

# Communities of concern

Board

Agenda Item 11



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

April 11, 2017

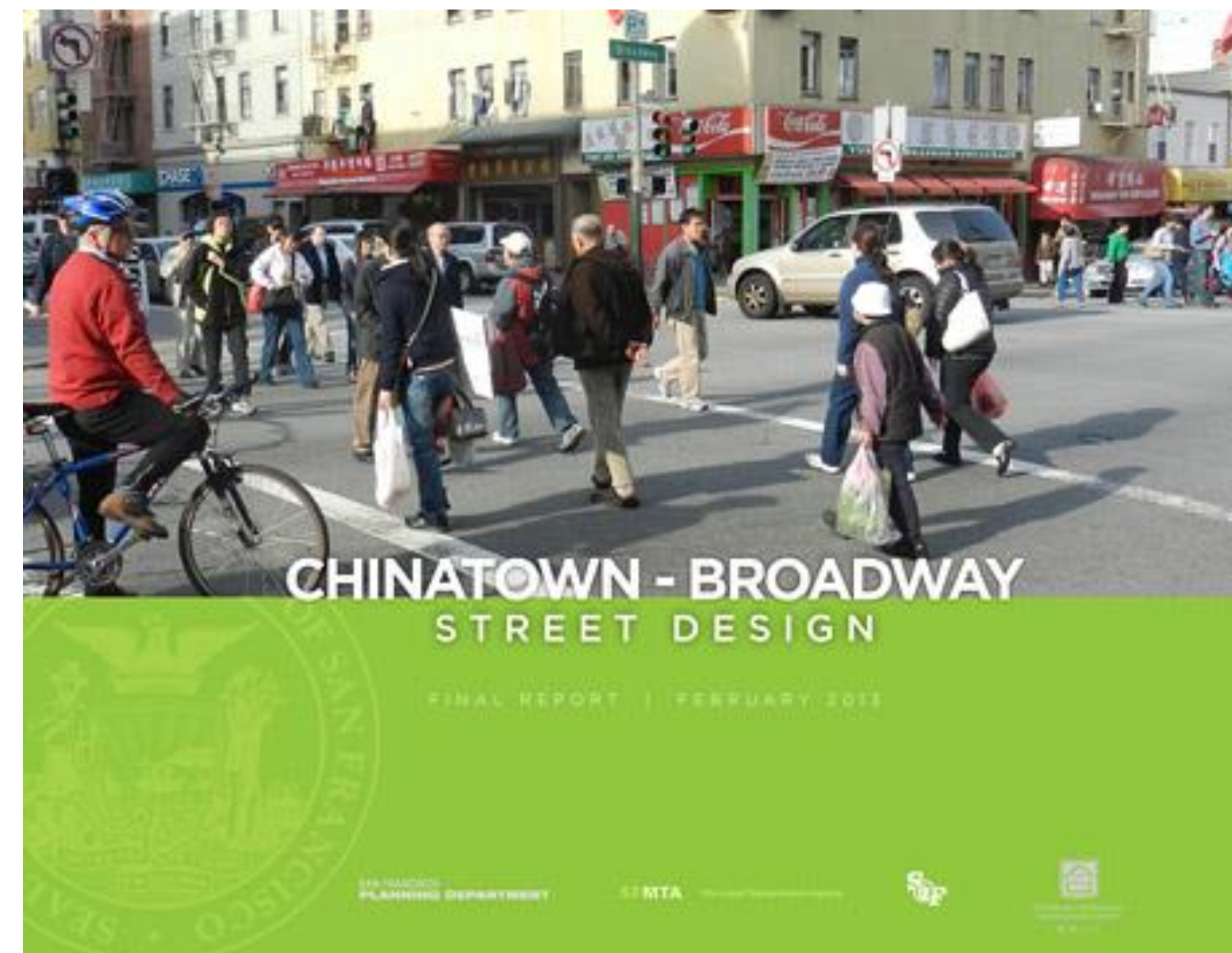


## Adoption of Proposed Communities of Concern Boundaries for San Francisco

1. Purpose of Communities of Concern
2. Disadvantaged factors -> Communities of Concern
3. TA Authority
4. Proposed Boundaries
5. Technical Definition



