

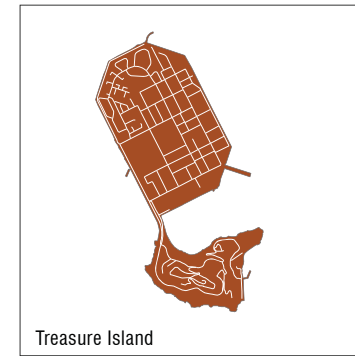
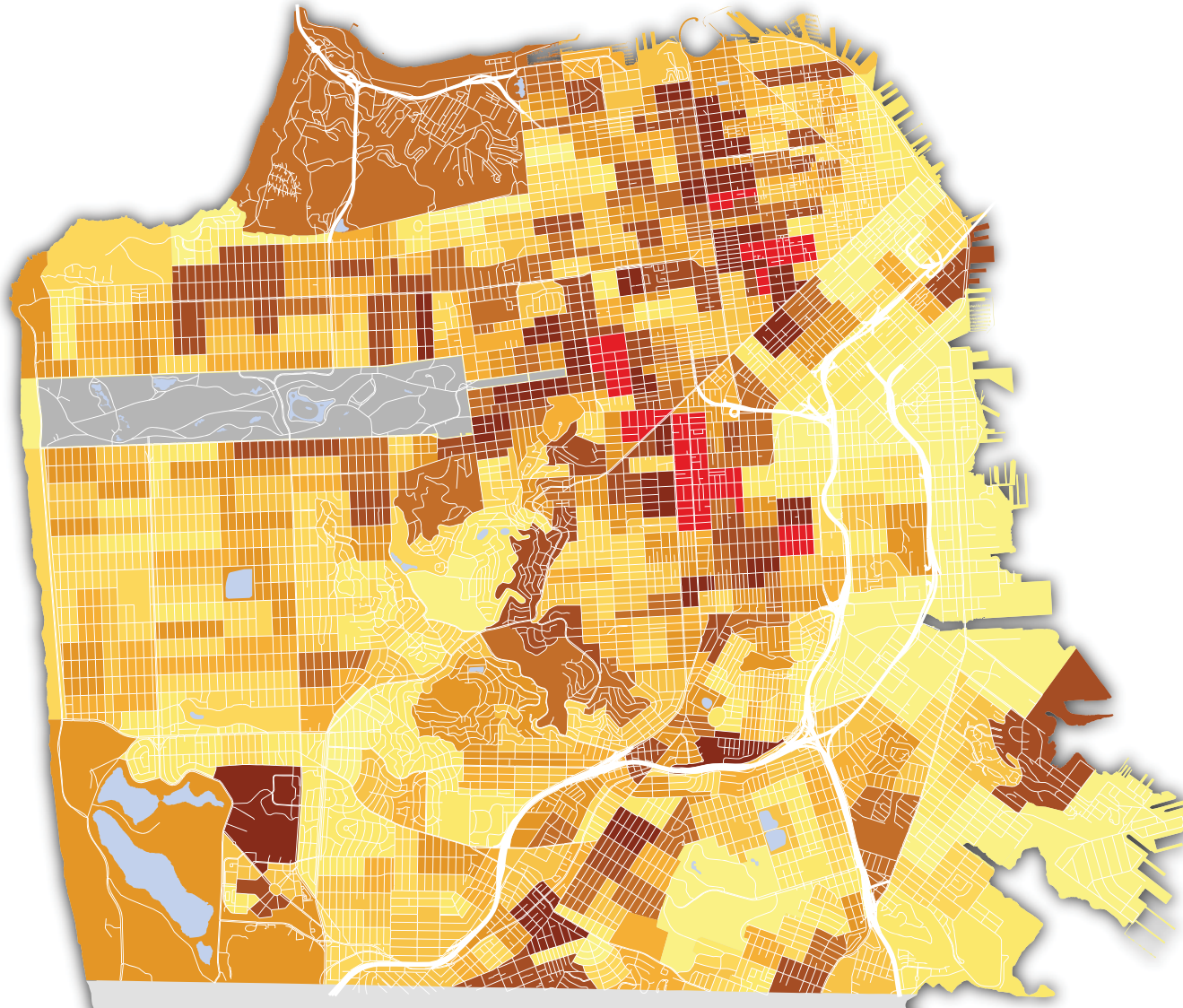
Map Contents

The Existing Conditions Base Maps illustrate factors that contribute to where people walk. These pedestrian activity factors will help us figure out where people currently walk in the city (where there are high levels of pedestrian activity), and where they would be likely to walk where good pedestrian conditions exist.

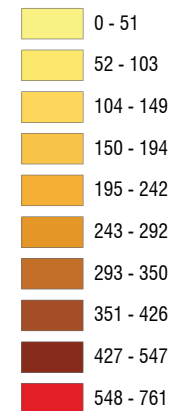
These maps will be used to help us develop a map of key walking streets in San Francisco, and identify which streets or areas should be included on this map. When combined with data about pedestrian safety and physical street conditions, the map of key walking streets will help us to prioritize pedestrian improvements in the city.

The maps are organized by category, as shown below:

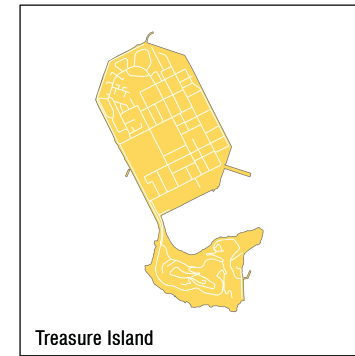
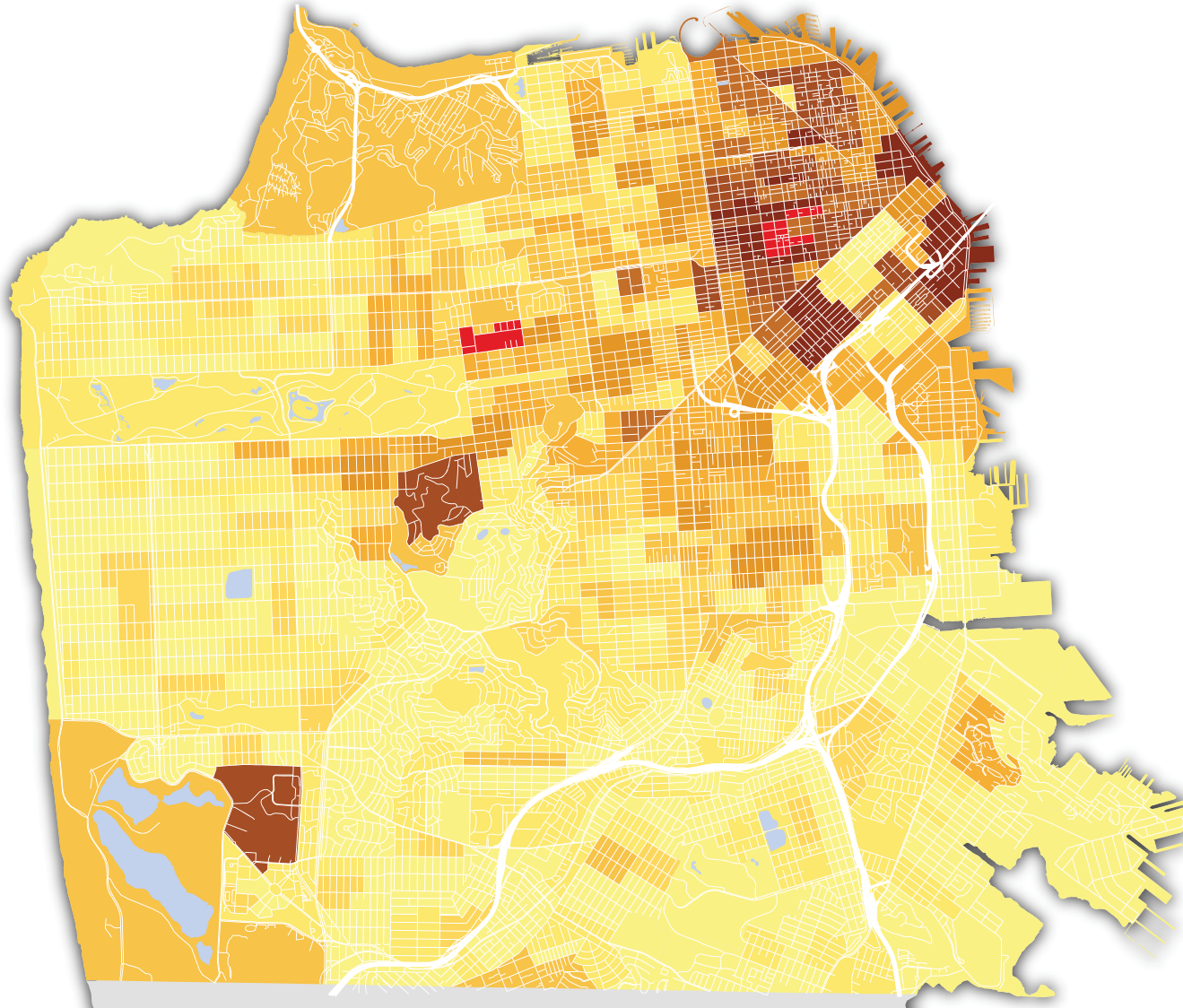
- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Access/Need to Walk <ol style="list-style-type: none"> a. Non-auto mode share (Journey to Work) b. Walking mode share (Journey to Work) 2. Transit Ridership <ol style="list-style-type: none"> a. Daily boardings 3. Density of People <ol style="list-style-type: none"> a. Population density b. Job density | <ol style="list-style-type: none"> 4. Pedestrian Generators <ol style="list-style-type: none"> a. Colleges and universities b. Commercial Activity c. Health Care (hospitals, major health clinics, MOD service providers) d. Parks & Open Space e. Public & Private Schools f. Tourist Activity (hotels & visitor attractions) g. Senior Centers 5. Demographics <ol style="list-style-type: none"> a. Youth (0-17) b. Seniors (>65) c. Disabled Persons (5+) 6. Income 7. Street Slope |
|--|---|



