are made for personal/social purposes

**492,573**

Trips made by car (2050)

**50%**

Mode share by car (2050)

**15%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

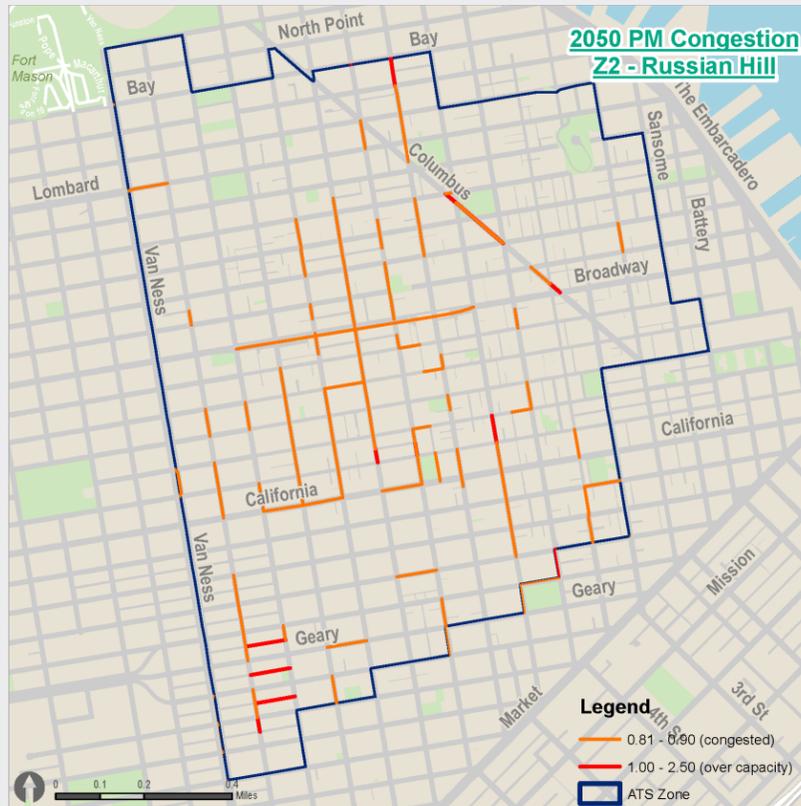


FIGURE 4. SLOPE

**70%**  
Streets with slope  
5% or greater

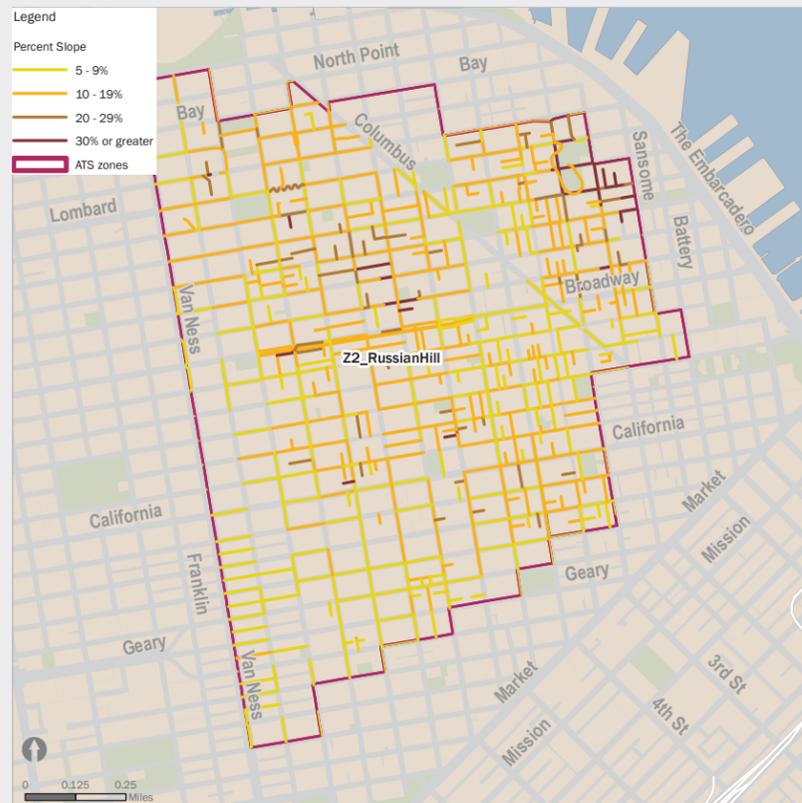


FIGURE 5 REGIONAL CONNECTIONS

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

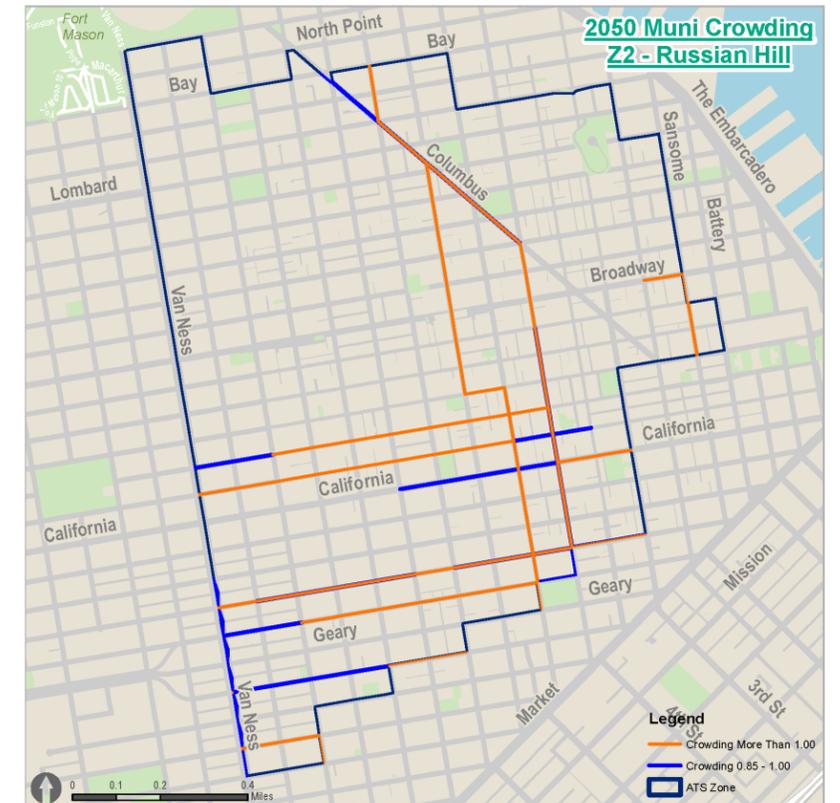
**0**  
Current regional transit stops in zone

FIGURE 6. TRANSIT CROWDING

**WHAT IS ACCESS IN ZONE?**

**97%**  
of residents are 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



# Active Transportation Study: Zone 3 Embarcadero

Almost half of trips associated with the zone are short trips. The F line, which runs the length of this zone, experiences transit crowding. Outreach has indicated that San Franciscans desire better access to northern parts of the City.

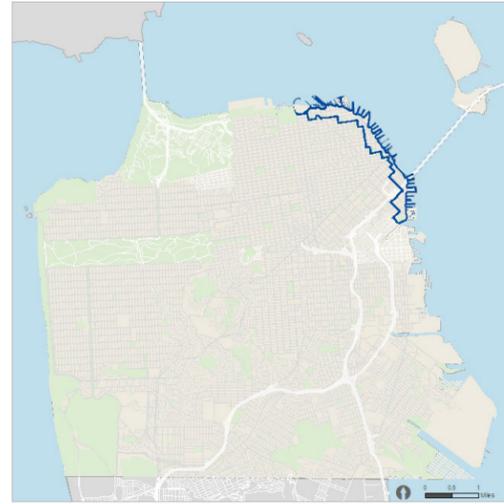


FIGURE 2. ZONE



## WHO LIVES AND WORKS HERE?

**71,517**

Jobs and residents (2050)

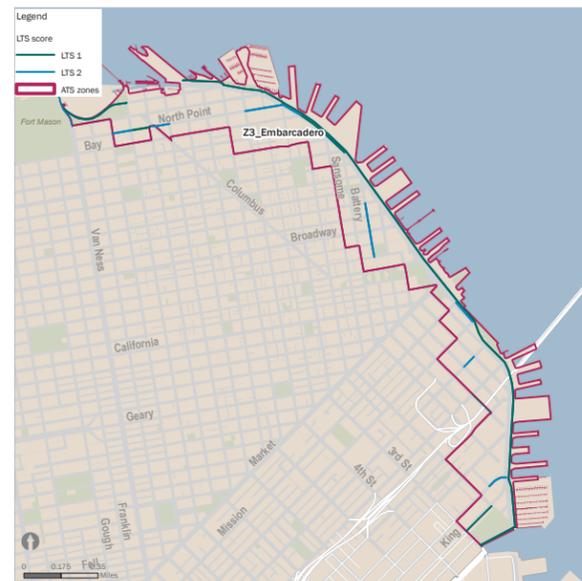
**8%**

Percent of households in Communities of Concern (2015)

**1,628**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



## WHAT ARE THE SAFETY CONDITIONS?

**4%**

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

**5%**

Streets in High Injury Network (2017)

## WHAT TRIPS ARE BEING MADE?

**93,093**

Trips made by walking (2050)

**14,829**

Trips made by biking (2050)

**262,368**

Trips made by car (2050)

**17%**

Mode share by walking (2050)

**3%**

Mode share by biking (2050)

**48%**

Mode share by car (2050)

**44%**

Trips that are 2 miles or less (2050)

**32%**

Bike trips are made for personal/social purposes

**23%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE



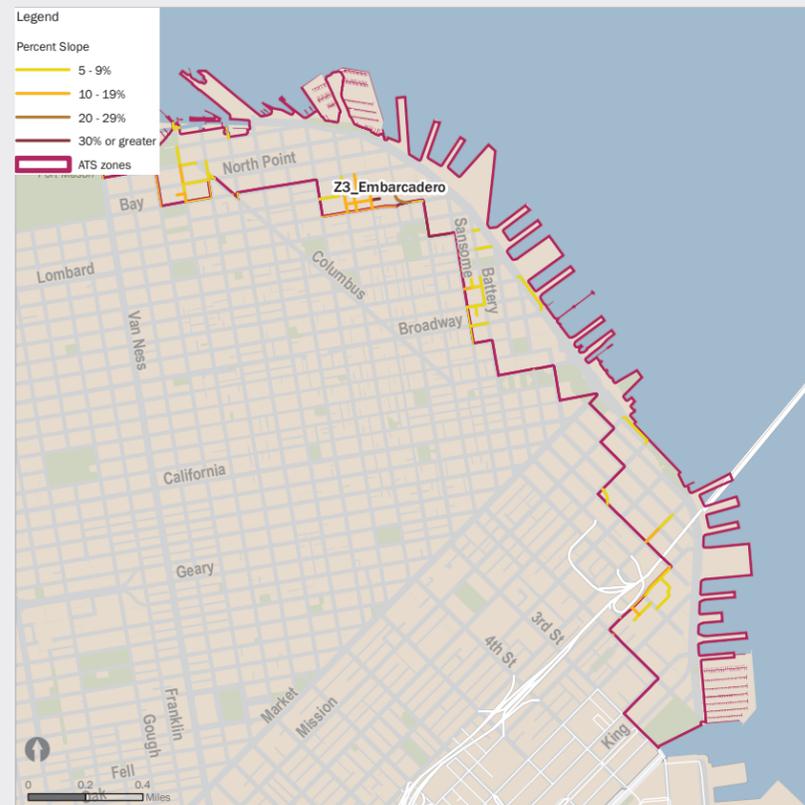
FIGURE 5 REGIONAL CONNECTIONS

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

**0**  
 Current regional transit stops in zone

FIGURE 4. SLOPE

**23%**  
 Streets with slope 5% or greater



**WHAT IS ACCESS IN ZONE?**

**100%**  
 of residents are within 1/4-mile of a Muni rapid stop

**61%**  
 of key destinations (grocery stores, parks, recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 4

## Richmond

The Richmond zone already has a larger share LTS 1 and 2 network streets than other zones with many bike routes in Golden Gate Park.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**116,801**

Jobs and residents (2050)

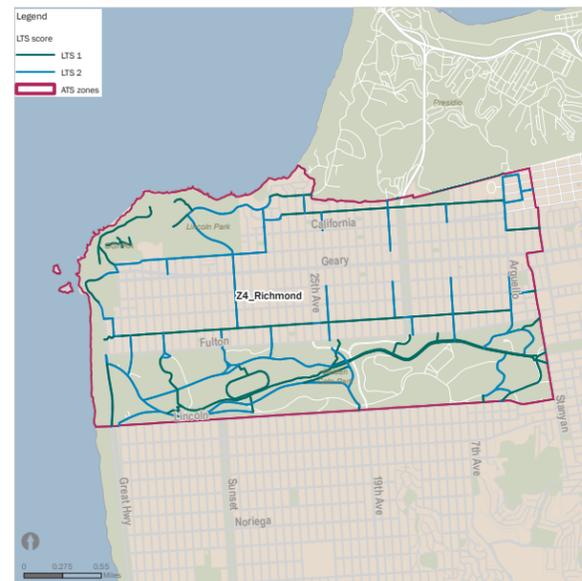
**0%**

Percent of households in Communities of Concern (2015)