# Communities of Concern Purpose



**Regional funding prioritization (OBAG, Lifeline Transportation Program)**

**Regional Plan Inclusion (Plan Bay Area 2040)**

**Neighborhood Transportation Improvement Program (NTIP)**

**Vision Zero traffic collisions and equity**

**SFMTA's Muni Equity Strategy \***



### WHAT IS THE WESTERN ADDITION COMMUNITY-BASED TRANSPORTATION PLAN (WACBTP)?

- Community fueled project to enhance transportation access in the Western Addition neighborhood
- Focused only on transportation improvements with an emphasis on improving walking, biking, and taking transit
- Emphasis will be on transportation safety and crime prevention through environmental design (CPTED)
- The plan will serve as a tool to compete for funding to implement transportation improvements
- Goal is to obtain funding to complete transportation improvement projects within one to five years
- Part of a broader regional community-based planning effort



### STAY INFORMED

To find out more about the Western Addition Community-Based Transportation Plan and to see upcoming community outreach events go to [SFMTA.com/WesternAddition](http://SFMTA.com/WesternAddition)

For questions or comments, please call 415.701.4492 or email [WesternAdditionCPT@sfmta.com](mailto:WesternAdditionCPT@sfmta.com).



### Geneva-Harney Bus Rapid Transit Feasibility Study

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study provided conceptual planning and design work for a proposed BRT service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County Route with a bus connection to the busier area's key regional transit system hubs. This study phase of analysis and community outreach was conducted by the San Francisco County Transportation Authority and partner agencies in San Francisco and San Mateo Counties, and guided by a Community Advisory Committee, comprised of residents and visitors of San Francisco, Redwood, and Daly City who use the corridor.

### Near-Term Alternatives

The study developed and analyzed the feasibility of three alternatives. All three were found to increase transit ridership and reduce travel time. These Alternatives and configurations will be further analyzed and refined in the next phase of study, led by the San Francisco Municipal Transportation Agency (SFMTA).

### Near-Term Alignment Options



### Near-Term Alternatives

GENEVA AVE.	BAYSHIRE BLVD.	LITTLE HOLLYWOOD
2023 Station	Midway	Midway
Alternative 1	4 Lane General Purpose / Side Running BRT	4 Lane General Purpose / Side Running BRT
Alternative 2	4 Lane General Purpose / Side Running BRT	4 Lane General Purpose / Side Running BRT
Alternative 3	4 Lane General Purpose / Center Running BRT	4 Lane General Purpose / Side Running BRT

Midway from Francisco Park Blvd to Station



### What We Heard

- Support for more reliable, more frequent transit service
- Support for safer crossing opportunities
- Support for safer bicycle facilities
- Concern about impacts to parking availability
- Concern about change in neighborhood character
- Concern about construction impacts

### Key Findings

- BRT would reduce travel time and provide more dependable transit service.
- BRT would provide the higher quality transit service necessary to achieve mode shift targets of major destinations in the corridor.
- Several questions remain to be addressed before an alternative can be selected for each segment.

### Approval and Next Steps

- The San Francisco County Transportation Authority Board approved the Geneva-Harney Bus Rapid Transit Feasibility Study in July 2015.
- All alternatives will be evaluated more extensively in the environmental study, led by SFMTA. This study is planned to commence in Fall 2015.
- Next phases of study will allow the existing options and define the best performing corridor alignment and configuration.
- Expanded implementation of the near-term alignment is for the 2015-2017 timeframe.

For more information, please visit the Geneva-Harney BRT project website at [www.sfmta.com/genevaharney](http://www.sfmta.com/genevaharney), or email us at [genevaharney@sfcta.org](mailto:genevaharney@sfcta.org).