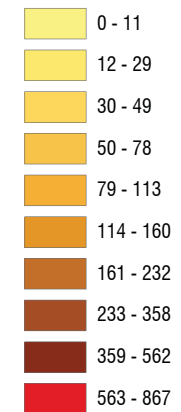
Public Transit to Work
(workers 16+)



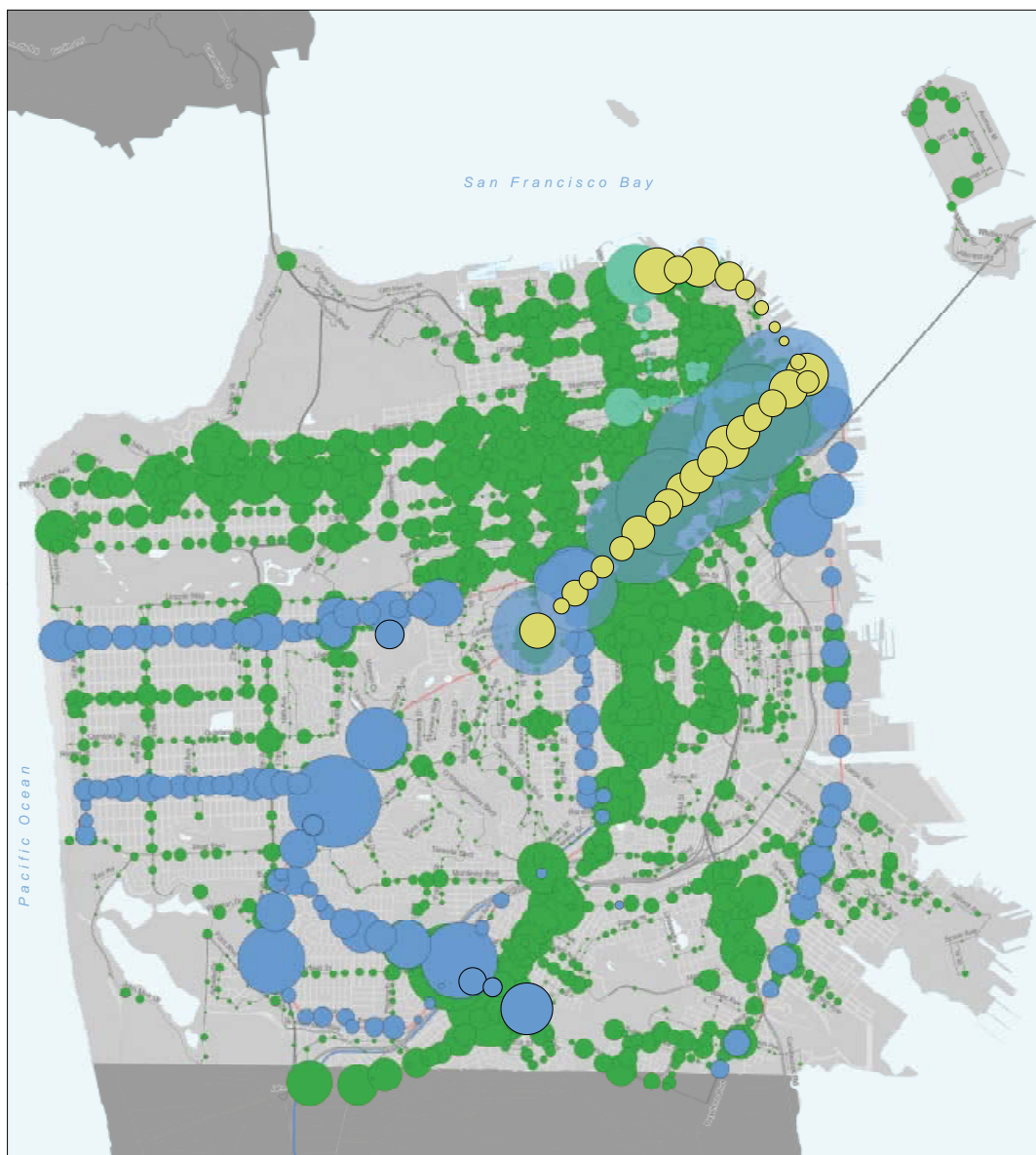
Access/Need to Walk: Public Transit to Work, by Census Block Group - Natural Breaks, 10 classes
Source: Census 2000



Walk to Work
(workers 16+)



Access/Need to Walk: Walk to Work, by Census Block Group - Natural Breaks, 10 classes
Source: Census 2000



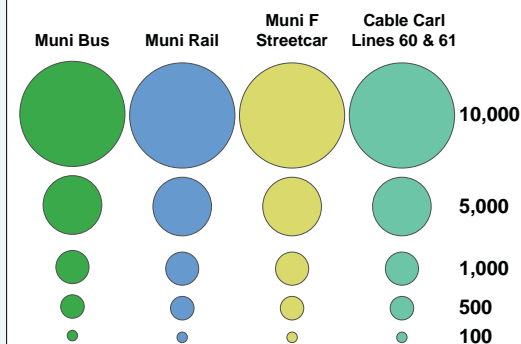
Total Weekday Boardings

SFMTA Bus, Rail, & Cable Car Network

Post T-Line Implementation

Daily Bus Boardings Grouped by Intersection

Daily LRV Rail Boardings Grouped by Matching Stops



Existing Bus Network
 Muni Rail Line
 BART Line
 Freeway/Highway

Primary Data Source:
 SFMTA APC and Manual Ridecheck
 Fall 2006 - Fall 2007

Secondary Data Sources:
 SFMTA, SFCTA, SFGOV, MTC.

Note:
 Cable Car Data is peak season data from August 2007

Map Updated:
 April 2008

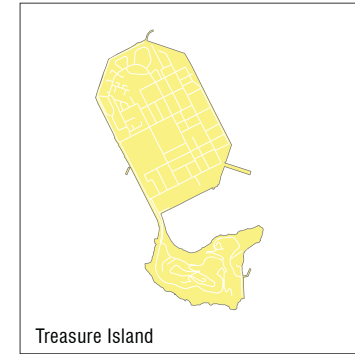
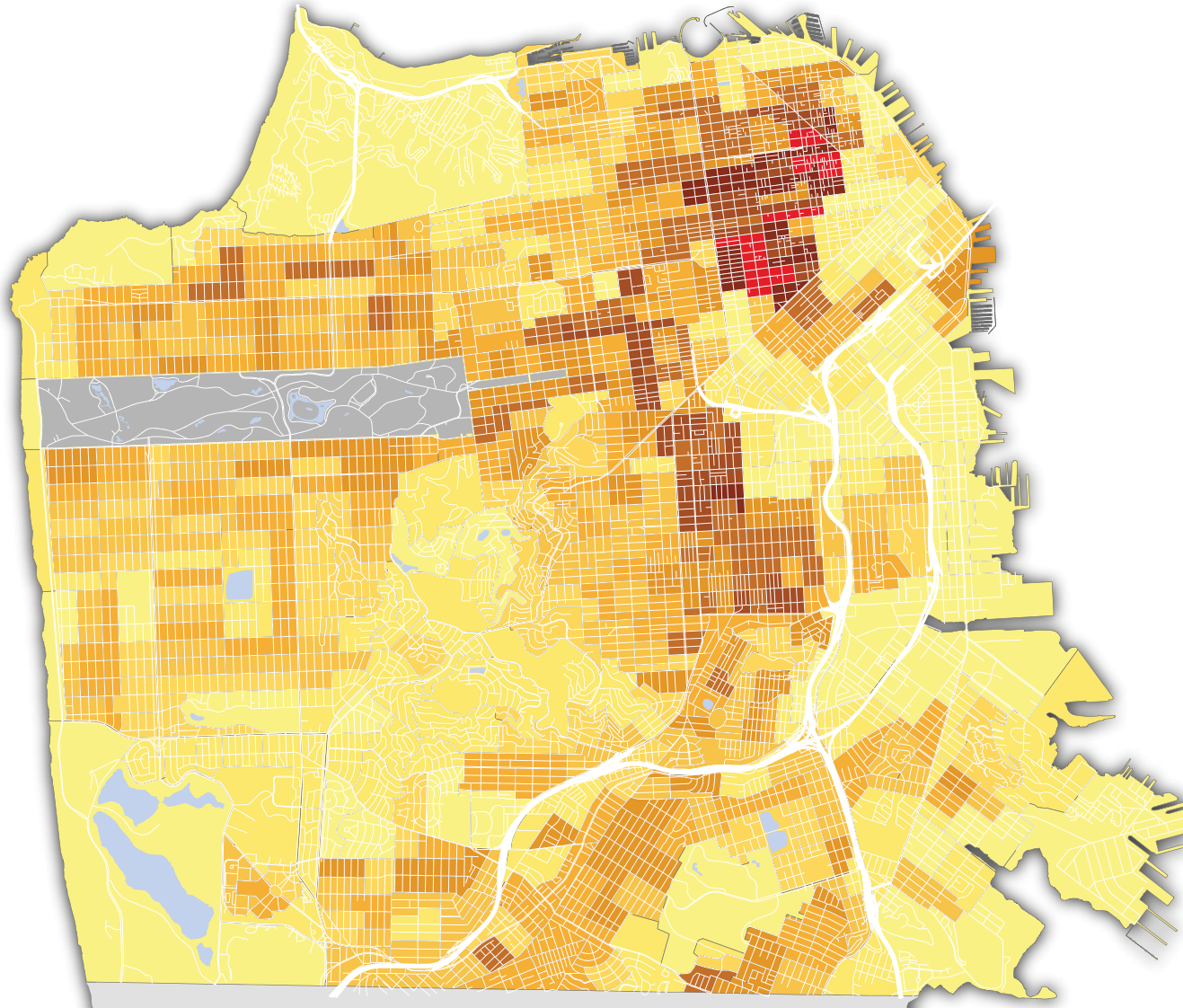
SFMTA | Municipal Transportation Agency