**-**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**22%**

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

**9%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**56,870**

Trips made by walking (2050)

**14,774**

Trips made by biking (2050)

**322,154**

Trips made by car (2050)

**12%**

Mode share by walking (2050)

**3%**

Mode share by biking (2050)

**69%**

Mode share by car (2050)

**33%**

Trips that are 2 miles or less (2050)

**45%**

Bike trips are made for personal/social purposes

**14%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE



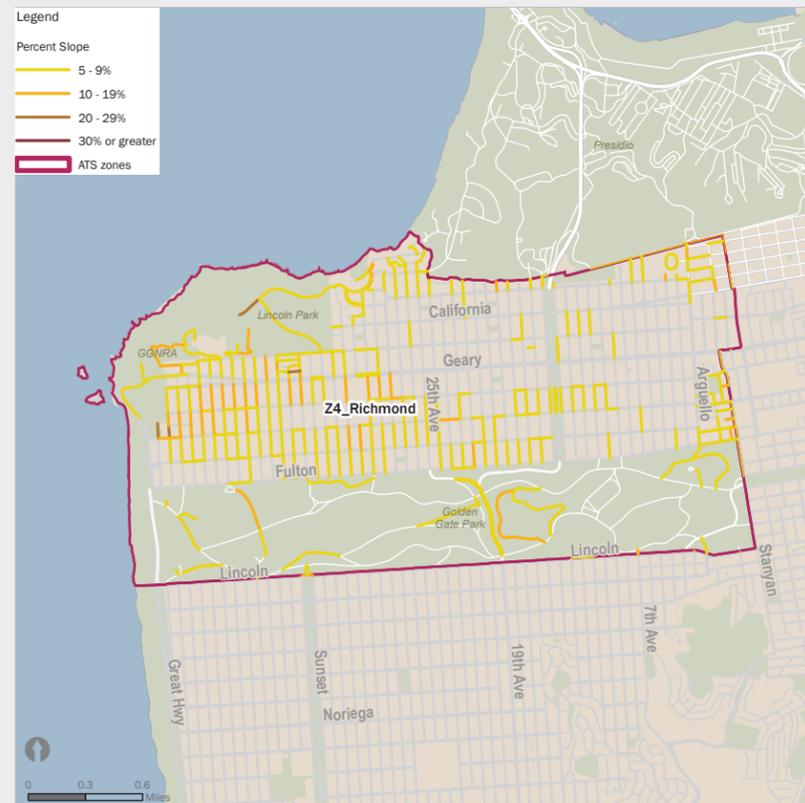
FIGURE 5 REGIONAL CONNECTIONS

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

0  
Current regional transit stops in zone

FIGURE 4. SLOPE

**32%**  
Streets with slope 5% or greater

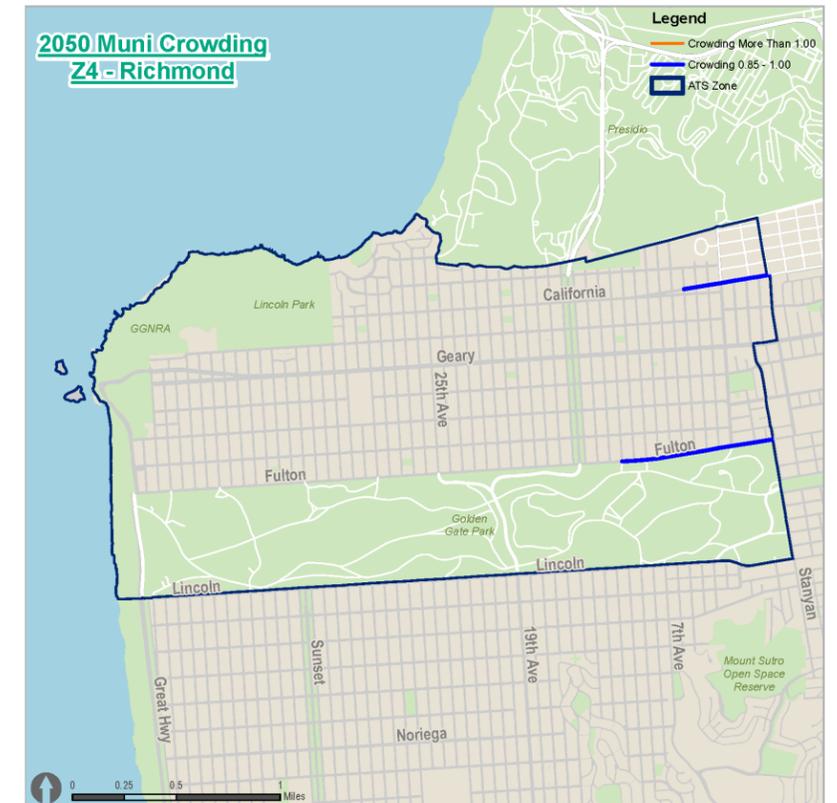


**WHAT IS ACCESS IN ZONE?**

**100%**  
of residents are within 1/4-mile of a Muni rapid stop

**55%**  
of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 5

## Pacific Heights

Almost half of trips associated with the zone are short trips. There is an opportunity to shift more of those trips to active modes. Despite having a small percentage of LTS 1 and 2 network streets, it has a strong bike mode share of 4%.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**116,266**

Jobs and residents (2050)

**29%**

Percent of households in Communities of Concern (2015)

**14,855**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**3%**

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

**10%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**98,145**

Trips made by walking (2050)

**17,530**

Trips made by biking (2050)

**271,761**

Trips made by car (2050)

**21%**

Mode share by walking (2050)

**4%**

Mode share by biking (2050)

**58%**

Mode share by car (2050)

**48%**

Trips that are 2 miles or less (2050)

**43%**

Bike trips are made for personal/social purposes

**12%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE



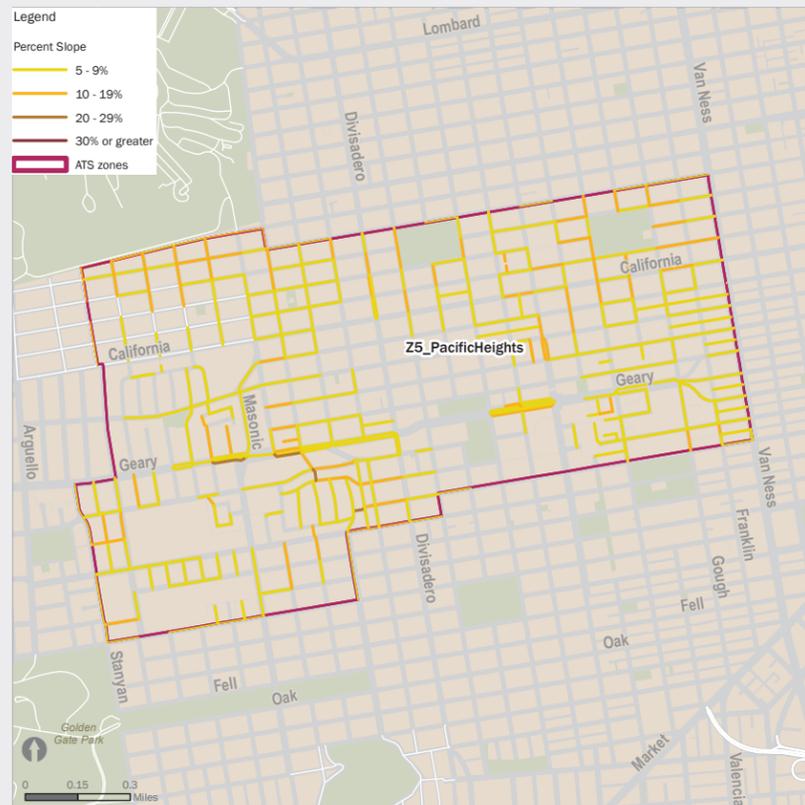
FIGURE 5 REGIONAL CONNECTIONS

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

0

Current regional transit stops in zone

FIGURE 4. SLOPE



55%

Streets with slope 5% or greater

WHAT IS ACCESS IN ZONE?

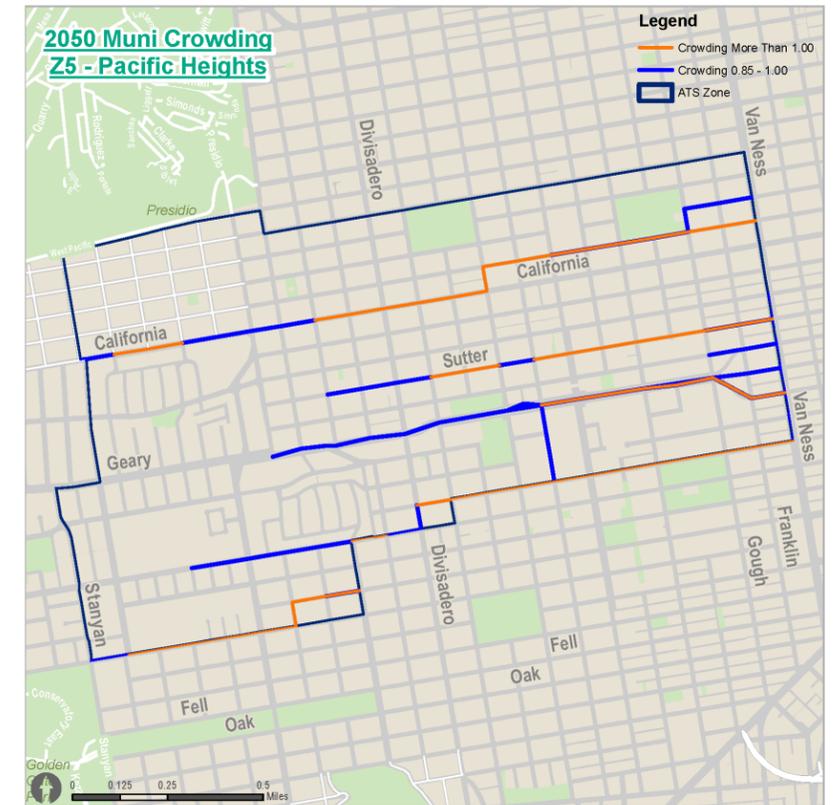
100%

of residents are within 1/4-mile of a Muni rapid stop

61%

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

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 6

## Panhandle



The panhandle has a strong bike mode share of 4%. Of those bike trips, about half are done for personal or social reasons. Almost half of all trips associated with the zone are short trips. There is an opportunity to shift more of those trips to active modes.