**VISION ZERO SF**

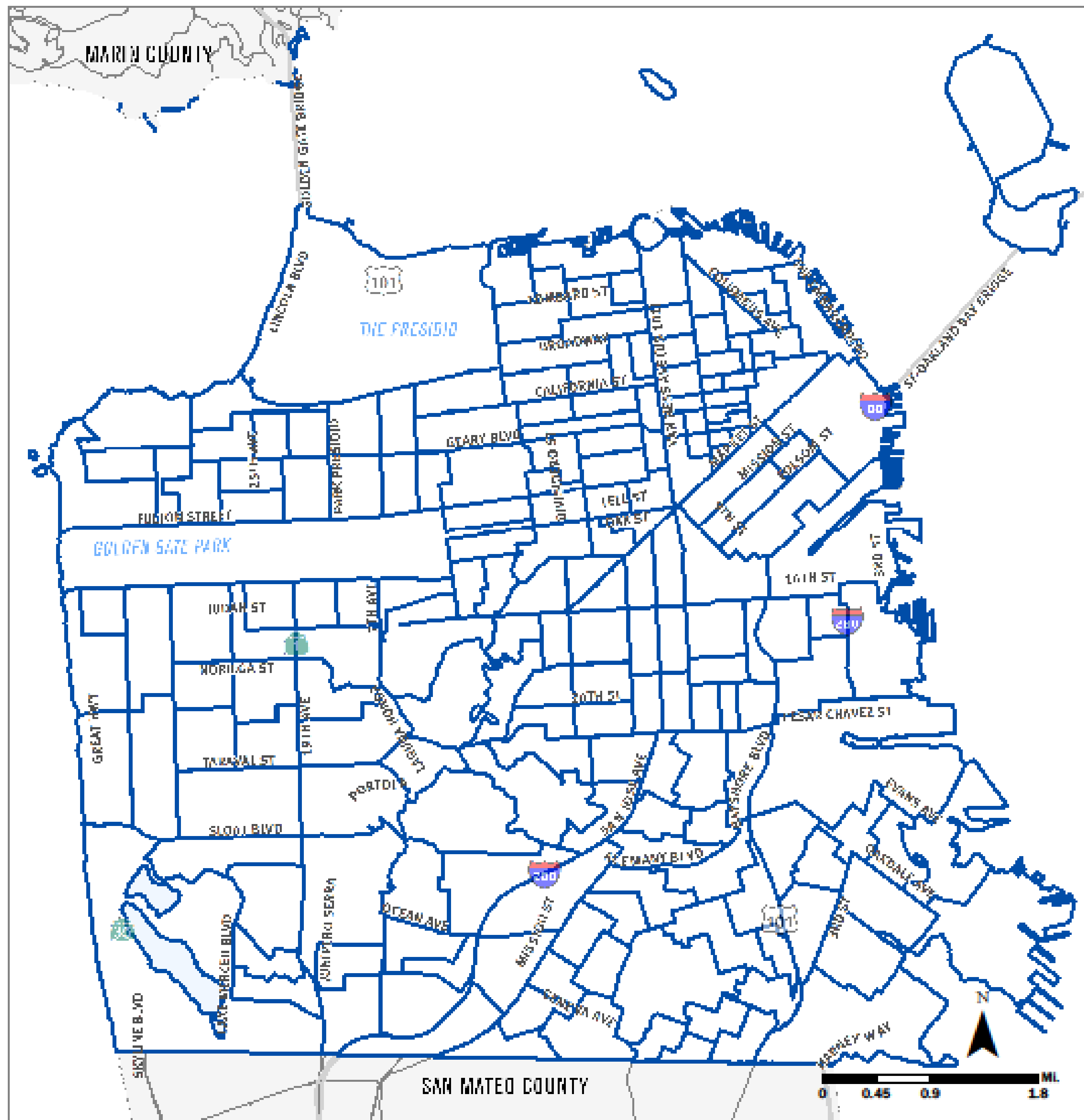


# CoC Disadvantaged Factors



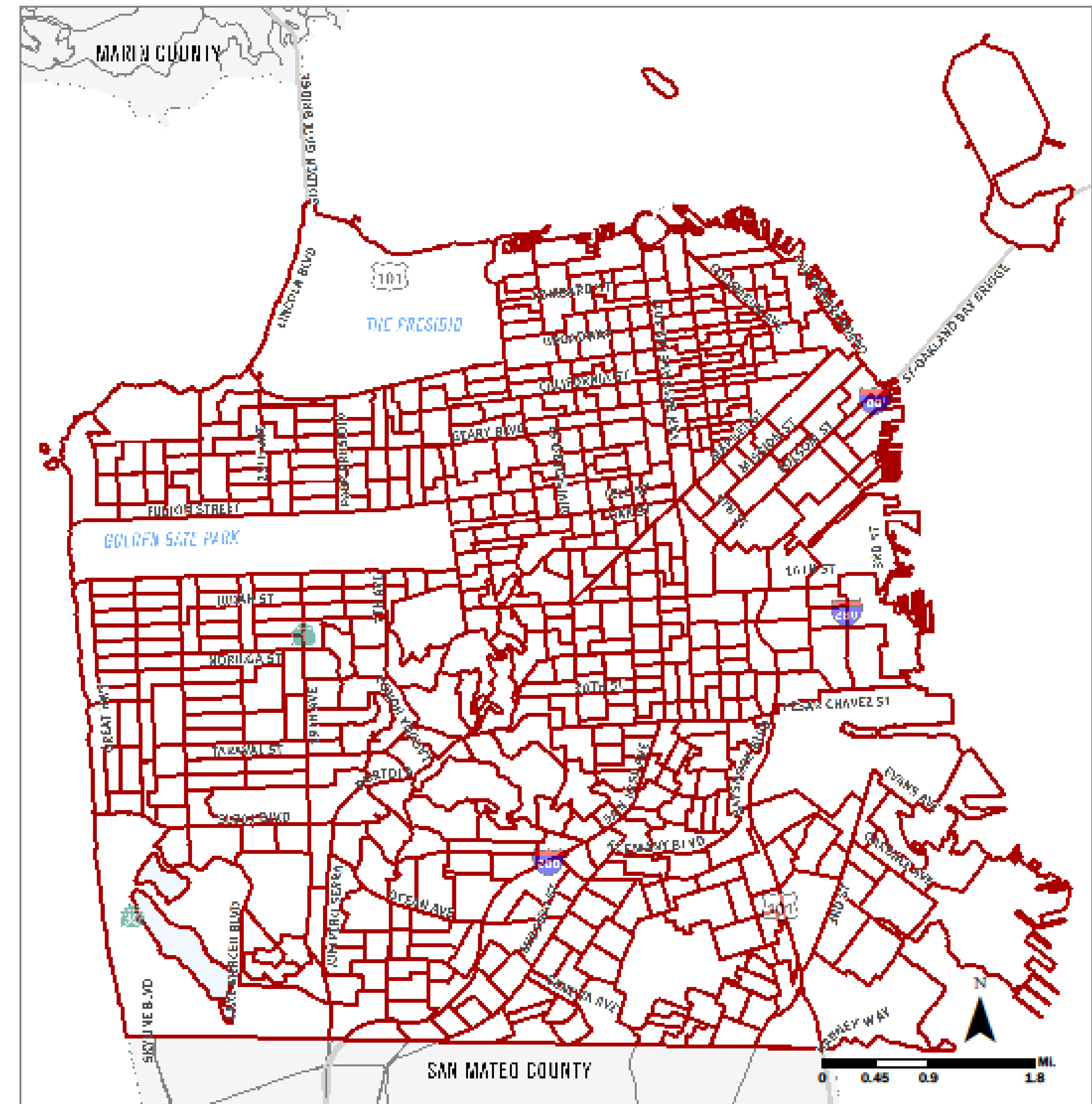
<b>Disadvantaged Factor</b>	<b>Concentration Threshold (of Tract total population)</b>
Minority	70%
Low Income (<200% Federal Poverty Level)	30%
Limited English Proficiency	20%
Zero-Vehicle Household	10%
Seniors 75 Years and Over	10%
People with Disability	25%
Single-Parent Family	20%
Cost-Burdened Renter	15%