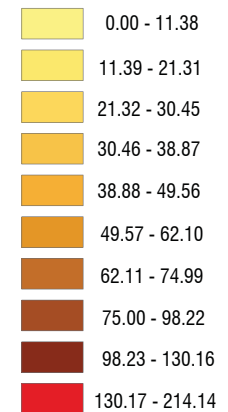
0 0.5 1 2 Miles



Transit Ridership: Daily Transit Boardings
Source: SFMTA

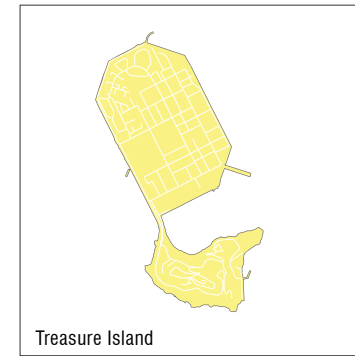
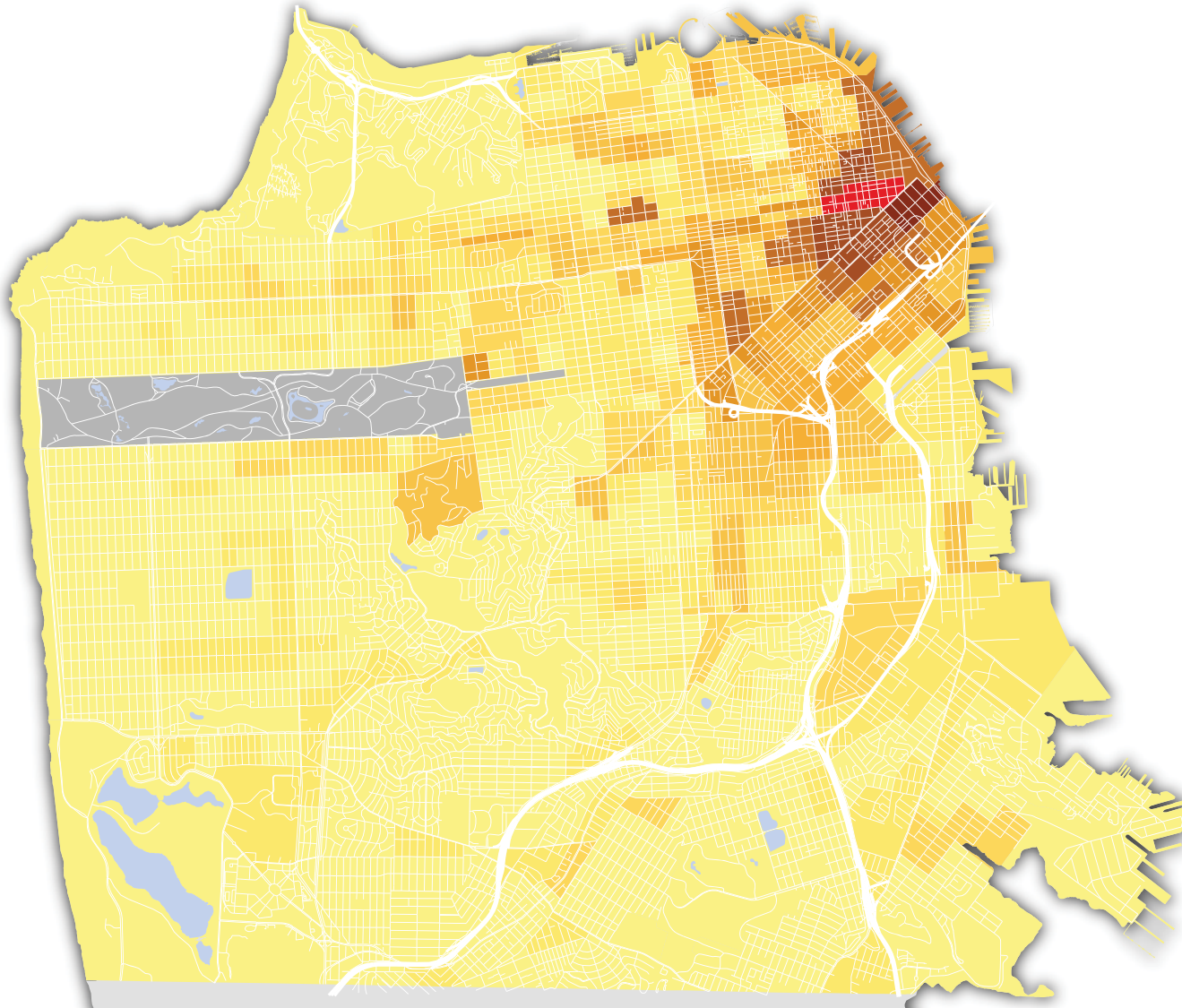


Population Density

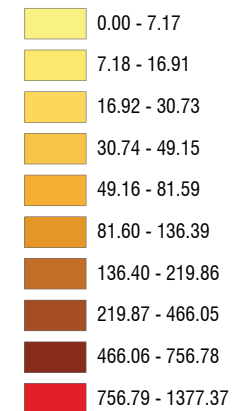


Density of People: Population Density, Number of People per Acre by Census Block Group - Natural Breaks, 10 classes

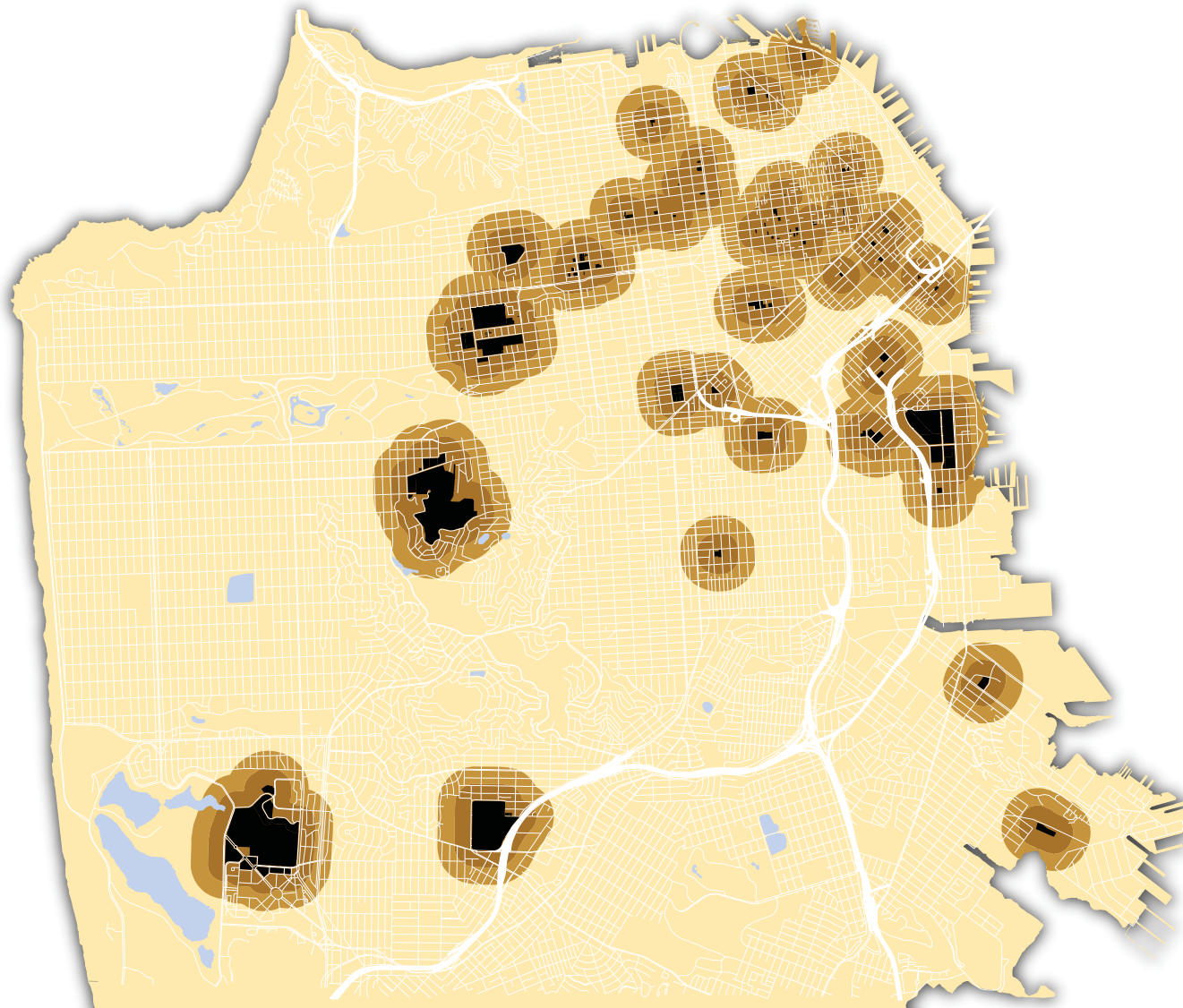
Source: 2005-2009 American Community Survey 5-Year Estimates