### WHO LIVES AND WORKS HERE?

**98,822**

Jobs and residents (2050)

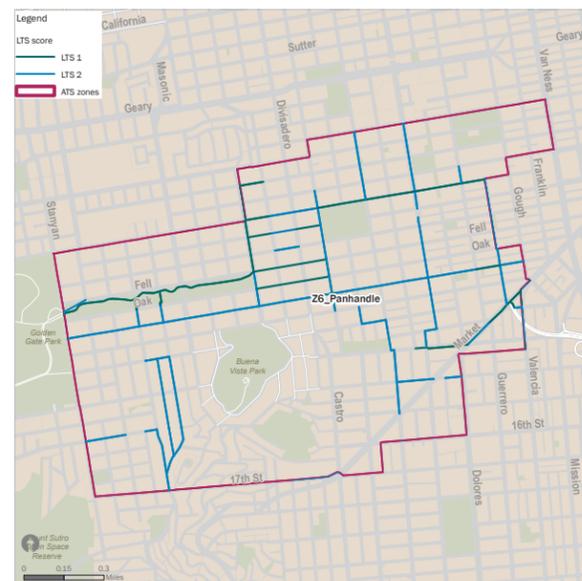
**21%**

Percent of households in Communities of Concern (2015)

**16,468**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**8%**

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

**12%**

Streets in High Injury Network (2017)

FIGURE 2. ZONE



### WHAT TRIPS ARE BEING MADE?

**91,588**

Trips made by walking (2050)

**17,002**

Trips made by biking (2050)

**262,548**

Trips made by car (2050)

**20%**

Mode share by walking (2050)

**4%**

Mode share by biking (2050)

**58%**

Mode share by car (2050)

**47%**

Trips that are 2 miles or less (2050)

**47%**

Bike trips are made for personal/social purposes

**11%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

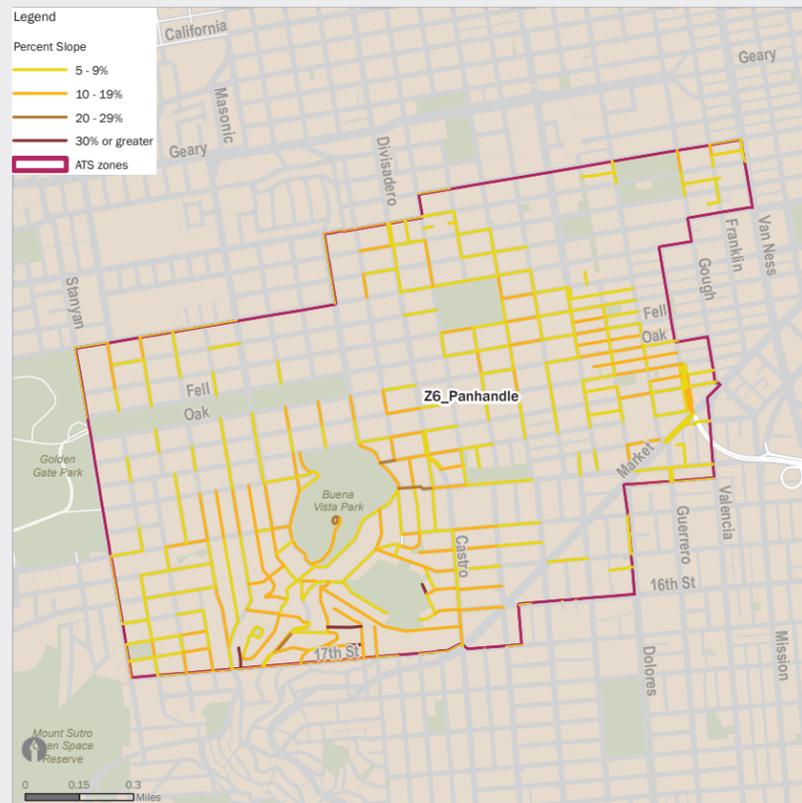


FIGURE 5 REGIONAL CONNECTIONS

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

0  
Current regional transit stops in zone

FIGURE 4. SLOPE



**48%**  
Streets with slope 5% or greater

**WHAT IS ACCESS IN ZONE?**

**92%**  
of residents are within 1/4-mile of a Muni rapid stop

**77%**  
of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 7

## Downtown

Downtown has a high percentage and number of CoC households. It is the zone with the highest number of jobs and population as well as number of walking and cycling trips. As seen in Figures 3 and 6, many streets in this zone experience congestion and transit crowding. The Downtown zone also has the most regional transit connections among other zones. There are safety challenges with 24% of the streets in the network as part of the high injury network while only 4% are part of the LTS 1 and 1 network. Considering these factors and that 46% of trips associated with the zone are within 2 miles, there is an opportunity for the active transportation network to address equity and safety issues.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**556,119**

Jobs and residents (2050)

**67%**

Percent of households in Communities of Concern (2015)

**107,066**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**4%**

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

**24%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**423,485**

Trips made by walking (2050)

**19%**

Mode share by walking (2050)

**46%**

Trips that are 2 miles or less (2050)

**63,468**

Trips made by biking (2050)

**3%**

Mode share by biking (2050)

**33%**

Bike trips are made for personal/social purposes

**991,516**

Trips made by car (2050)

**44%**

Mode share by car (2050)

**21%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

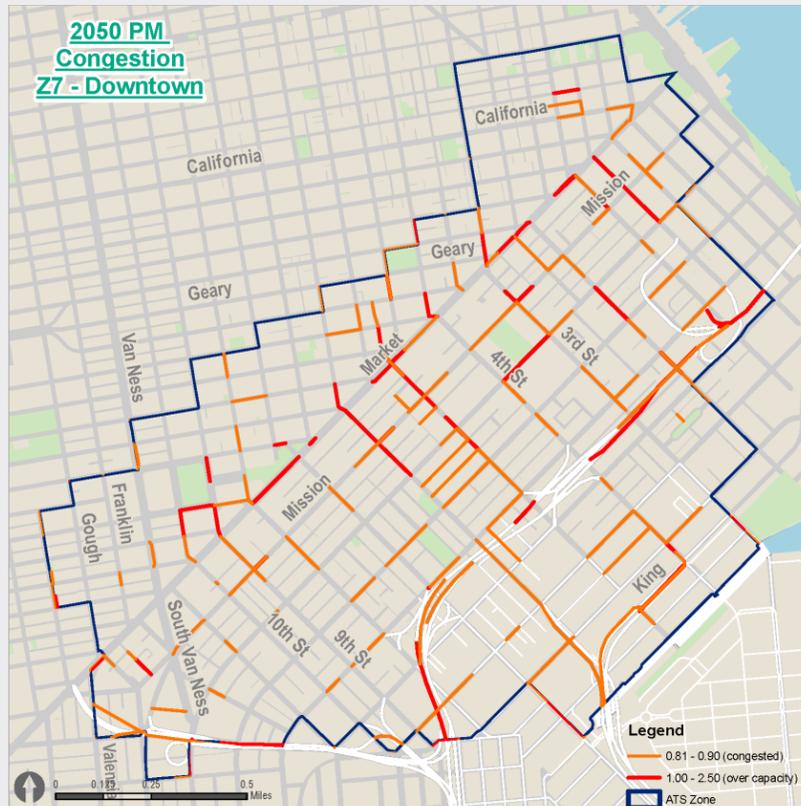
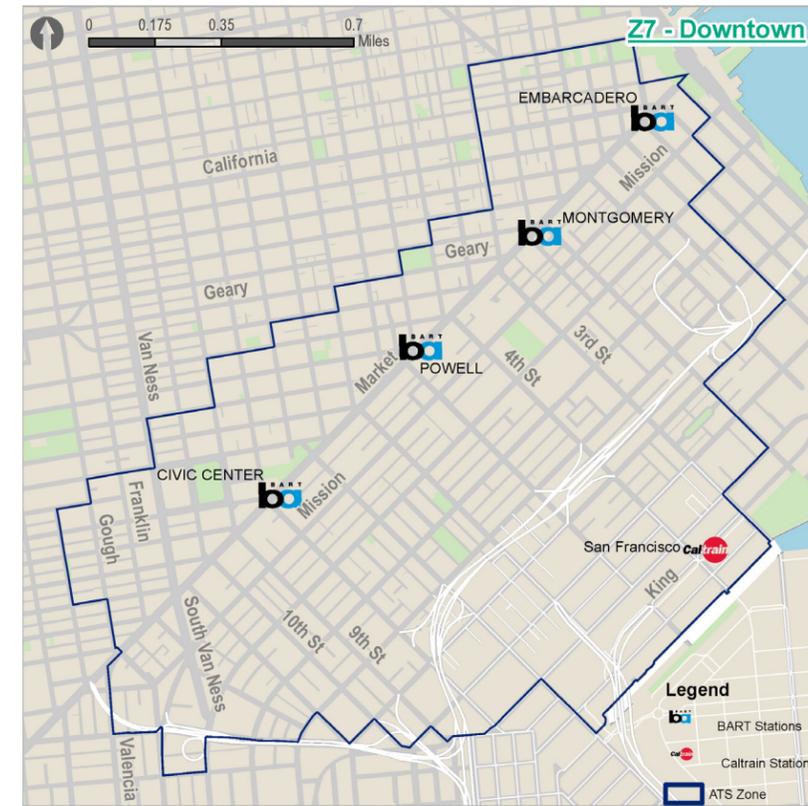


FIGURE 5 REGIONAL CONNECTIONS



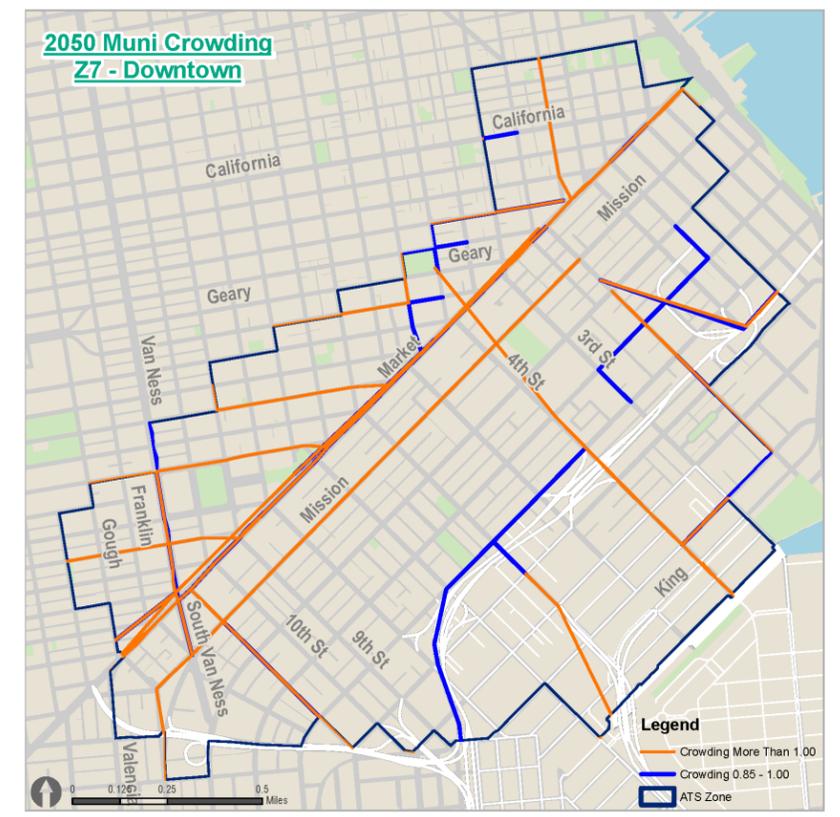
**5**  
Current regional transit stops in zone

FIGURE 4. SLOPE



**12%**  
Streets with slope 5% or greater

FIGURE 6. TRANSIT CROWDING



**WHAT IS ACCESS IN ZONE?**

**94%**  
of residents are within 1/4-mile of a Muni rapid stop

**55%**  
of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

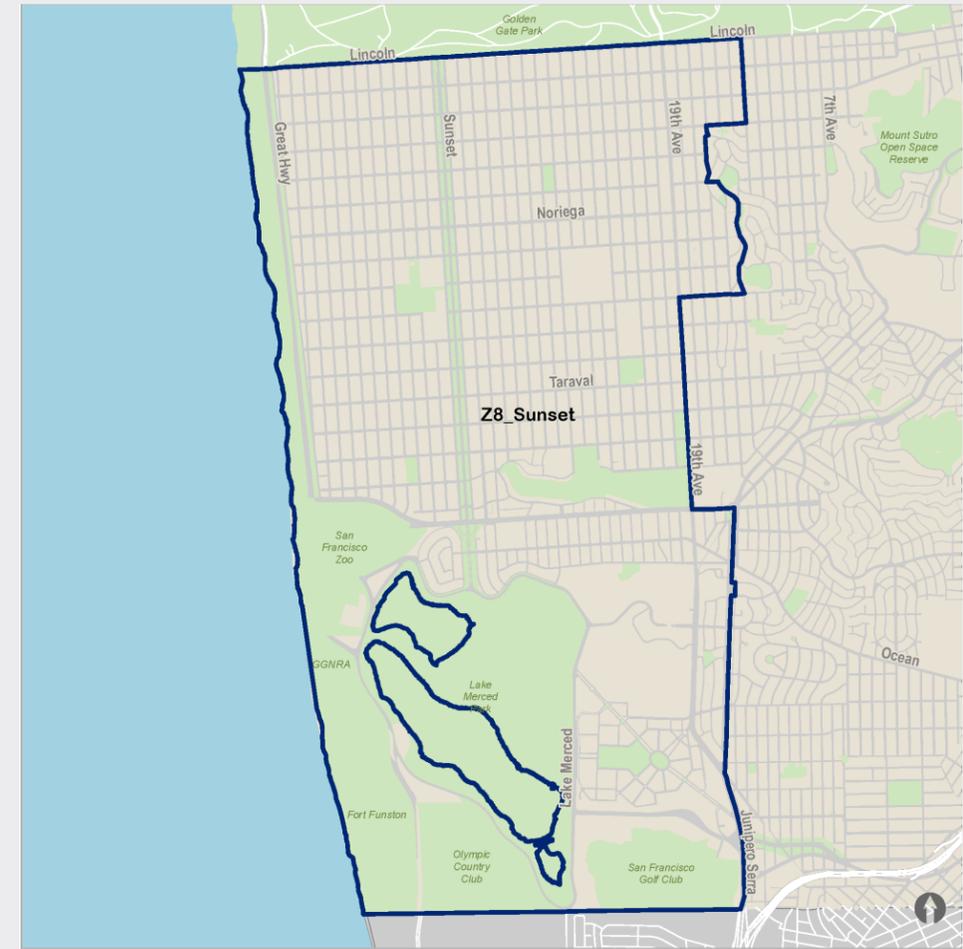
# Active Transportation Study: Zone 8

## Sunset

About half of bike trips in this zone are done for personal or social reasons. The Sunset already has 18% of its streets as part of the LTS 1 and 2 network. Being a relatively flat zone with commercial and recreational destinations, the Sunset has great potential for increasing shares of active transportation.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**200,405**

