



Active Communities Plan



Community Interviews – Appendix: Interview Notes

Bayview Hunters Point

Tacing Parker, Bayview YMCA, Nov 10, 2022

Do you consider bicycling issues important to your community?

Yes, Interest around biking & bike usage, generally skewed towards youth
People understand that there’s broad interest around bike use, but there are a lot of tripwires that turn people off.
Do a biking guide “How to bike to Golden Gate Park” or other places for residents.

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Bikeshare station installation at Bayview YMCA was a bad process, left a bad taste in a lot of people’s mouths in the community. Didn’t take into account community context – people feel disrespected. Bayview YMCA got all the backlash from within the community.
Scooters are considered a safety hazard, given the behavior of scooter riders and how they interact with other road users. Generally I don’t think people are opposed to it. They just want to ensure everyone is safe and respected on the roads and there are opportunities for access.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Access is a top issue in Bayview-Hunters Point. Lack of shops, affordability, lots of barriers.
Education is needed, both for drivers and people on bikes. A lot of instances of aggression on both sides. People don’t feel safe: theft, roadway safety, community violence (turf)
Sometimes bicycling/scooters, etc are a sign of gentrified community and can have a negative connotation associated with it

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Show that you’re building relationships
Trust is broken when you subject people to negative experiences; keep reminding yourself people experience things differently, especially the potential for disrespect
Make sure people feel seen and heard – demonstrate active interest, bring people along with you. Create spaces where people feel safe – they will often be out of their element when you bring them into your project space.
Ensure there is a long-term opportunities for the community

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

There’s no silver bullet – trust-building over time and inhabiting the space of Bayview-Hunters Point so you get a stronger sense of people’s lives.
Strong ground presence – been seen by folks regularly





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- Consistency in the community, including communication with people.
- Partner with faith-based groups in the community.
- Create opportunities for community leadership & liaison roles
- Find ways to get free bikes into the hands of youth.

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

- Roadway safety
- Rules of the road
- Displacement & impacts on existing residents
- Evans Ave Quick-Build (“feels like the City is squeezing people out of their cars”)
- Environmental Justice
- Accessibility issues

Who are groups in your community typically unheard during bike projects?

- Elders – don’t feel like they have a seat at the table
- Residents with disabilities
- Drivers (people in the bike community tend to dominate proposed projects)
- Monolingual residents (Central American & Polynesian in particular)
- What are the best ways to reach people in this community?
- Direct Marketing, word of mouth, online campaigns, community events, etc

Who else should we be talking to in this community?

Everyone 😊



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Bayview Hunters Point

Joi Jackson-Morgan, 3rd St Youth Center & Clinic, September 23rd, 2022

Do you consider bicycling issues important to your community?

Yes, bicycling issues are important. Bikes are part of the culture, especially with youth. They start with bikes, move to dirt bikes. Usually men, and not women.

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Hunters Point has one of city's first skateparks on top of Hunters Point at Sundial Park. A lot of skateboards, scooters, e-bikes. Not too many other devices like e-skateboards, one-wheels, etc. Seen as a recreational device, often ride without helmets.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Safety is a big issue, especially on 3rd Street. Worry about theft, even with bike racks. Need more bike racks where people congregate, but also diverse safe parking options. Safe parking for e-bikes. Access for e-bikes. Need more education, especially with electric and other devices

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Hunters Point Blvd project a great example of how to build trust – don't shy away from contentious conversations. Make sure people feel heard. Don't be afraid of highlighting conflict, emphasize transparency and reflect back people's voice. Bayview CBTP work a good example – multiple methods, settings & formats for people to engage. There was a big influx of monolingual folks into the Bayview during the pandemic. Needs to be prioritized higher during the plan.

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

Focus on transparency, clear upfront on decision space and outcomes. Let people know if things are decided ahead of time.

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

Safety, both traffic & personal
Bringing back community programming like bike giveaways
Identifying safe spaces for biking, helping people understand where they are & how to get there. Bayview-specific pamphlet rather than a citywide map.
Access to things like helmets & other equipment

Who are groups in your community typically unheard during bike projects?



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Monolingual communities, especially growing Latin American populations – and not all Spanish.

What are the best ways to reach people in this community?

Still largely digital, but in-person is coming back. Double-up on digital & in-person presence.
Piggyback on partnerships for existing events.
Make sure stuff is available in paper as well as online.
Can materials be accessible within the community?
Create a FAQ repository of materials online.

Who else should we be talking to in this community?

MNC SF
Latino Task Force
CYC
Bayview YMCA: highlight the Urban Y sites at HOPESF
YCD
Buddhist Tzu Chi Foundation Asian network – check with BMAGIC or CYC
State Park – Candlestick
APRI



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Outer Mission/Excelsior

David Hooper, Mission Terrace Neighborhood Association, September 7th, 2022

(Interview not done according to standard format)

Contacts

Laura Padilla – YMCA. LPadillaGarcia@ymcasf.org

Reach out to Excelsior Action Group

Jason Serafina-Agar will be big champion for bikes

Led by Kate Levitt katelevitt@gmail.com

Sue Exline (sp?) – cargo bike mom who used to work for Planning, now works for Redwood City.

Look into Mission Street (excelsior) planning/design project. Reach out to Rachel Tanner.

Laura Padilla of the Mission St. YMCA: lpadillagarcia@ymcasf.org

Maribel Ramirez of the EAG: mramirez@eagsf.org

Maurice Rivers of the OMI-CPP: jumpstreet1983@gmail.com

The Excelsior District Improvement Association (EDIA),
the Outer Mission Merchants and Residents Association (OMMRA),
the Cayuga Neighborhood Improvement Association (CNIA) and the various OMI organizations.