Job Density



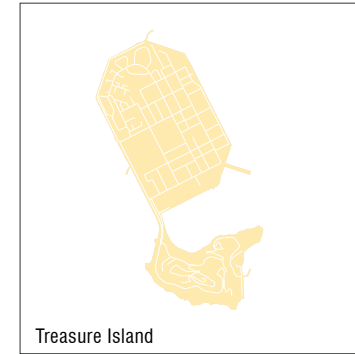
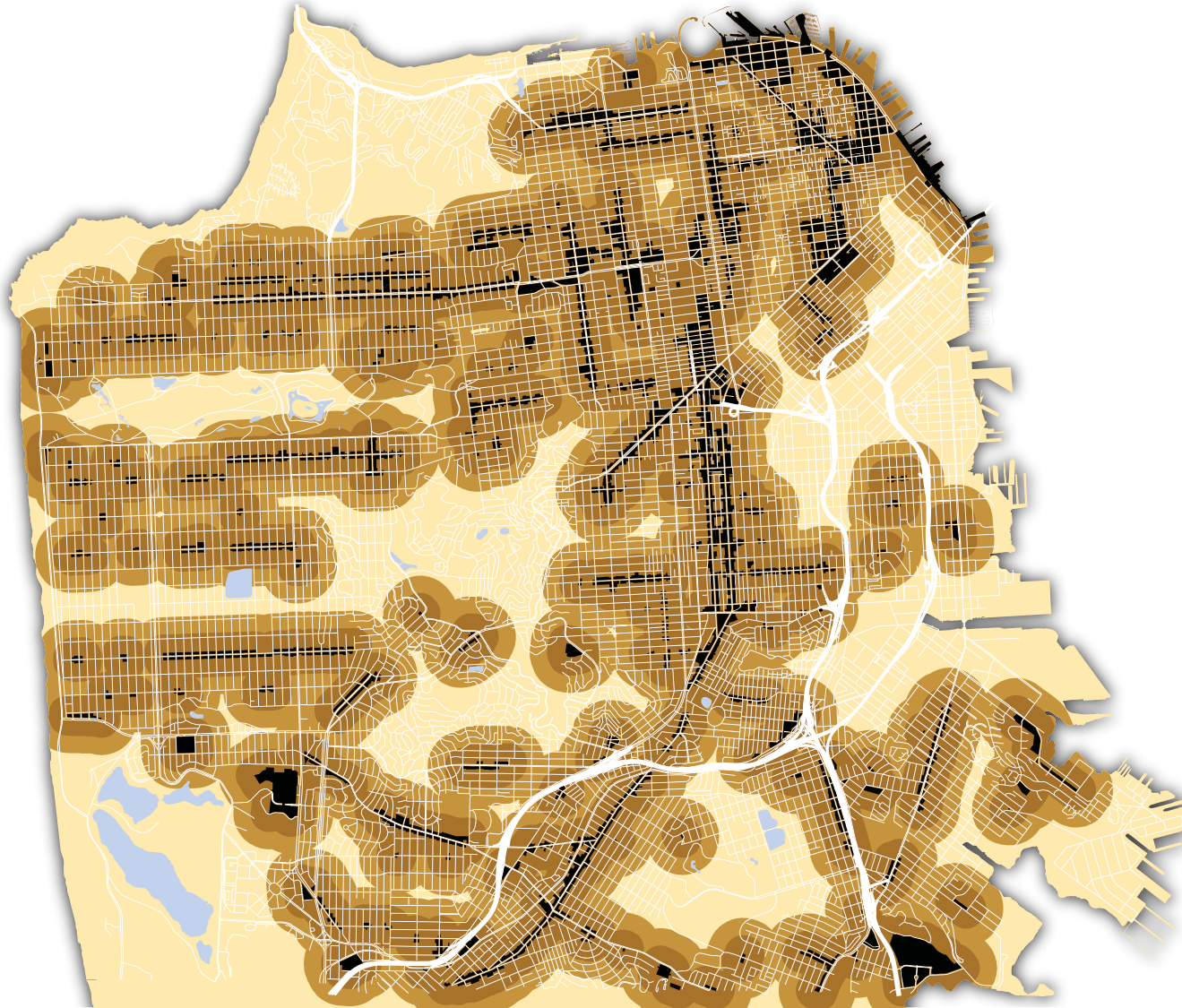
Density of People: Job Density, Number of Jobs per Acre by Census Block Group - Natural Breaks, 10 classes
Source: San Francisco Planning Department, Dun & Bradstreet Data 2010



College or University Adjacency

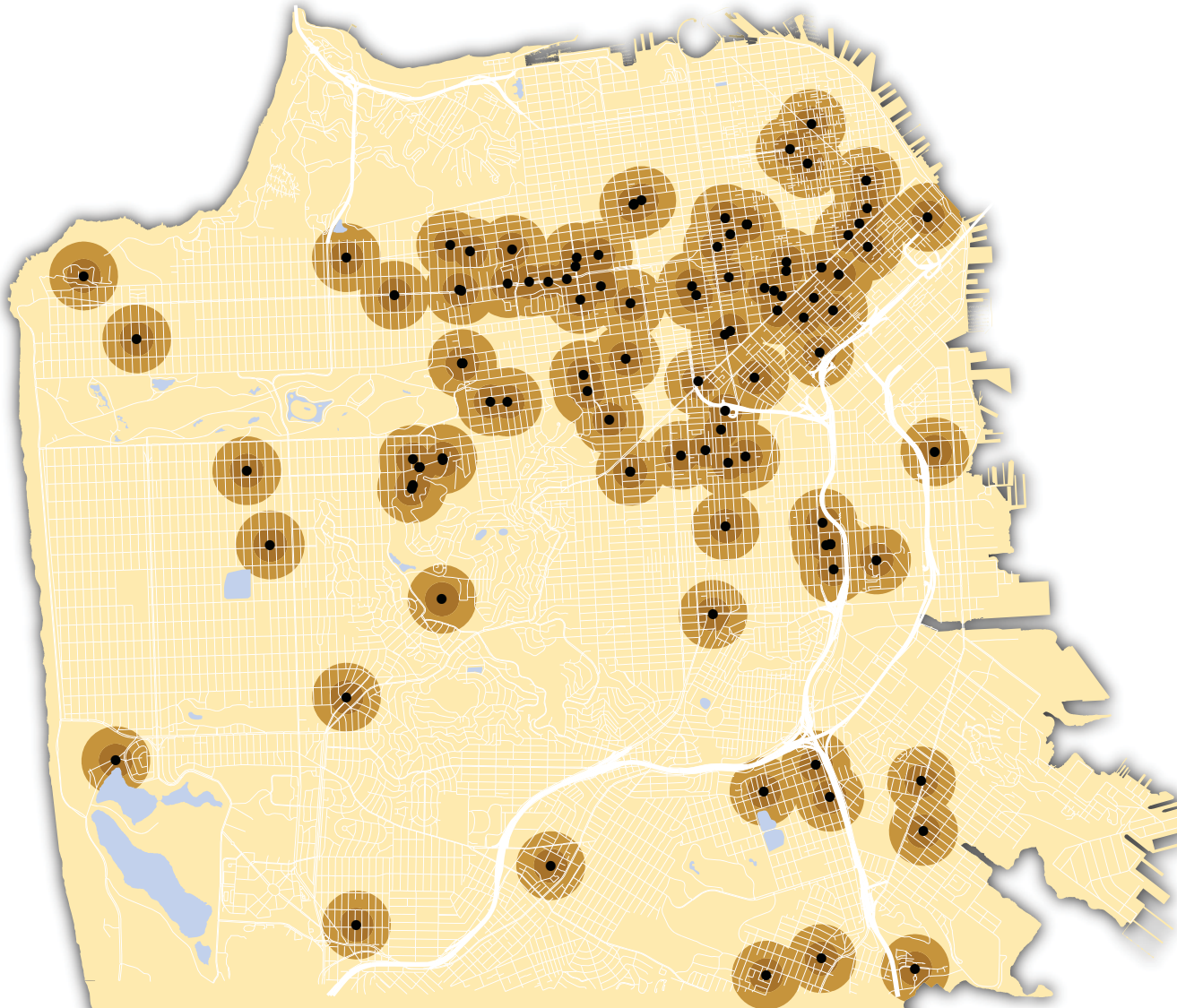
- 1/8 mile buffer
- 1/4 mile buffer
- Greater than 1/4 mile
- College or University Parcel

Pedestrian Generators: Colleges & Universities - Buffers
Source: San Francisco Planning Department, 2010



- Commercial Zoning Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Parcel Zoned for Commercial Land Uses (NC, C-2, C-3-R, CCB or CVR)

Pedestrian Generators: Commercial Zoning Districts - Buffers
Source: San Francisco Planning Department, 2010