Jobs and residents (2050)

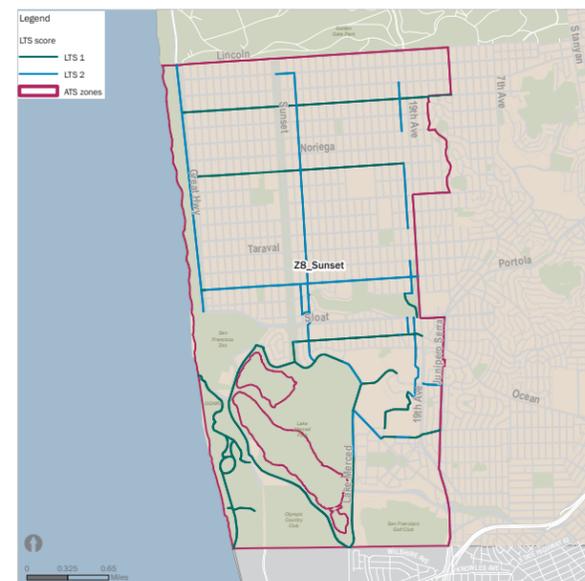
**0%**

Percent of households in Communities of Concern (2015)

-

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**18%**

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

**8%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**62,564**

Trips made by walking (2050)

**10%**

Mode share by walking (2050)

**31%**

Trips that are 2 miles or less (2050)

**15,990**

Trips made by biking (2050)

**3%**

Mode share by biking (2050)

**48%**

Bike trips are made for personal/social purposes

**460,470**

Trips made by car (2050)

**75%**

Mode share by car (2050)

**18%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

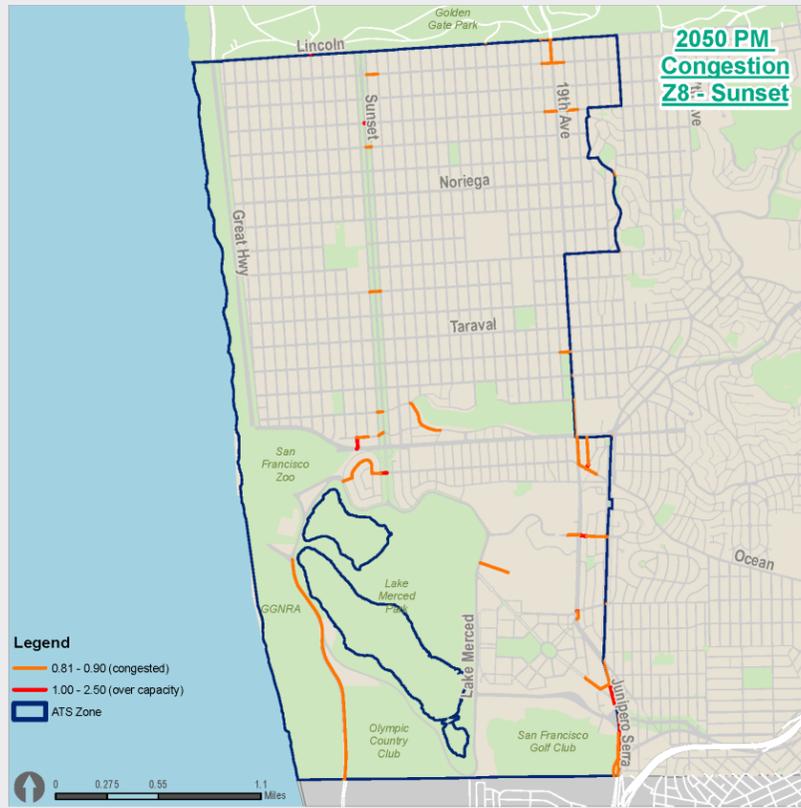


FIGURE 5 REGIONAL CONNECTIONS

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

0  
Current regional transit stops in zone

FIGURE 4. SLOPE

**31%**  
Streets with slope 5% or greater

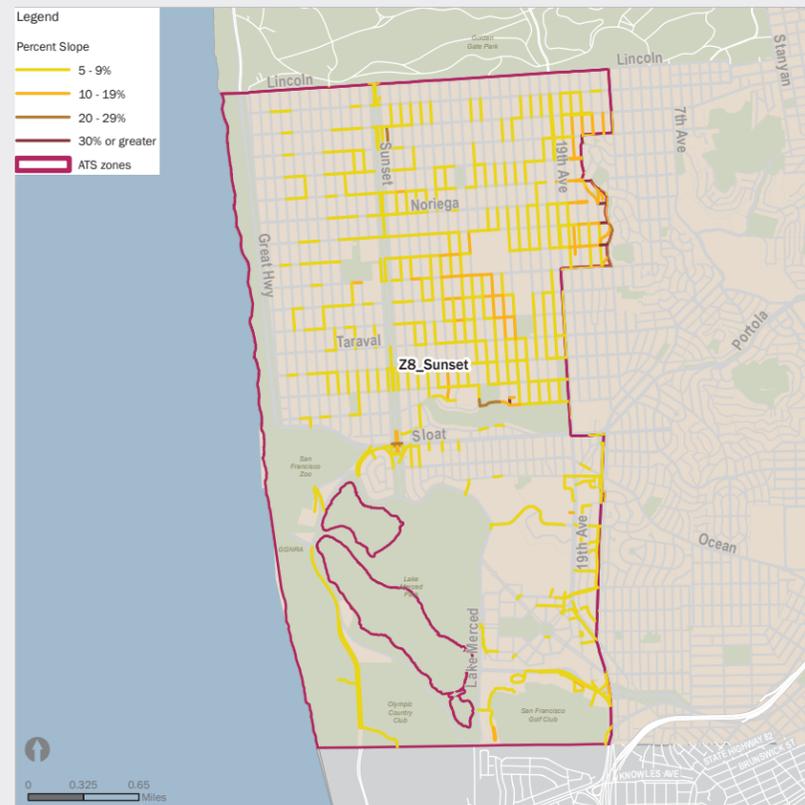
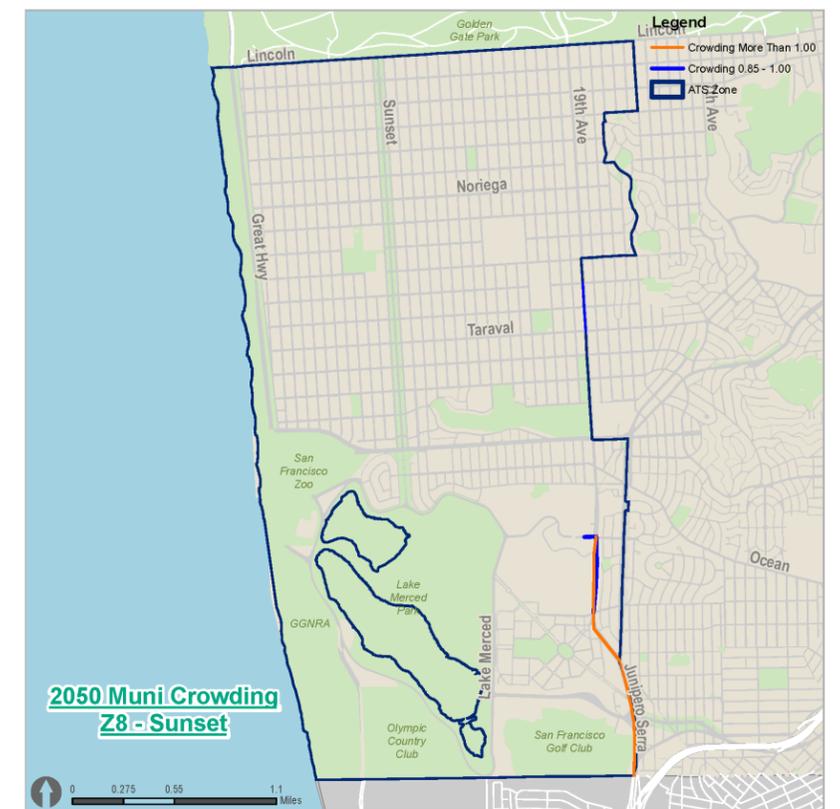


FIGURE 6. TRANSIT CROWDING

**WHAT IS ACCESS IN ZONE?**

**76%**  
of residents are within 1/4-mile of a Muni rapid stop

**46%**  
of key destinations (grocery stores, parks, recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network



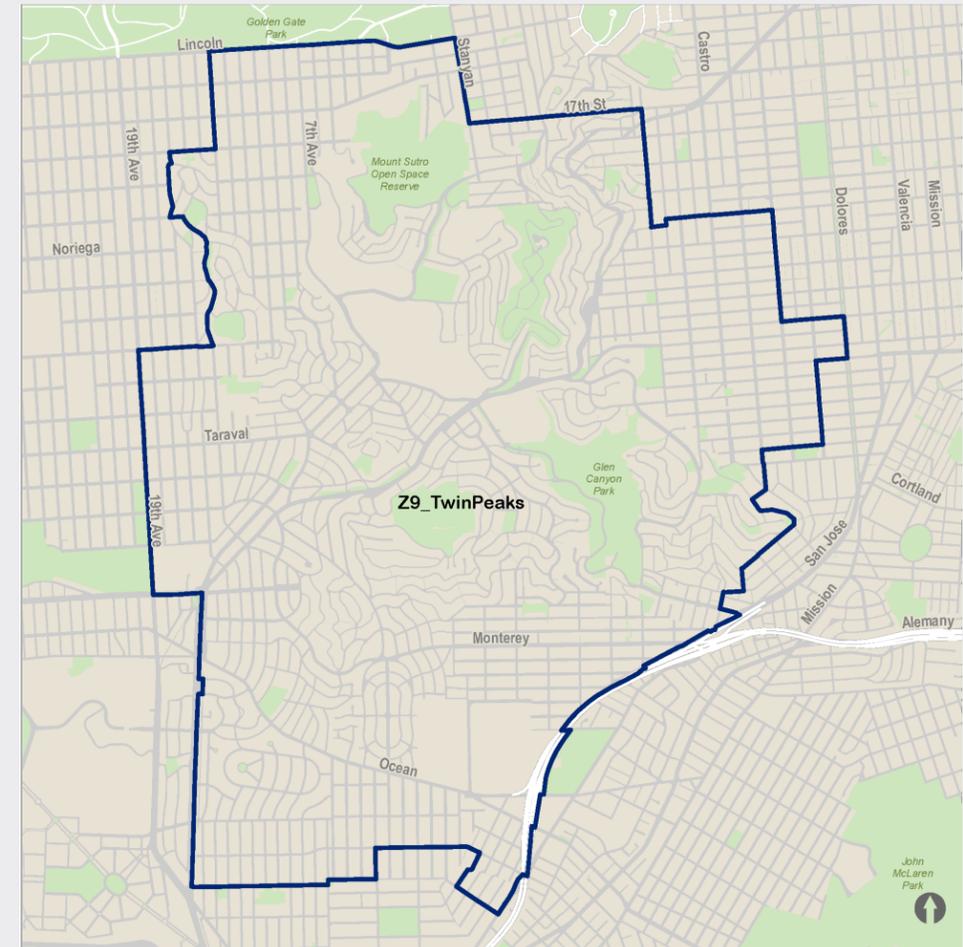
# Active Transportation Study: Zone 9

## Twin Peaks

The hilly nature of the Twin Peaks zone is especially challenging with 79% of streets with slopes >5%. Despite these topographic challenges, the zone has 3% bike mode share. It has a moderate percent of streets in the high injury network (14%).