# TA Authority and Proposed Boundaries



SF Census Tracts

 SF Tracts

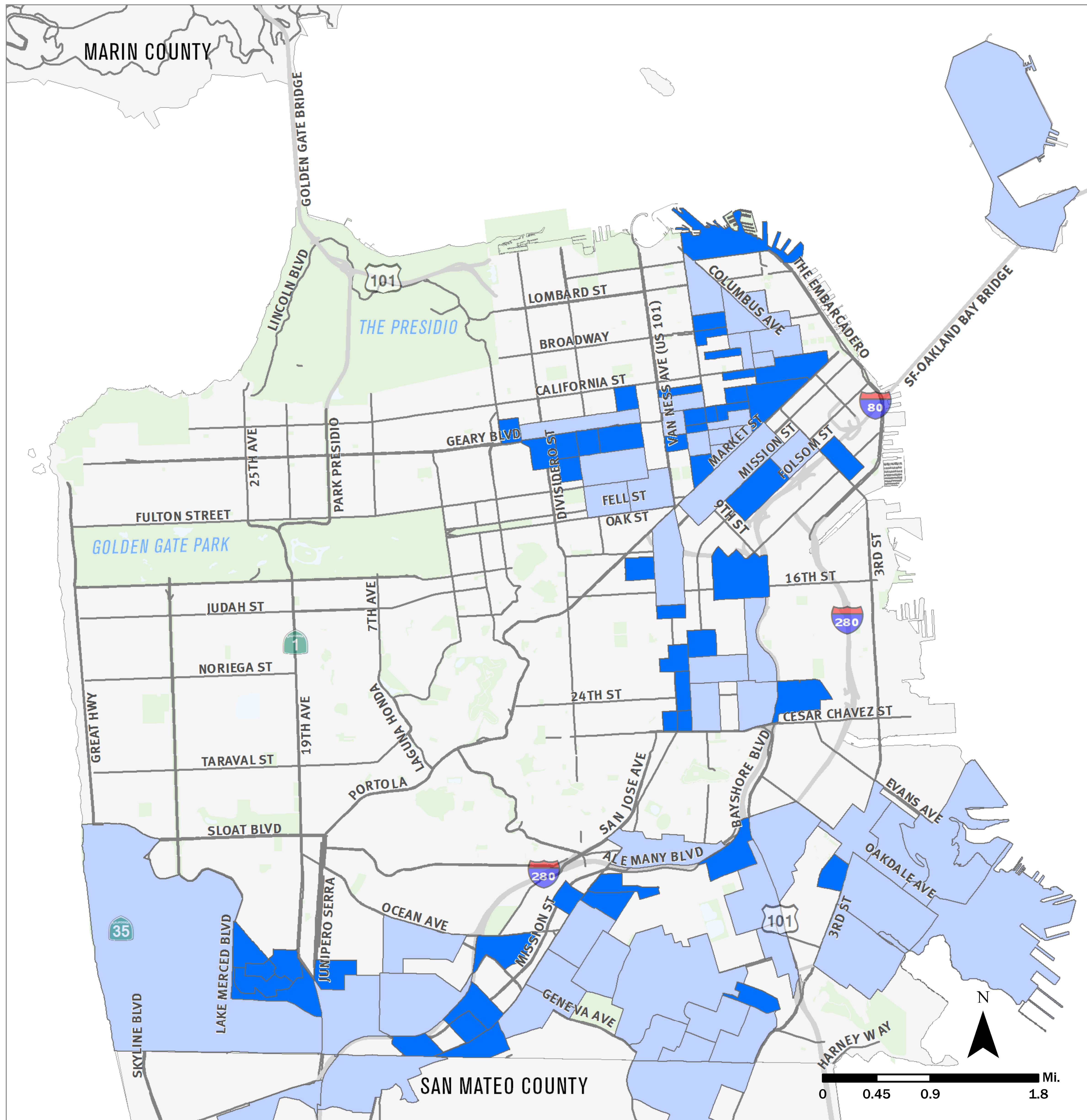




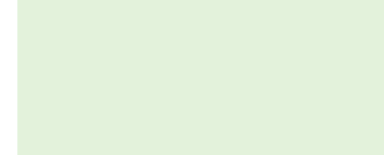
SF Census Block Groups

 SF Block Groups



# Proposed Boundaries



-  SFCTA 2017 supplemental Communities of Concern Boundaries
-  MTC 2017 Communities of Concern (Modified)
-  Parks and Open Space



# Definition



- 1) Census Tracts already identified as CoCs per MTC's 2017 update and with a population of at least 10,000 and**
- 2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000**

# Questions

Warren Logan, Senior Transportation Planner

[Warren.logan@sfcta.org](mailto:Warren.logan@sfcta.org)



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