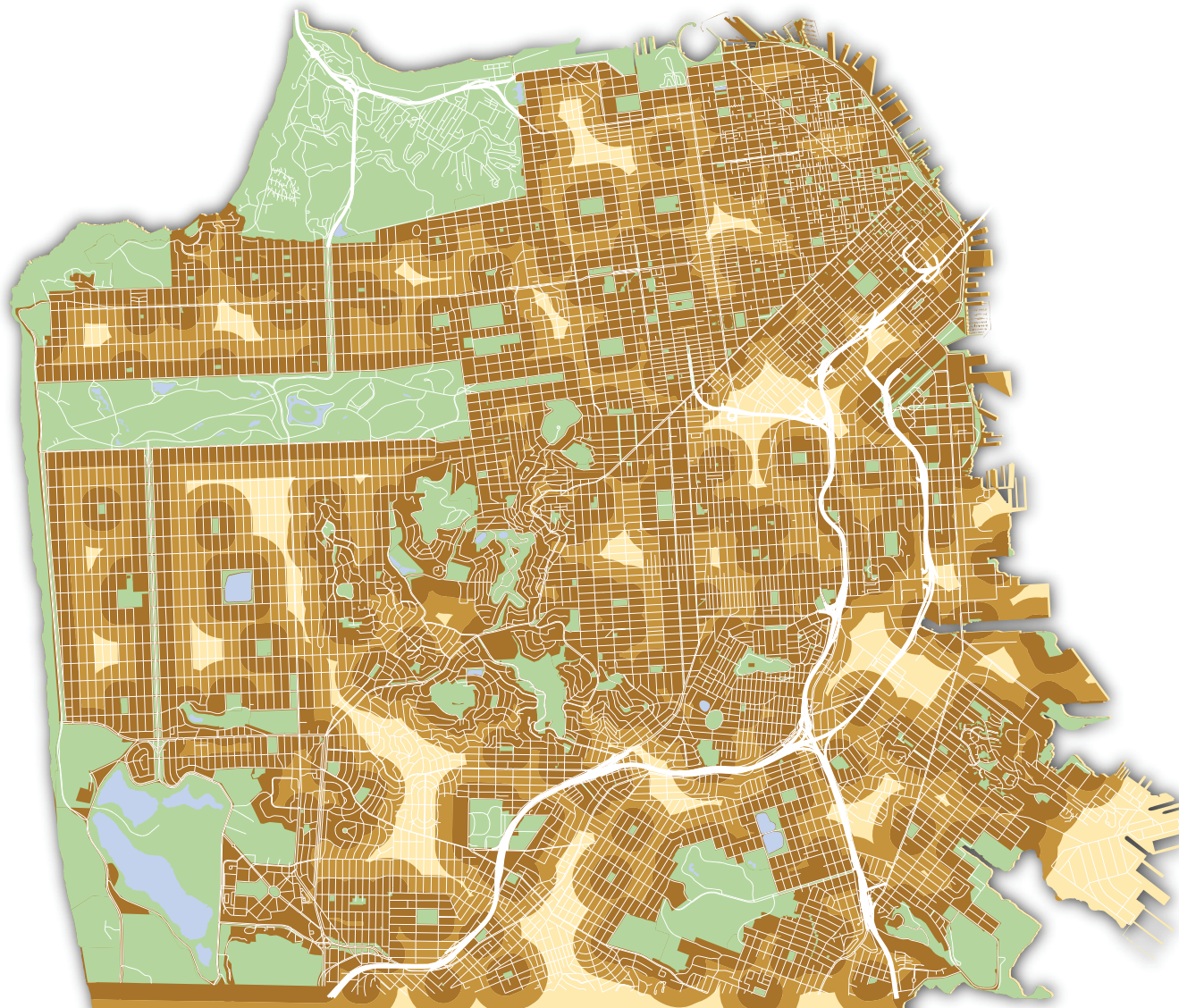


Health Service Adjacency

- 1/8 mile buffer
- 1/4 mile buffer
- Greater than 1/4 mile
- Major Hospital or
Primary Care Health Service or
MOD Service Provider

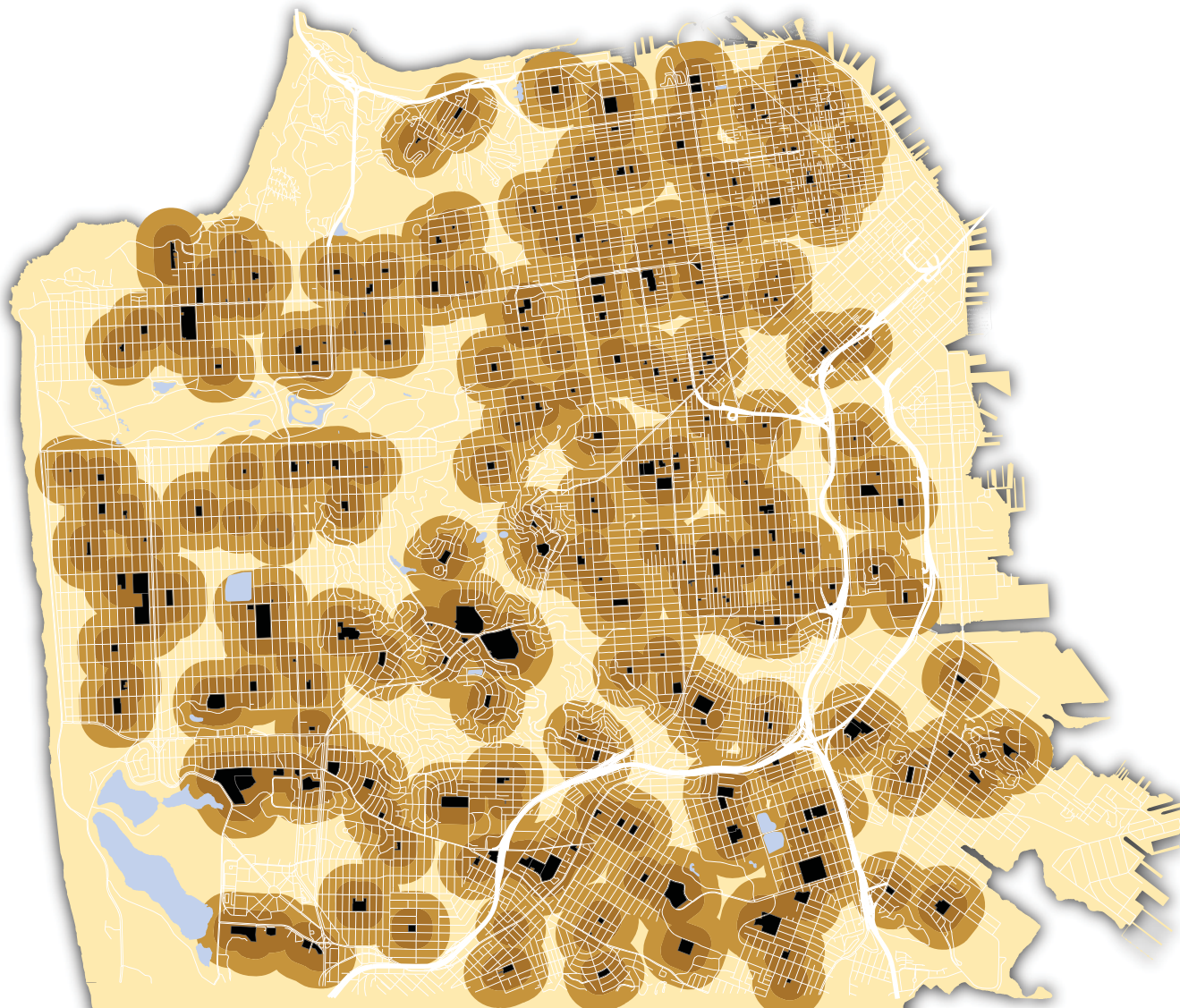
Pedestrian Generators: Hospitals, Major Health Clinics, MOD Service Providers - Buffers

Source: San Francisco Planning Department, San Francisco Department of Public Health, Mayor's Office on Disability 2010



- Open Space Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Parks & Open Space

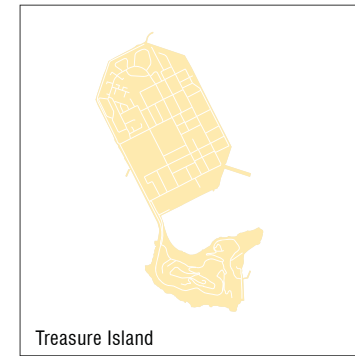
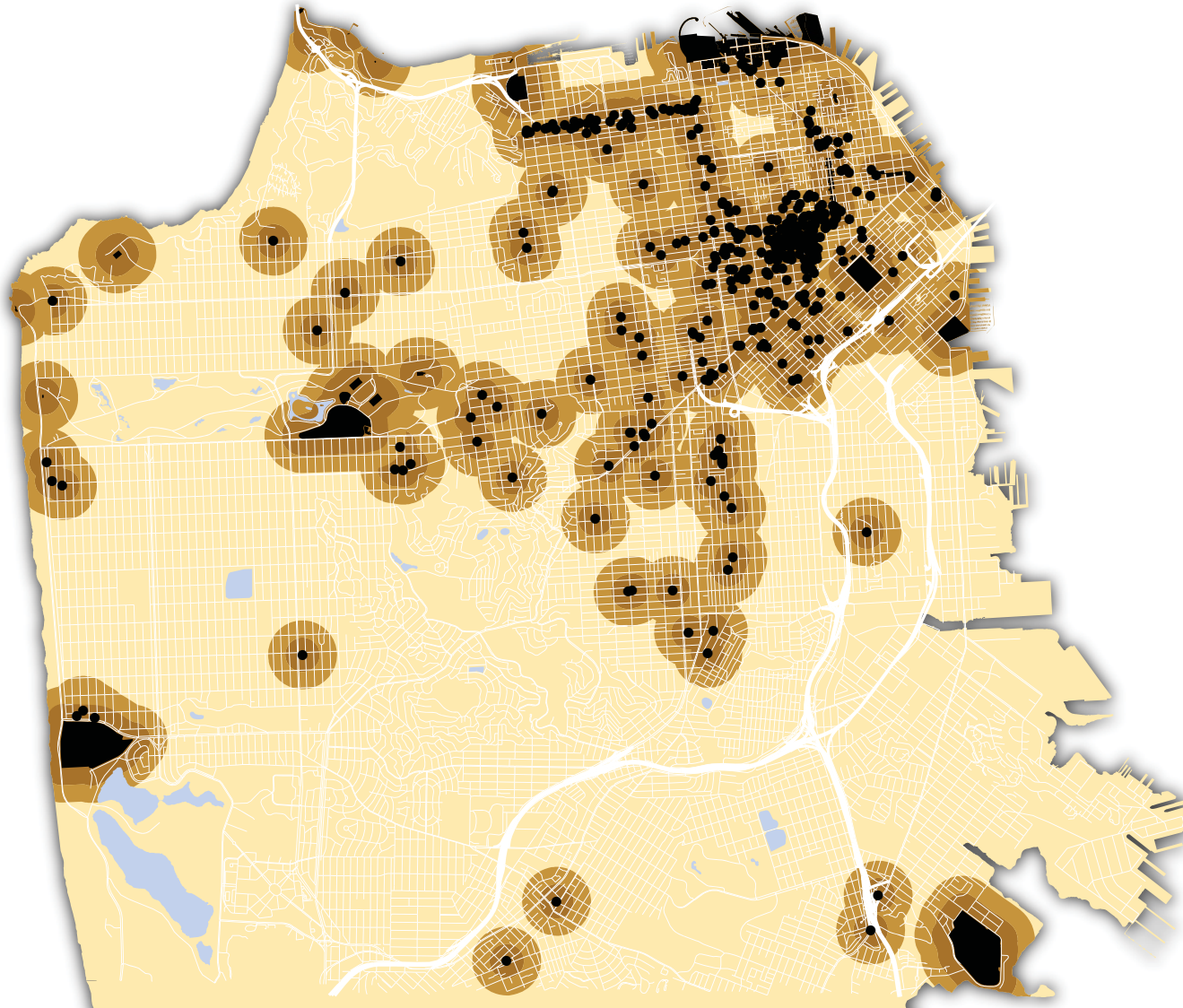
Pedestrian Generators: Parks & Open Space - Buffers
Source: San Francisco Planning Department, 2010