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**168,373**

Jobs and residents (2050)

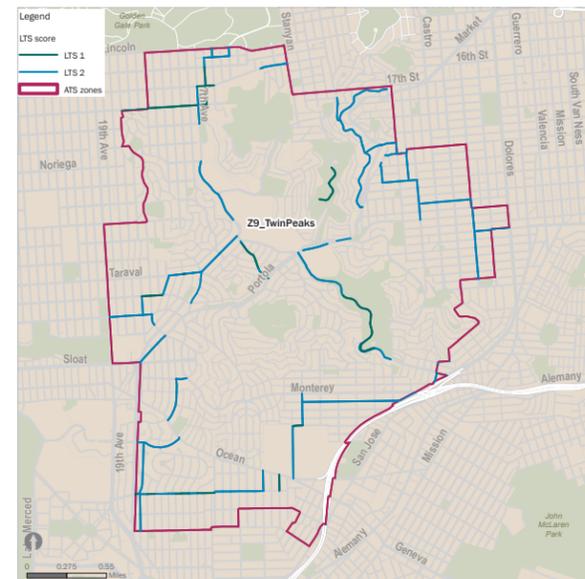
**23%**

Percent of households in Communities of Concern (2015)

**25,072**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**10%**

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

**6%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**97,359**

Trips made by walking (2050)

**11%**

Mode share by walking (2050)

**31%**

Trips that are 2 miles or less (2050)

**23,916**

Trips made by biking (2050)

**3%**

Mode share by biking (2050)

**45%**

Bike trips are made for personal/social purposes

**602,665**

Trips made by car (2050)

**70%**

Mode share by car (2050)

**22%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

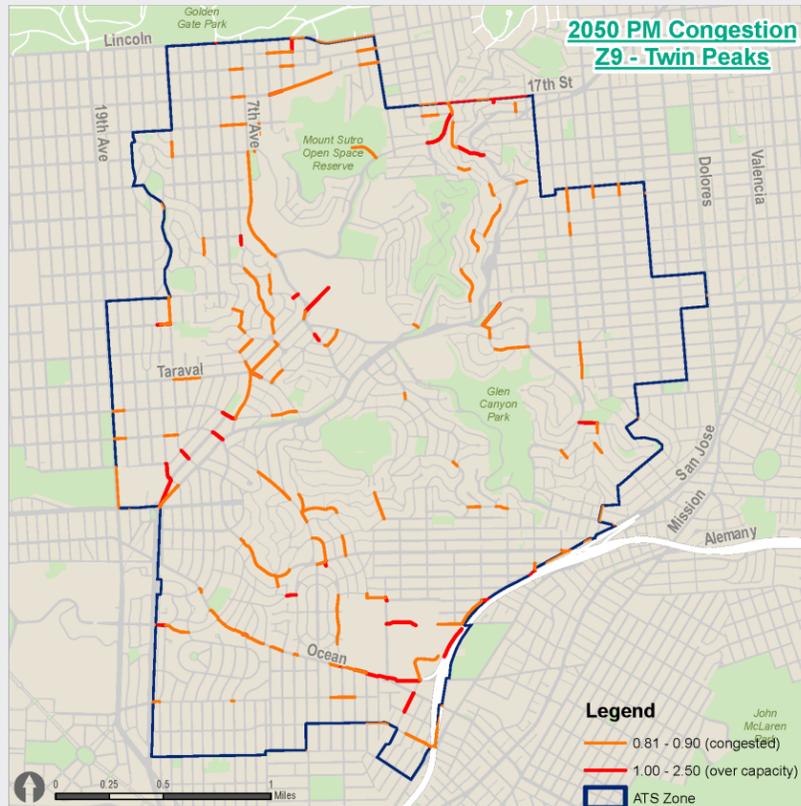
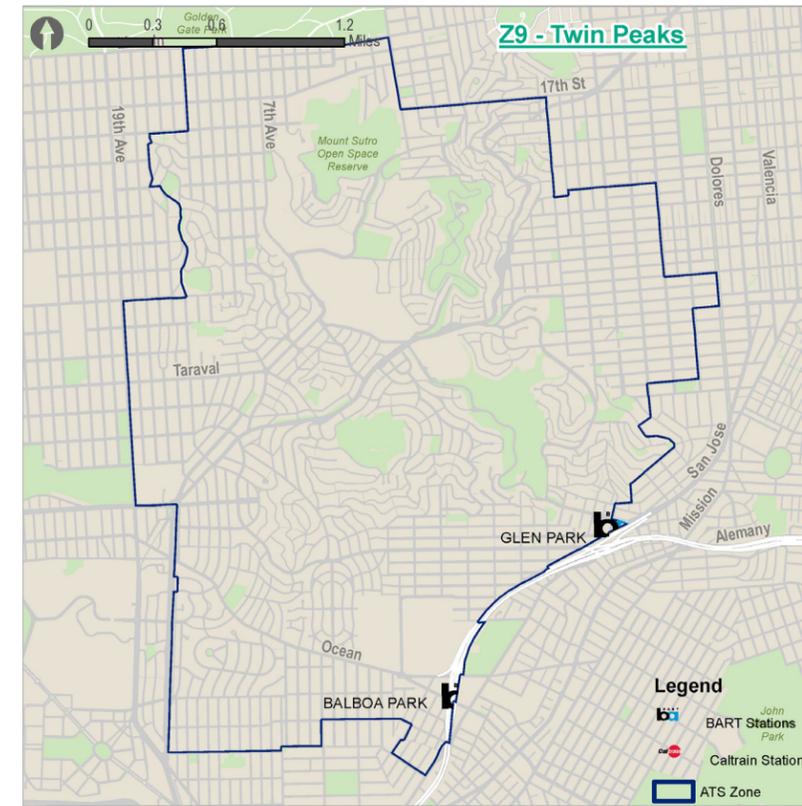
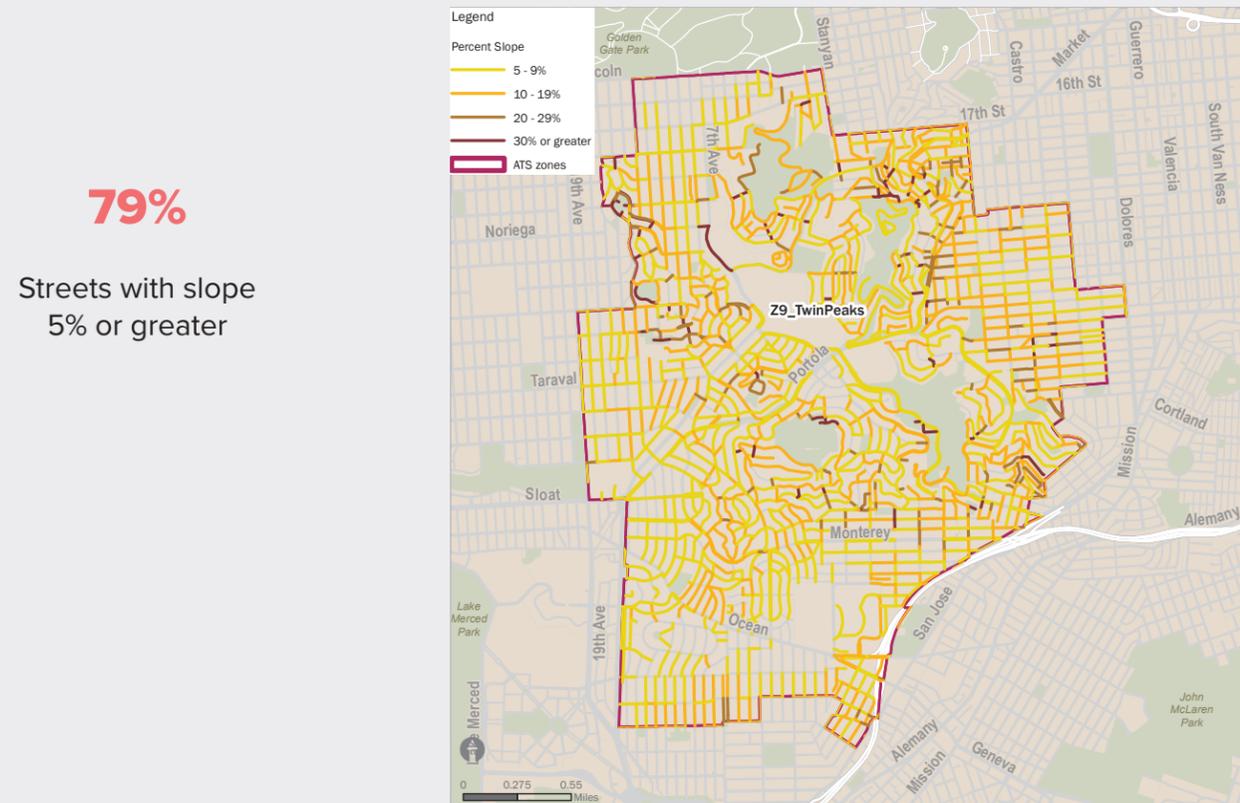


FIGURE 5 REGIONAL CONNECTIONS



**2**  
Current regional  
transit stops  
in zone

FIGURE 4. SLOPE

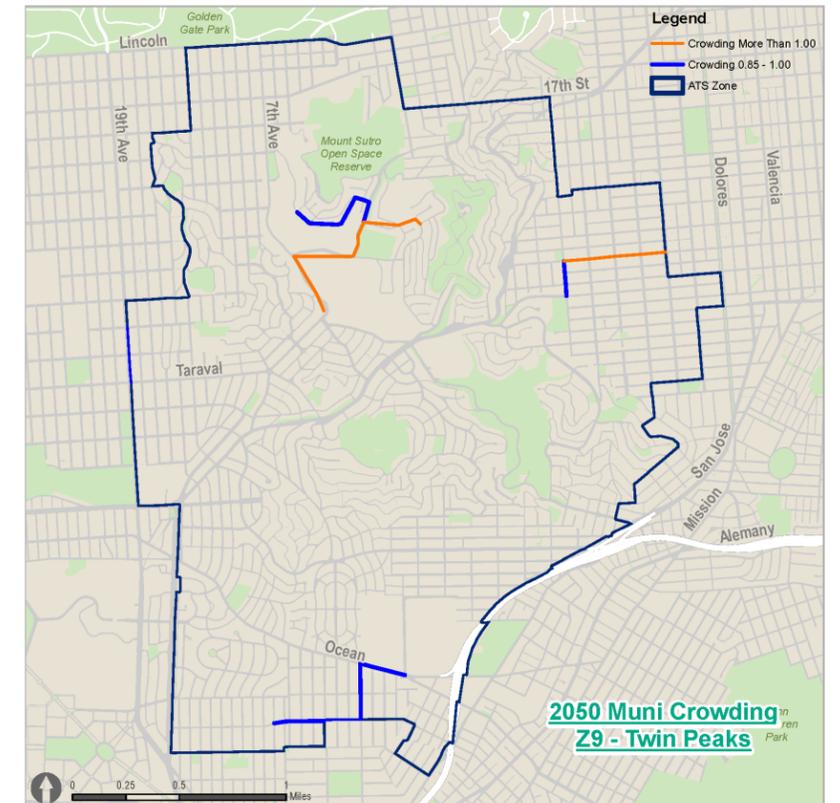


**WHAT IS ACCESS IN ZONE?**

**72%**  
of residents are within  
1/4-mile of a Muni  
rapid stop

**58%**  
of key destinations  
(grocery stores, parks  
recreation centers and K-12  
schools) are within 500  
feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



# Active Transportation Study: Zone 10

## Mission

The zone has a moderately high percent and number of households in CoCs. About 7% of the street network in the Mission zone is part of the LTS 1 and 2 network.



### WHO LIVES AND WORKS HERE?

**147,497**

Jobs and residents (2050)

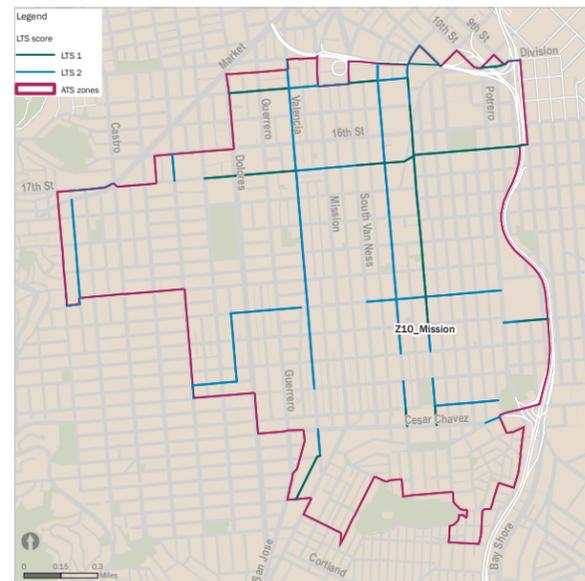
**49%**

Percent of households in Communities of Concern (2015)

**55,635**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**7%**

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

**14%**

Streets in High Injury Network (2017)

FIGURE 2. ZONE



### WHAT TRIPS ARE BEING MADE?

**106,098**

Trips made by walking (2050)

**21,284**

Trips made by biking (2050)

**394,401**

Trips made by car (2050)

**17%**

Mode share by walking (2050)

**3%**

Mode share by biking (2050)

**62%**

Mode share by car (2050)

**41%**

Trips that are 2 miles or less (2050)

