**NICK- NAMES**

**LILLIAN SLIDE ONE:** The evolution of neighborhoods and transportation has been profoundly influenced by advancements in connectivity. During the 1960s, a booming economy and the housing benefits of the G.I. Bill played pivotal roles in transforming the urban and suburban landscape. The construction of interstate highways became a driving force, fostering increased accessibility between urban and suburban areas and prompting a widespread shift towards suburban living. Simultaneously, the growth of trolleys and public transit helped further fuel suburban expansion as people were drawn to the flexibility of car travel and the appeal of suburban living. Nowadays, people rely on transportation to have access to their jobs, education, medical services, religious institutions, necessities, entertainment, and loved ones. Greater access to these services creates greater economic opportunities for people in disadvantaged communities. In many places, public transportation may be the only source of mobility that is available, forcing communities to rely on services to go to work, school, or other places. Public transit systems are extremely personal to communities. They are also essential to the movement of cities.

**LILLIAN SLIDE TWO:** The city of San Francisco provides various forms of public transportation such as the Bay Area Rapid Transit (BART), Municipal Railway (MUNI), cable cars, and more. In 2021, the use of public transportation as a primary mode of transportation was 11% in San Francisco. 36% of surveyors drove alone in privately owned vehicles while only 3% cycled. Almost 827,000 people - nearly all the city’s population- live within half a mile of a San Francisco transit stop. However, within the city remain large “transit gaps” where, despite the majority of the city being transit-dense, certain neighborhoods are underserved and inadequate compared to similar neighborhoods nationwide. Access to reliable transit through either public or private means can also impact economic opportunities such as housing, jobs, and education. Without a form of reliable transportation and as more jobs continue to move to automobile-dependent locations, many people spend multiple hours a day to get to their job site.

**MARINA SLIDE THREE:** To further understand the differences between transit service and its effects on economic opportunities, we will be looking at four contrasting neighborhoods in San Francisco: the Sunset District, the Bayview District, Richmond District, and Excelsior & Crocker-Amazon.

**NICK SLIDE FOUR:** g

**NICK AND MARINA SLIDE FIVE:** SPEAK FROM THE HEART

**MARINA SLIDE SIX:** just speak