- Public School Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/2 mile
 - School Parcels

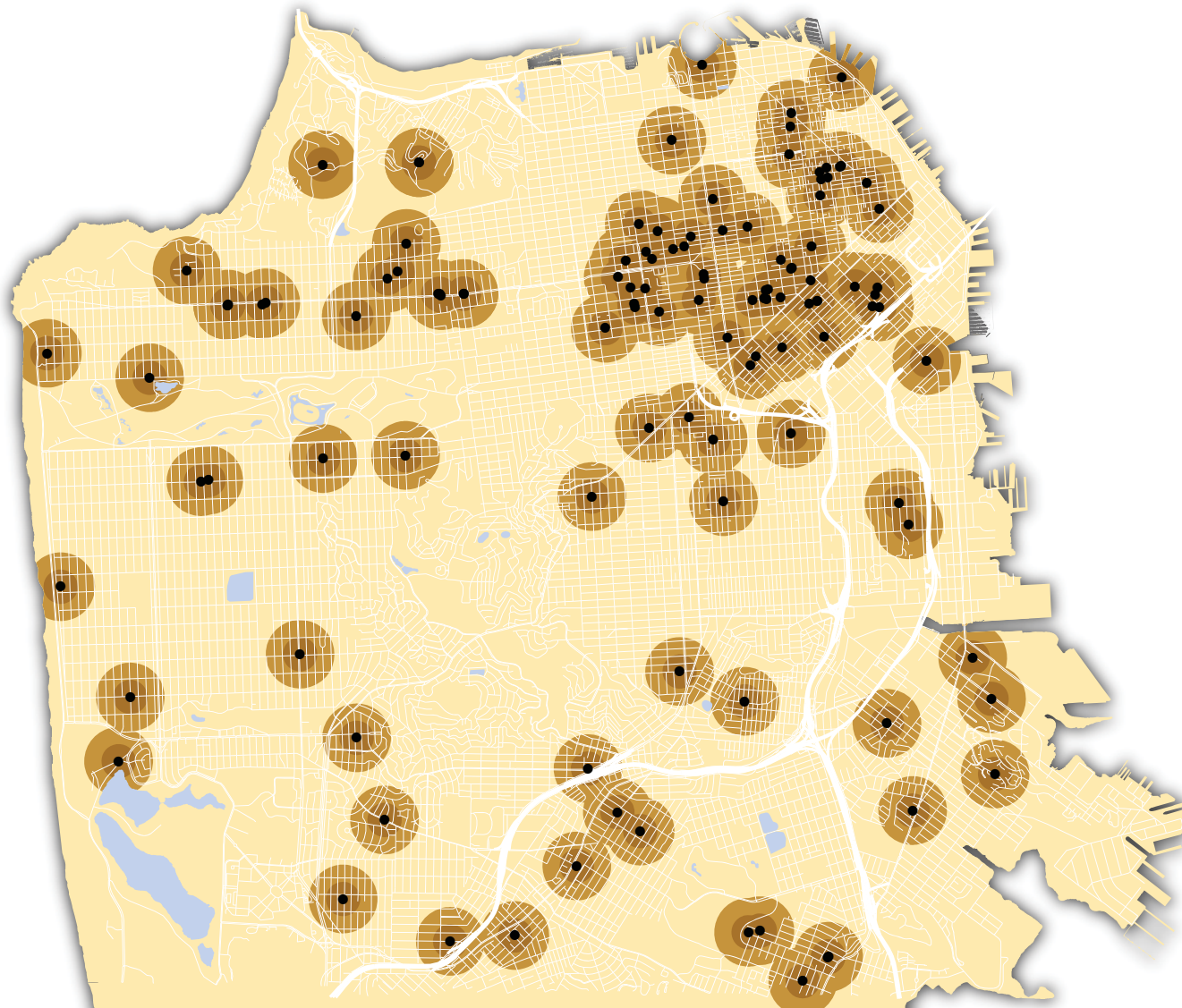
Pedestrian Generators: Public & Private Schools - Buffers

Source: San Francisco Unified School District, September 2010; Department of Technology, March 2011



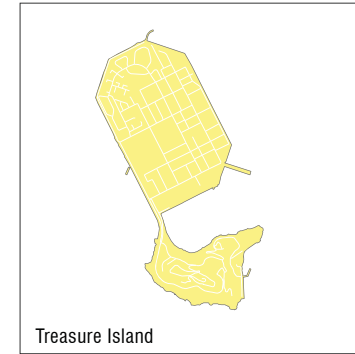
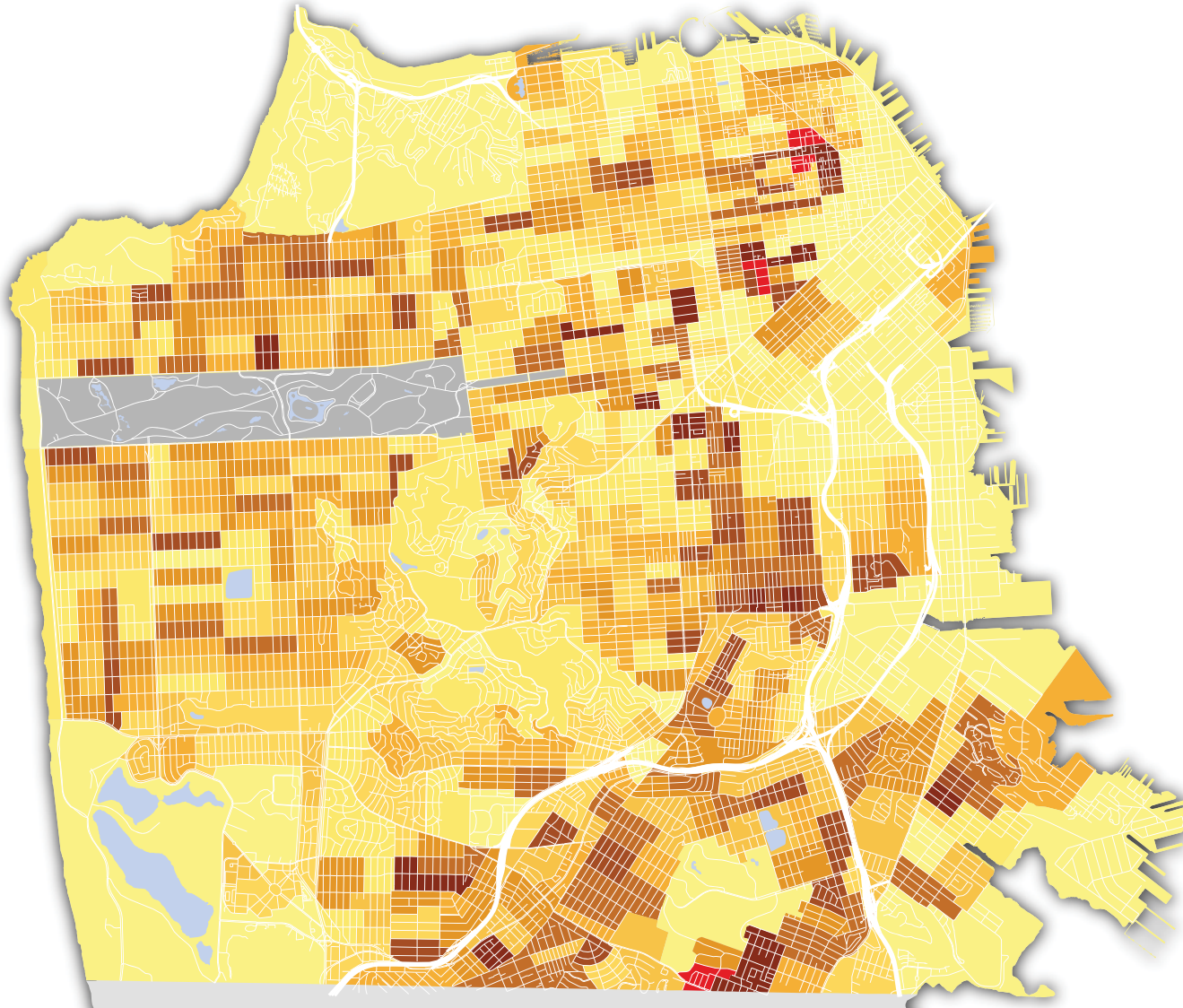
- Tourist Activity Adjacency**
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Tourist Attraction or Hotel