**45%**

Bike trips are made for personal/social purposes

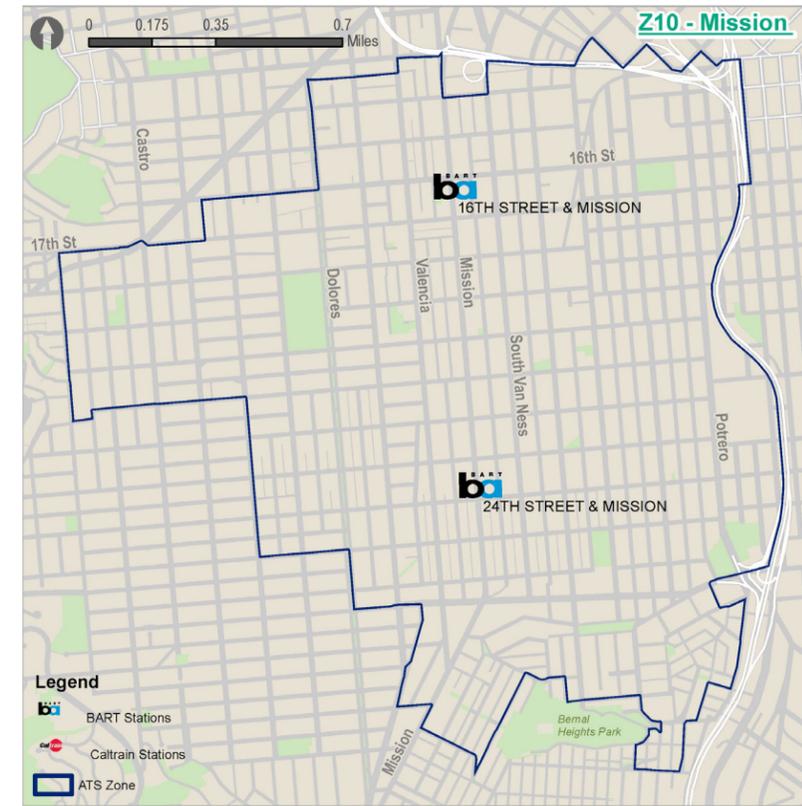
**14%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

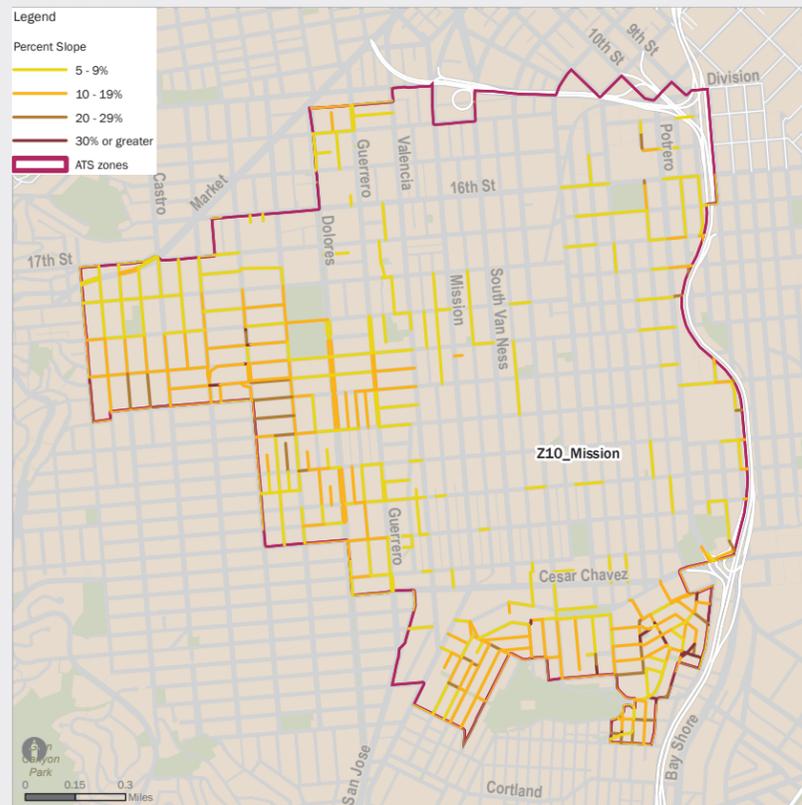


FIGURE 5 REGIONAL CONNECTIONS



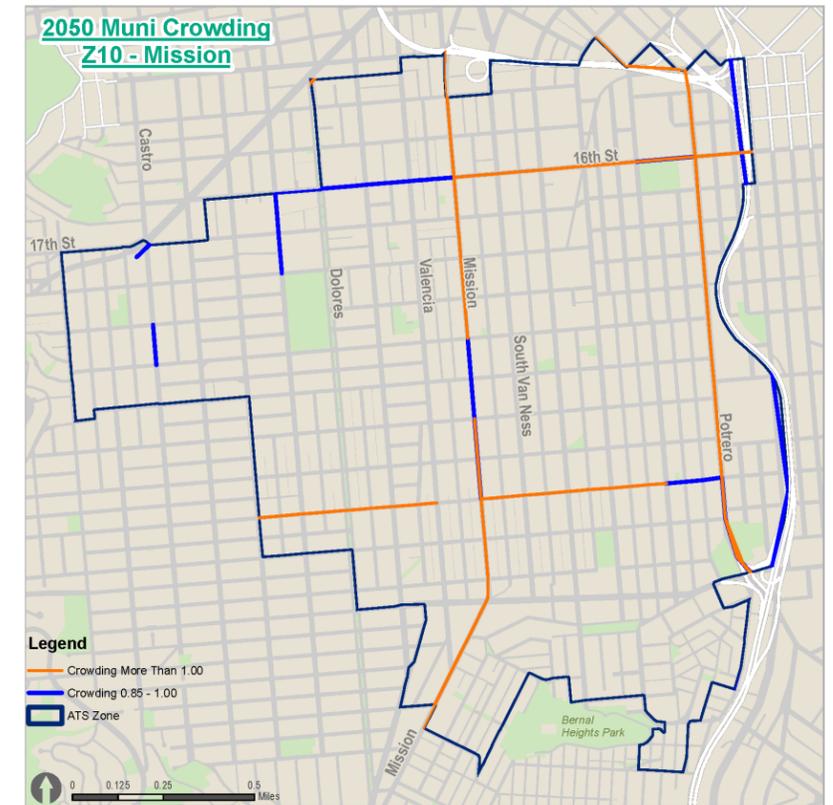
**2**  
Current regional  
transit stops  
in zone

FIGURE 4. SLOPE



**39%**  
Streets with slope  
5% or greater

FIGURE 6. TRANSIT CROWDING



**WHAT IS ACCESS IN ZONE?**

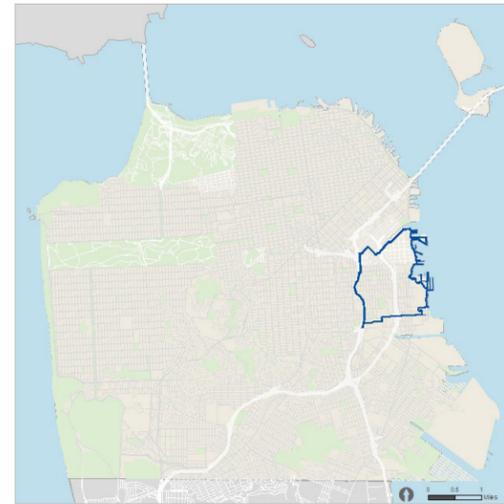
**90%**  
of residents are within  
1/4-mile of a Muni  
rapid stop

**61%**  
of key destinations  
(grocery stores, parks  
recreation centers and K-12  
schools) are within 500  
feet of LTS 1 and 2 network

# Active Transportation Study: Zone 11

## Mission Bay

The zone has a low share of key destinations (37%) within 500 feet of the LTS 1 and 2 network.



### WHO LIVES AND WORKS HERE?

**102,073**

Jobs and residents (2050)

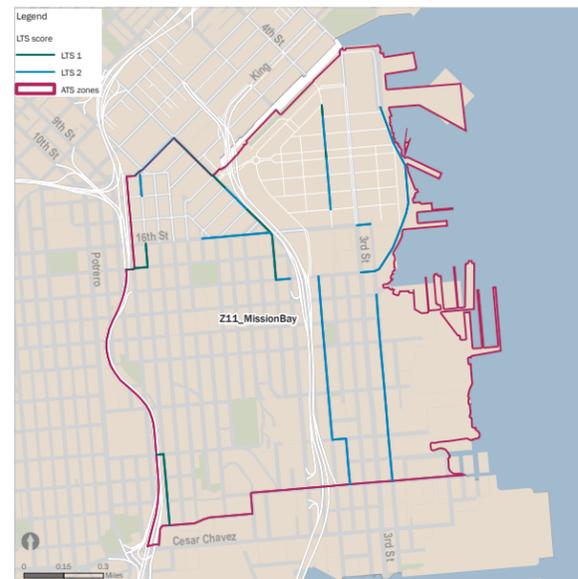
**0%**

Percent of households in Communities of Concern (2015)

-

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

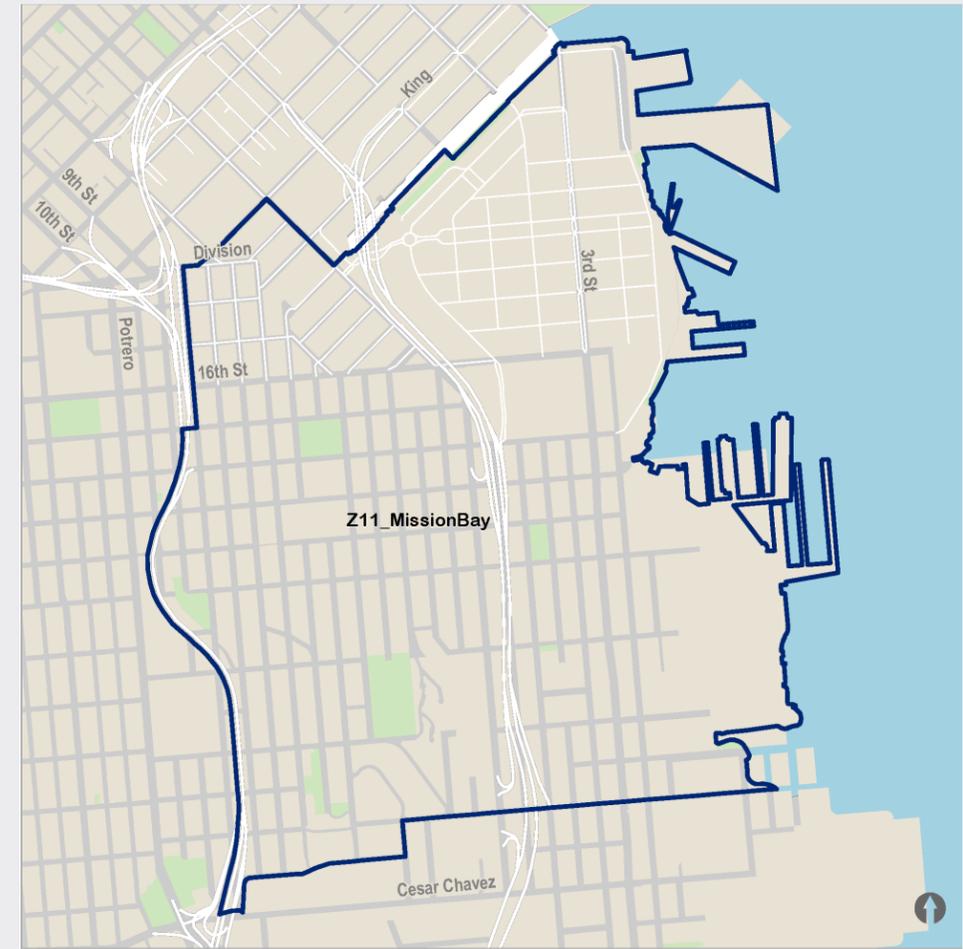
**3%**

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

**2%**

Streets in High Injury Network (2017)

FIGURE 2. ZONE



### WHAT TRIPS ARE BEING MADE?

**46,830**

Trips made by walking (2050)

**12,055**

Trips made by biking (2050)

**263,437**

Trips made by car (2050)

**11%**

Mode share by walking (2050)

**3%**

Mode share by biking (2050)

**62%**

Mode share by car (2050)

**35%**

Trips that are 2 miles or less (2050)

**37%**

Bike trips are made for personal/social purposes

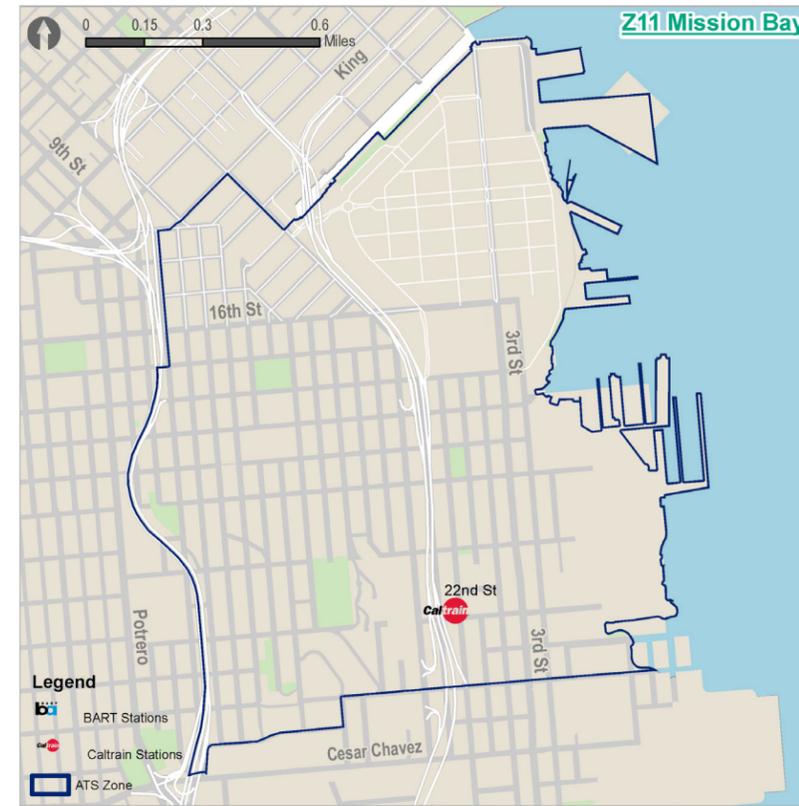
**15%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE



FIGURE 5 REGIONAL CONNECTIONS



**1**  
Current regional  
transit stops  
in zone

FIGURE 4. SLOPE

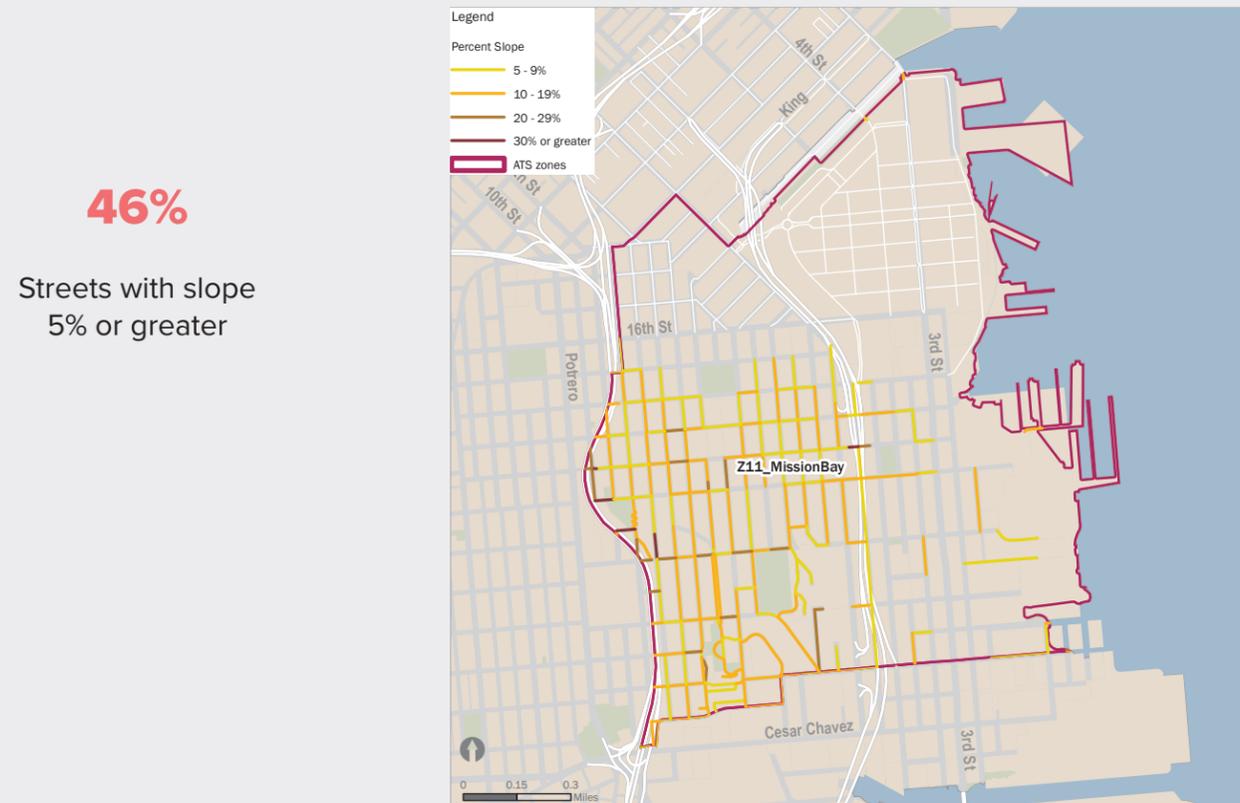


FIGURE 6. TRANSIT CROWDING

**WHAT IS ACCESS IN ZONE?**

**77%**  
of residents are within  
1/4-mile of a Muni  
rapid stop

**37%**  
of key destinations  
(grocery stores, parks  
recreation centers and K-12  
schools) are within 500  
feet of LTS 1 and 2 network



# Active Transportation Study: Zone 12

## Bayview

The Bayview zone includes a high percentage of households in CoCs. Only 5% of the street network in the zone is part of the LTS 1 and 2 network.



### WHO LIVES AND WORKS HERE?

**175,724**

Jobs and residents (2050)

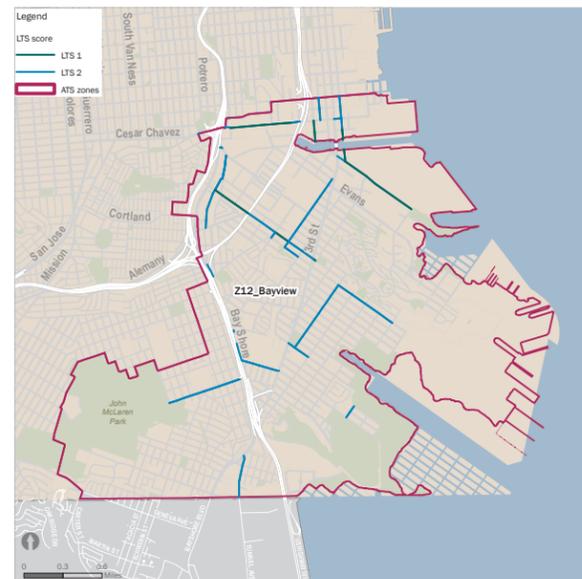
**65%**

Percent of households in Communities of Concern (2015)

**56,747**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**5%**

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

**11%**

Streets in High Injury Network (2017)

FIGURE 2. ZONE



### WHAT TRIPS ARE BEING MADE?

**48,671**

Trips made by walking (2050)

**13,520**

Trips made by biking (2050)

**474,712**

Trips made by car (2050)

**8%**

Mode share by walking (2050)

**2%**

Mode share by biking (2050)

**76%**

Mode share by car (2050)

**24%**

Trips that are 2 miles or less (2050)

**41%**

Bike trips are made for personal/social purposes

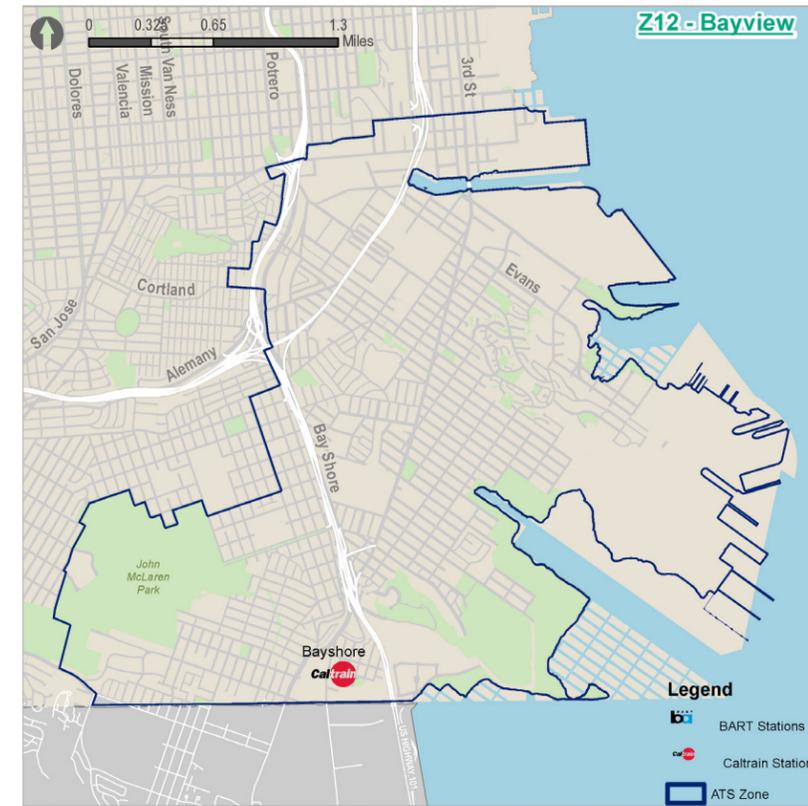
**22%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

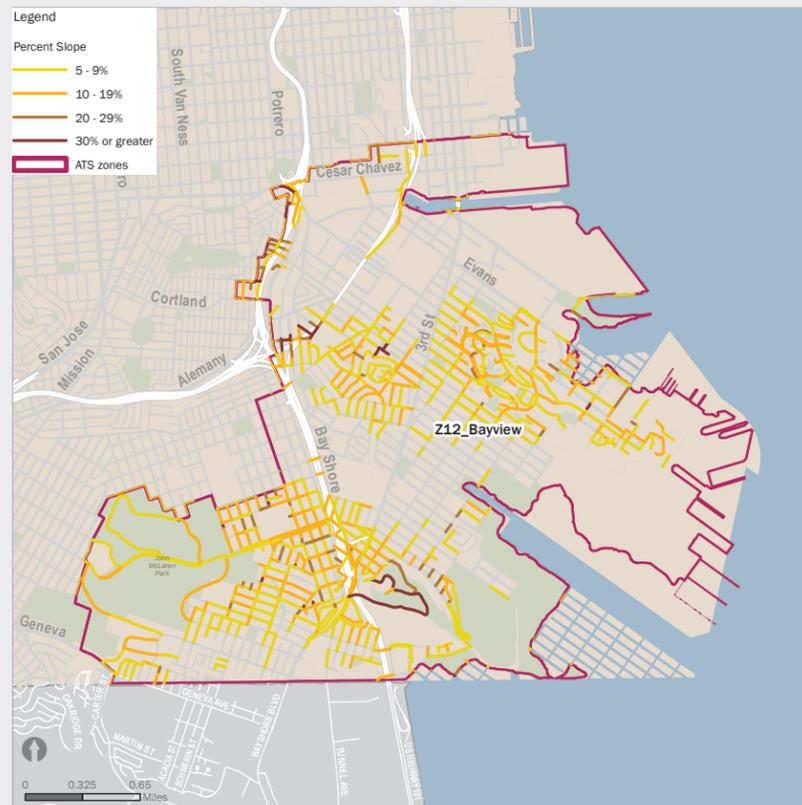


FIGURE 5 REGIONAL CONNECTIONS



**1**  
Current regional transit stops in zone

FIGURE 4. SLOPE



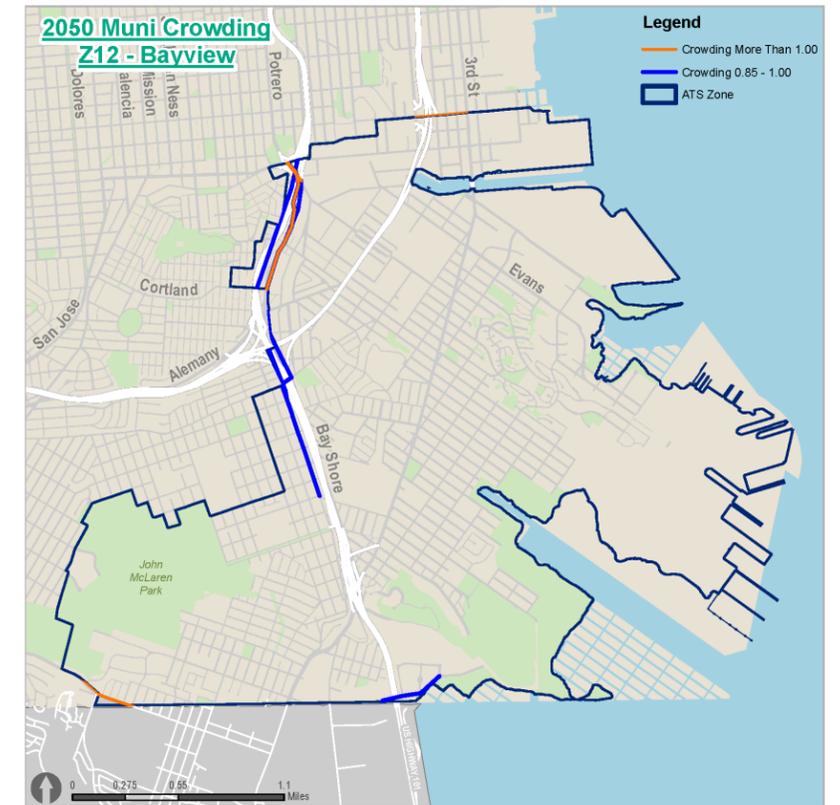
**46%**  
Streets with slope 5% or greater