Pedestrian Generators: Tourist Activity, Hotels and Visitor Attractions - Buffers
Source: San Francisco Planning Department, San Francisco Convention and Visitors Bureau, 2010

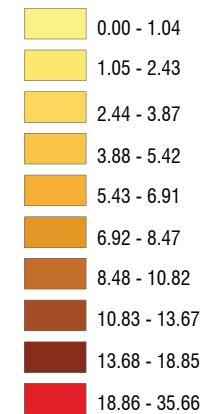


- Senior Center Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Senior Center

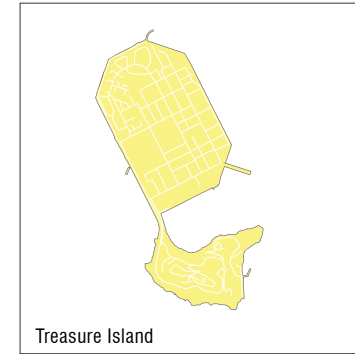
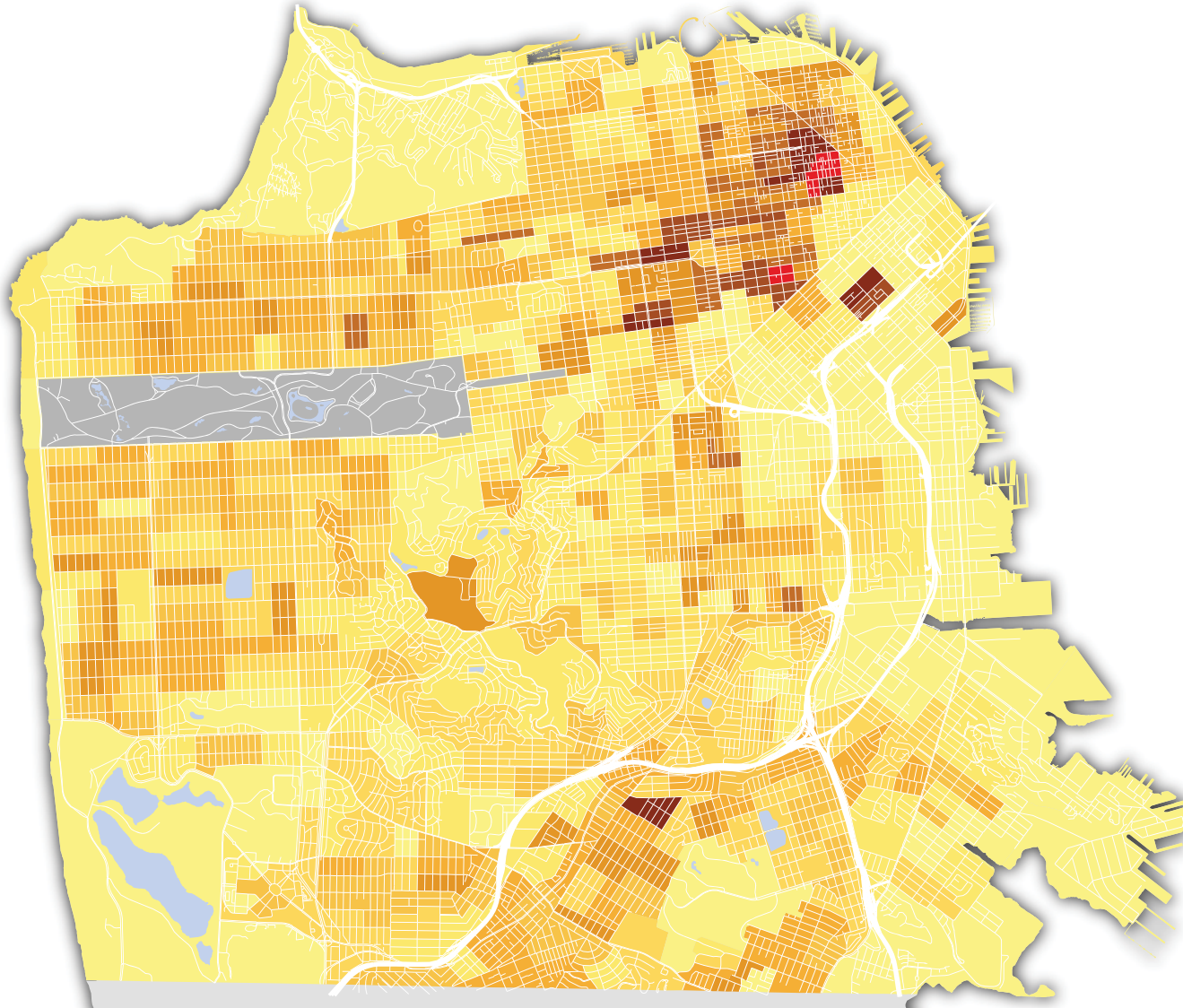
Pedestrian Generators: Senior Centers - Buffers
Source: San Francisco Department of Public Health, 2008



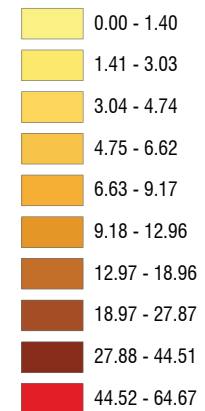
Density of Youth (0-17)



Demographics: Youth (0 - 17) per Acre, by Census Block Group - Natural Breaks, 10 classes
Source: 2005-2009 American Community Survey 5-Year Estimates

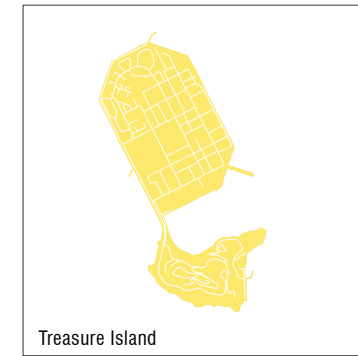
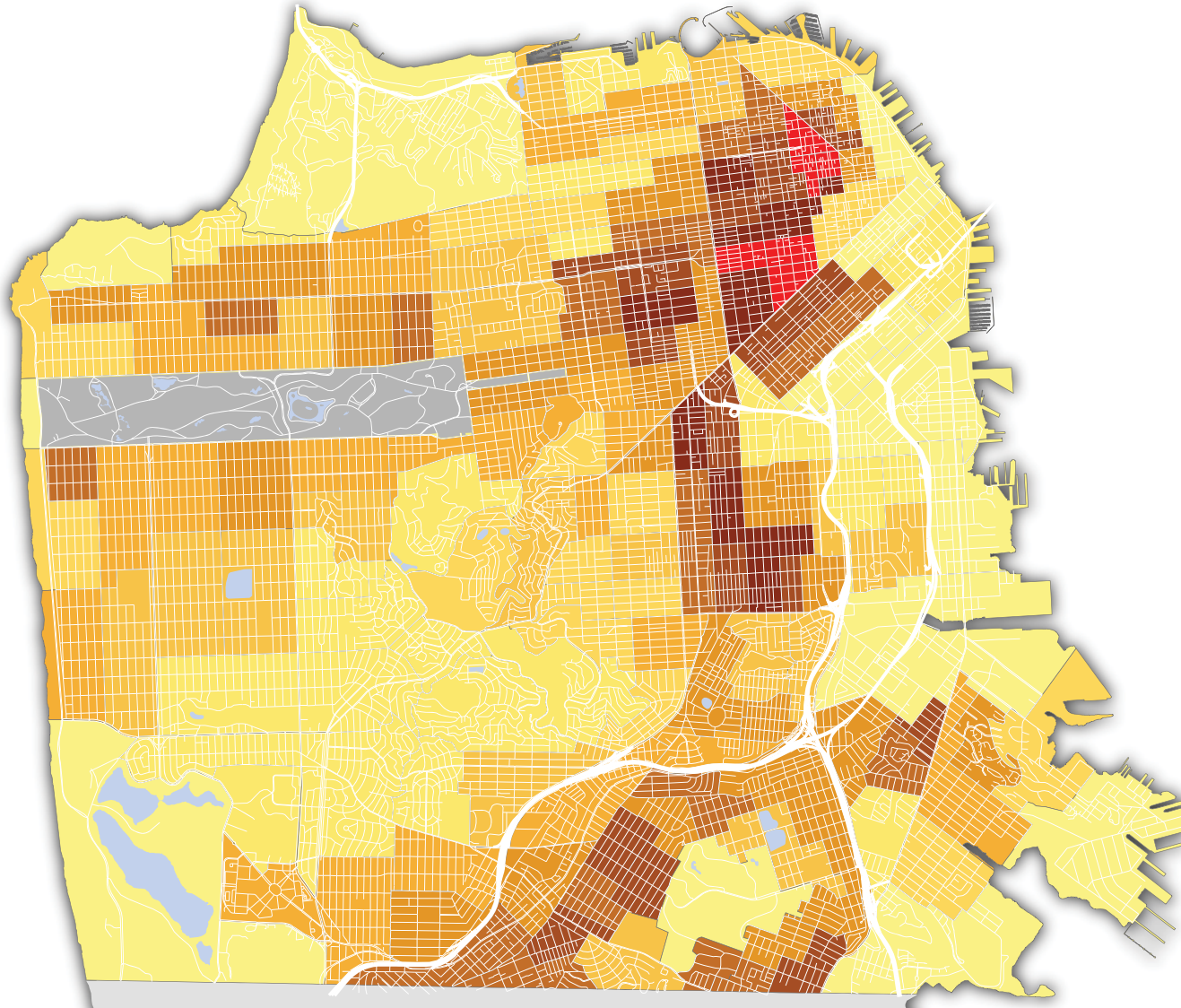


Density of Seniors (>64)