**WHAT IS ACCESS IN ZONE?**

**93%**  
of residents are within 1/4-mile of a Muni rapid stop

**29%**  
of key destinations (grocery stores, parks, recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING



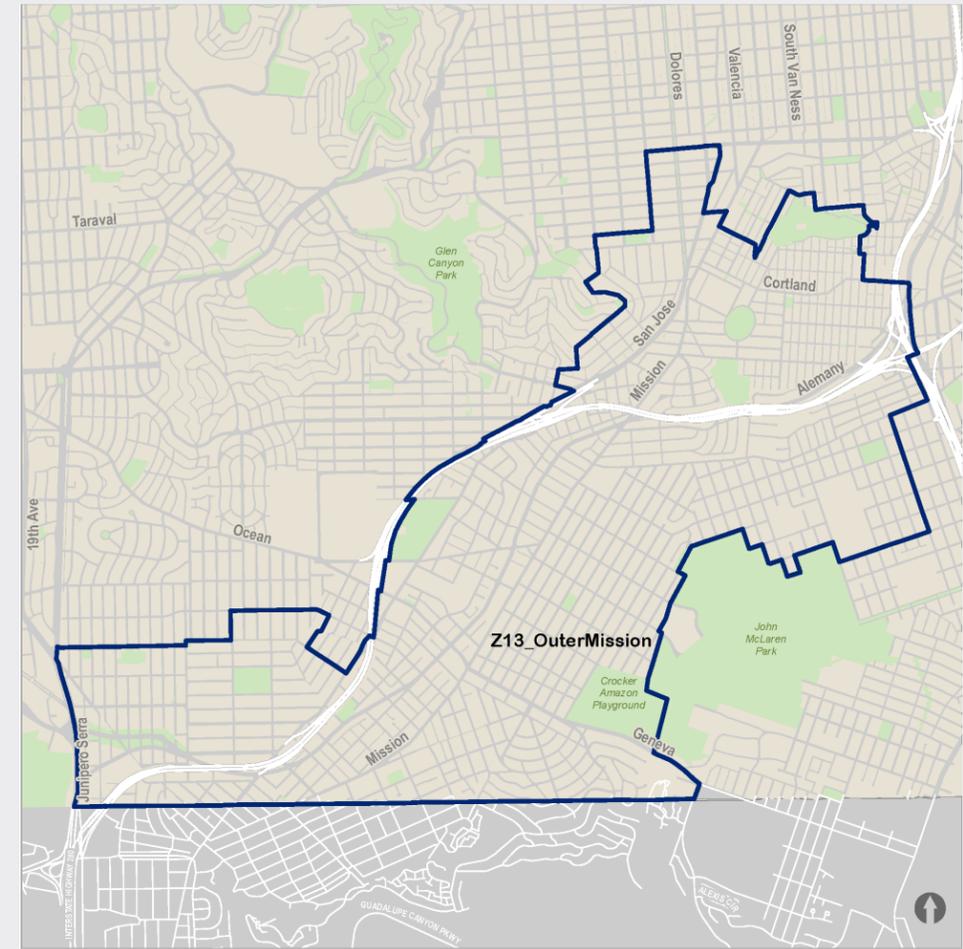
# Active Transportation Study: Zone 13

## OuterMission

The Outer Mission zone includes a high percentage of households in CoCs. While the volume of bike trips is expected to be low in 2050, about of those trips are for personal and social purposes. A small number of the street network in the zone is part of the LTS 1 and 2 network. Slope is a challenge with 63% of streets having steeper slopes.



FIGURE 2. ZONE



### WHO LIVES AND WORKS HERE?

**146,887**

Jobs and residents (2050)

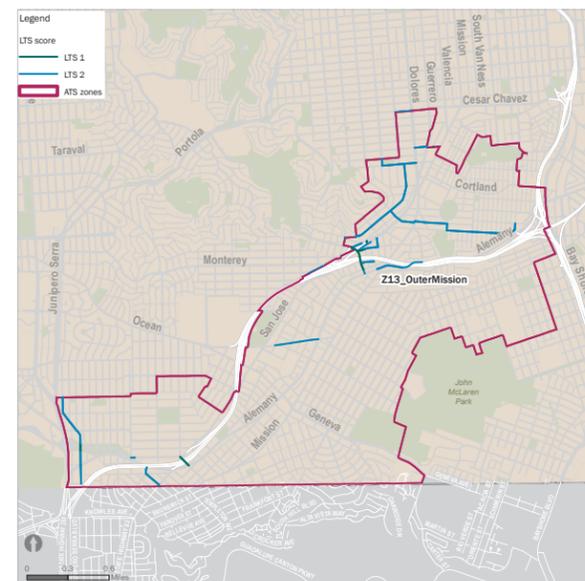
**57%**

Percent of households in Communities of Concern (2015)

**68,436**

Number of households in Communities of Concern (2015)

FIGURE 1. LTS 1 OR 2 NETWORK IN ZONE



### WHAT ARE THE SAFETY CONDITIONS?

**3%**

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

**15%**

Streets in High Injury Network (2017)

### WHAT TRIPS ARE BEING MADE?

**61,783**

Trips made by walking (2050)

**11%**

Mode share by walking (2050)

**31%**

Trips that are 2 miles or less (2050)

**14,219**

Trips made by biking (2050)

**2%**

Mode share by biking (2050)

**51%**

Bike trips are made for personal/social purposes

**427,353**

Trips made by car (2050)

**74%**

Mode share by car (2050)

**23%**

Regional trips with an origin or destination in the zone (2050)

FIGURE 3. CONGESTED STREETS IN ZONE

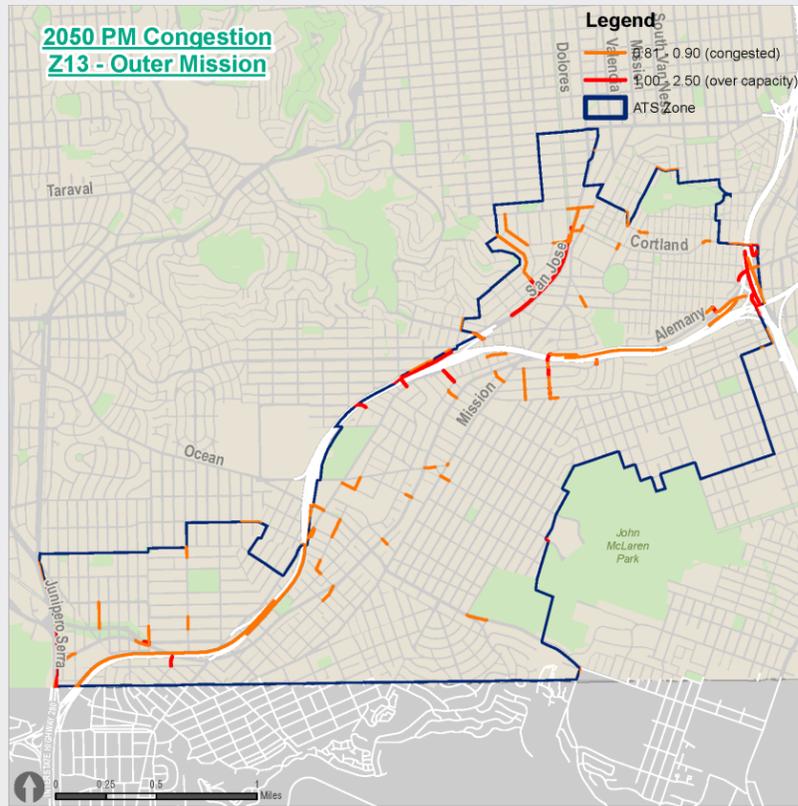
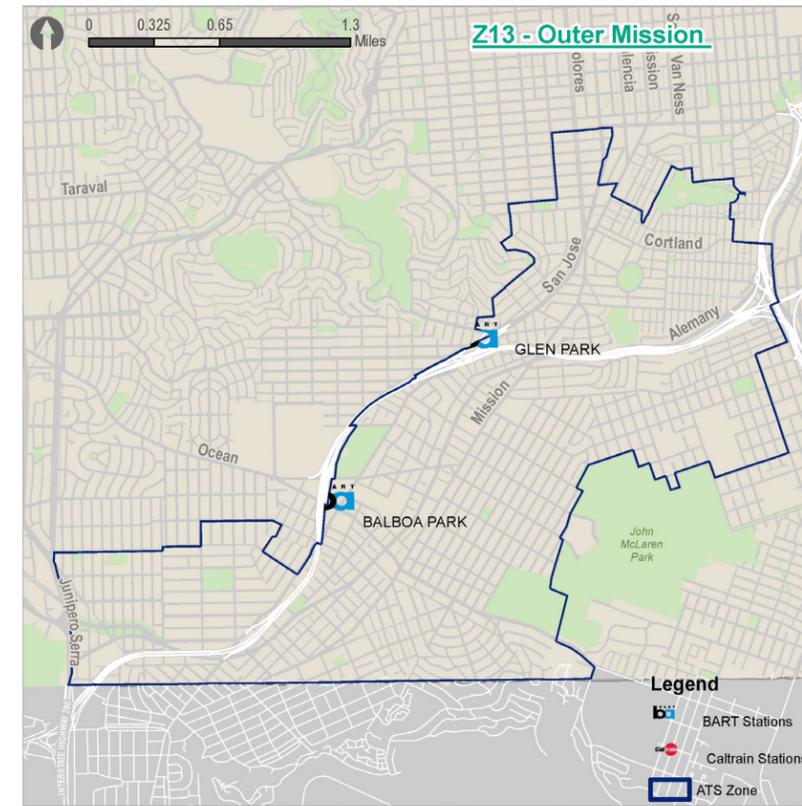
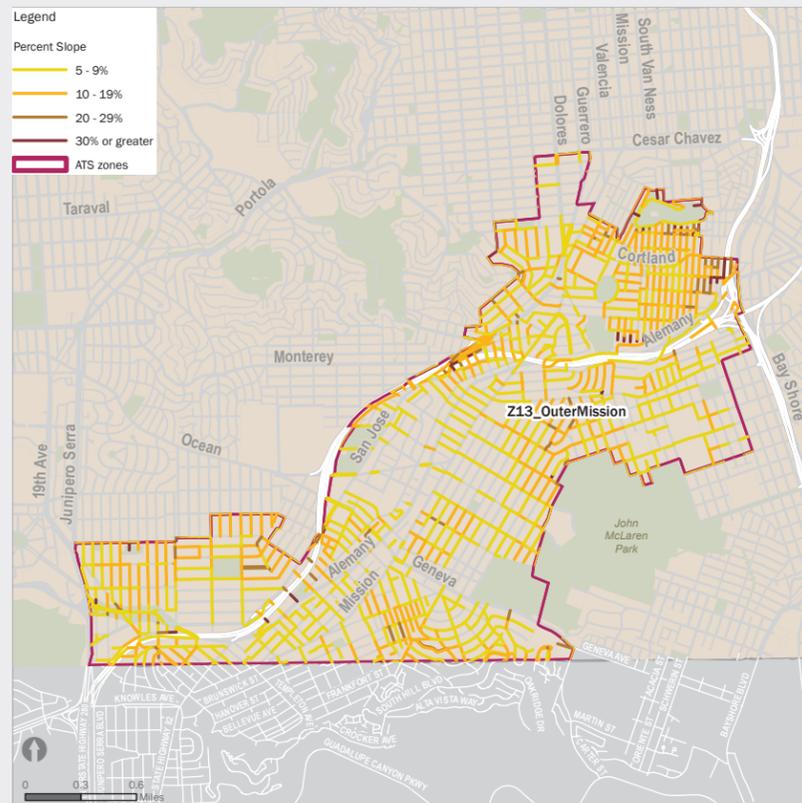


FIGURE 5 REGIONAL CONNECTIONS



**2**  
Current regional transit stops in zone

FIGURE 4. SLOPE



**63%**  
Streets with slope 5% or greater

**WHAT IS ACCESS IN ZONE?**

**81%**  
of residents are within 1/4-mile of a Muni rapid stop

**19%**  
of key destinations (grocery stores, parks recreation centers and K-12 schools) are within 500 feet of LTS 1 and 2 network

FIGURE 6. TRANSIT CROWDING