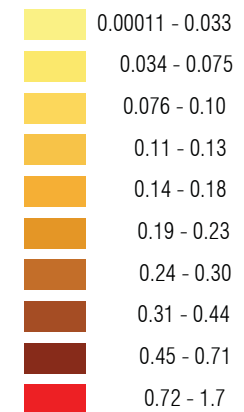


Demographics: Seniors (>64) per Acre, by Census Block Group - Natural Breaks, 10 classes

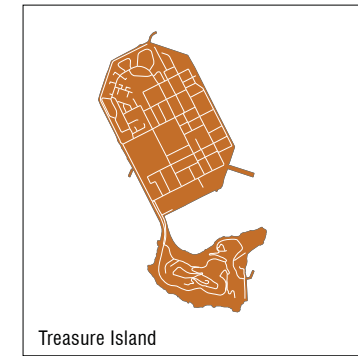
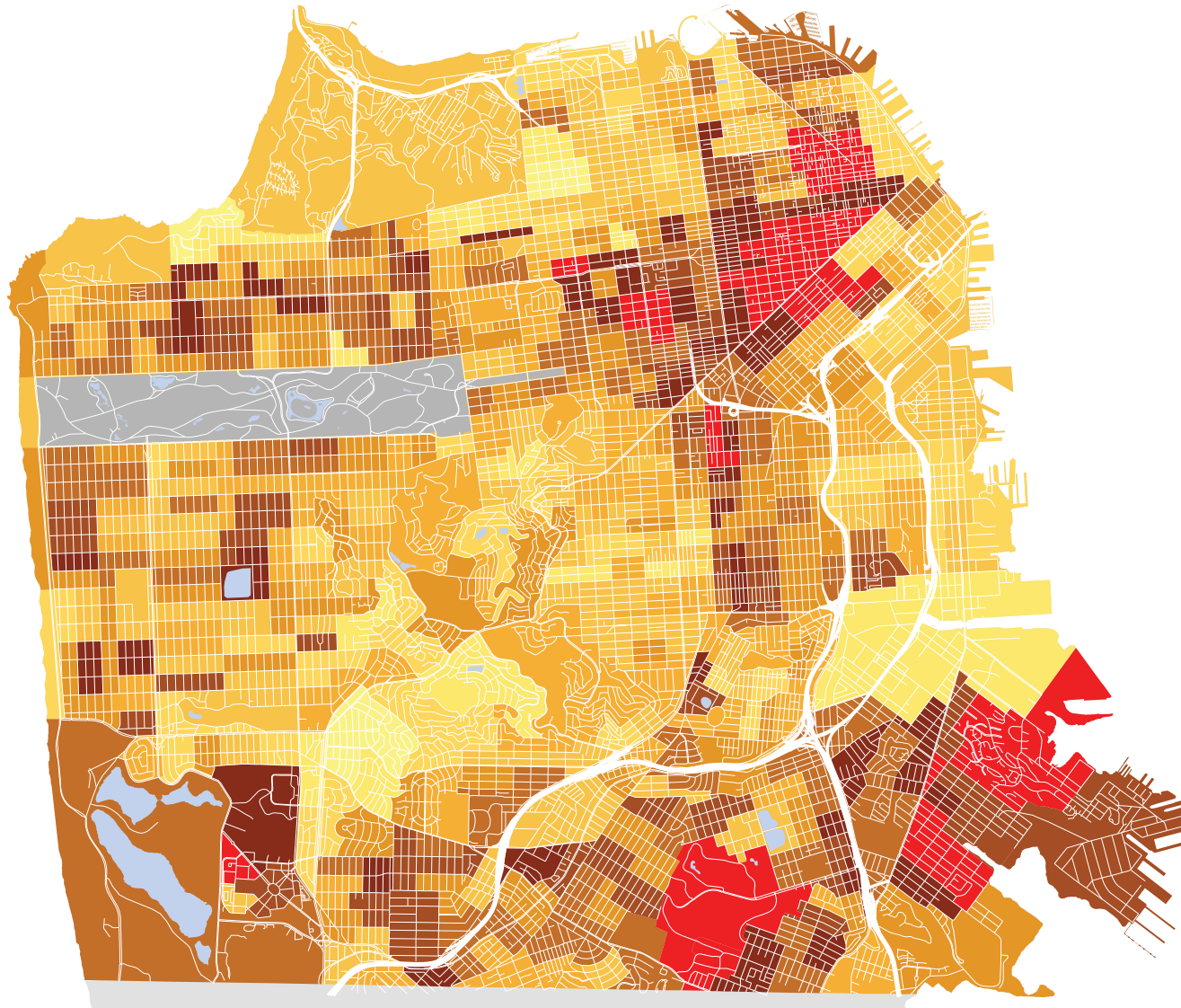
Source: 2005-2009 American Community Survey 5-Year Estimates



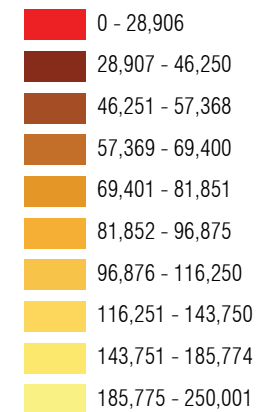
Density of Disabled Persons (5+)



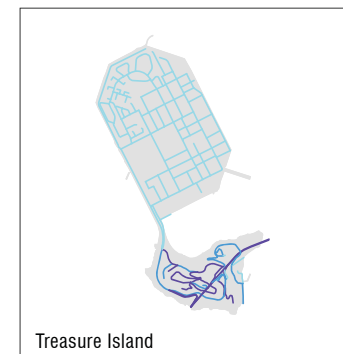
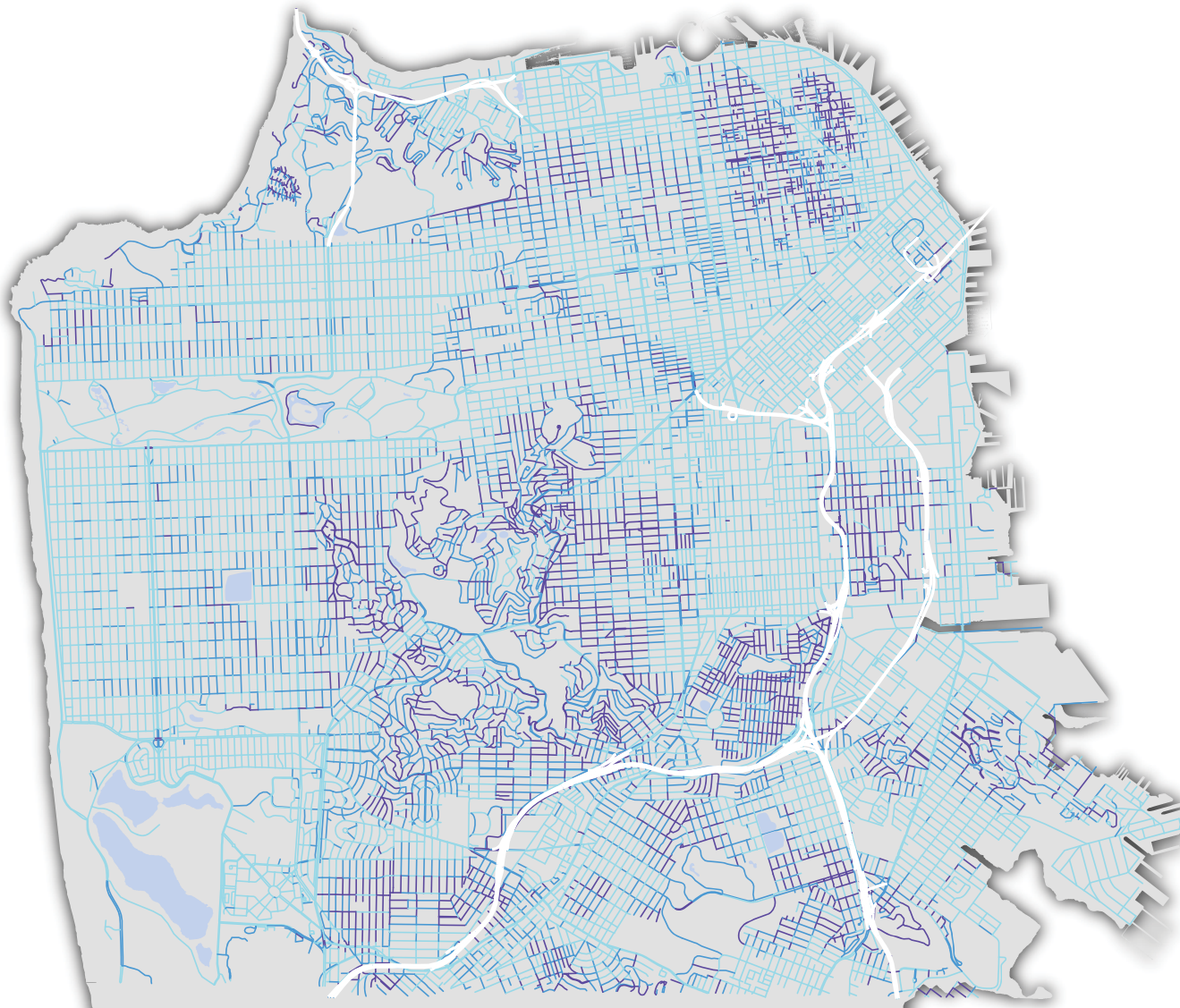
Demographics: Disabled Persons (5+) per Acre, by Census Tract - Natural Breaks, 10 classes
Source: 2000 Census



Median Household Income



Demographics: Median Household Income, by Census Block Group - Equal Intervals, 10 classes
Source: 2005-2009 American Community Survey 5-Year Estimates



Street Slope
(% grade change)

- 0 - 5%
- 6 - 10%
- over 11%

Street Slope: Topography - % Grade Change
Source: San Francisco Planning Department, 2007