Contacts for groups focused on the Bosworth-Arlington-San Jose-Lyell issues (pedestrian, and vehicular traffic, including bicycles, etc);

Liza Zander: keepcuvierclean@gmail.com

Sophie Constantinou: sophie@citizenfilm.org

Community Concern Input

Mission Street is top transportation need/concern in the neighborhood

Cayuga is preferred to Alemany within the neighborhood for short bike trips, even with protected lanes.

What can be done on Cayuga – Slow Streets-lite?

The further you are from downtown, the fewer people will be riding bikes

Speeding, driver compliance at stops is a huge problem. Waze & google routing are pushing traffic into neighborhood routes.

Need to get SFPD focused on driving infractions

Prioritize traffic safety education in school

Public transit needs to be a big element and a solution overall.

Huge traffic tie-up around Glen Park BART and the connection over to Cayuga. Poor conditions for driving, walking, or biking. Lots of community groups in the area focused on landscaping & beautification projects in that area.

School traffic is a huge issue in the community; A lot of the newer resident arrivals have kids.

Outreach Input

PODER has limited reach Chinese speaking community in Outer Mission/Excelsior. Reaching Chinese community is going to be a HUGE need.

October 18th – Cayuga block party, good chance to talk with residents about bikes.



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Clearly define what we mean by Equity. Don't let it become a catch-all.

Talk to Raynell Cooper about work he did with Safai's office about an RPP in D11. There was both a lot of support and a lot of resistance to an RPP, and streets are over-capacity for street parking east of Mission St. Talk to Raynell about engagement & key groups.

People in D11, especially going through COVID, don't see any viable alternative to a car.

Many people don't shop on Mission Street and it's gotten worse with COVID. People don't see local shops as meeting their needs and they drive further to other shopping destinations.

Mission Street vitality is a huge topic.



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Outer Mission/Excelsior

Maurice Rivers, OMI Cultural Participation Project, September 29th, 2022

Do you consider bicycling issues important to your community?

Bicycling issues are important in the community

OMI needs to be included in the geography

From schools & youth in particular, desire for better bike lanes & upgraded signage/stripping

Youth needs to be a big focus in the community

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

OMI just had a rollerskating party event last weekend

Would like to see more scooters, especially Outer Mission area. They get used a lot. Recognizes that it's a hot topic. Be strategic about deployment, be strategic about communication and outreach.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Speeding and traffic safety is a big concern in this community, especially for youth on bikes

Gentrification is a concern, and can often be brought up when new projects/services come in.

Need bike parking sited at better, high-demand locations – need better lighting at parking locations, better visibility.

Need better education and access for youth. Only one bike shop in neighbors.

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Start outreach & marketing early – in Spanish and Chinese. Lots of monolingual households.

Having hybrid meetings is needed – in-person meetings get small, unrepresentative crowds.

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

More youth outreach and visibility with youth

Projects need to be designed specifically for use by youth

Bike access for low income youth & latino students

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

Cultural barriers & language barriers

Gentrification & displacement – perception that people are getting pushed out. And new projects being for new residents.

Who are groups in your community typically unheard during bike projects?

Monolingual communities

Youth

Black community

Latino community

What are the best ways to reach people in this community?

Partner with youth-focused orgs like OMI

Mailers work in the community as long as they're translated

Social media effective in these neighborhoods



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Who else should we be talking to in this community?

Mike Sorrels - Ocean Incubators (michael@sfincubator.org)

Johanna Lopez-Miyaki - We Are OMI/Friends Of The OMI Mini Parks

(we.are.omi@gmail.com)

Felisia Thibodeaux - I.T. Bookman Center (fthibodeaux@itbookmancenter.org)

Delia Fitzpatrick - OMI Community Collaborative (fitzpatrick.delia@gmail.com)

Patricia Barraza & Oscar Grande - Excelsior Strong/Casa De Apoyo (pbarraza@ymcasf.org /
grandesf@gmail.com)

Connor Skelly - SFMTA Community Representative, District 11 (connor.skelly@gmail.com)

Marco Montenegro - Mission Neighborhood Health Center

(marcomontenegro@mnhc.org)



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Outer Mission/Excelsior

Jason Serafino-Agar, MyBikeSkills, October 4th, 2022

Do you consider bicycling issues important to your community?

We need to frame bike network use, especially paired with transit, as enhancing options and mobility for residents.

We should introduce e-bike rebate programs.

We need to create more education and resources around e-bikes

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

A lot more scooter users these days, on the sidewalk

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Scooters on the sidewalk is becoming a lot more prevalent – need to create long-term solutions. Need to rebrand the bike network for all legal devices.

TNC use of the curb is a challenge, but many residents work as drivers as a side-hustle. How do we create safe streets while making room for their work?

Need to speak to the concerns of the senior community – how can the bike network enhance their mobility?

Take a look at the outcomes of the D11 Mobility discussions with Lyft/BayBikes

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Establish regular time for when projects are brought to a community – create a regular or expected forum, timeline, or process. A speaker series of sorts.

Work with local hosts – allow them to run things, to do their own promotion, provide them with an honorarium/stipend to commit to the work to get folks engaged.

We need to help visualize a community-defined future – create something compelling they can see, feel, and touch.

Look to physical exercises for building/creating new streets that people can play with

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

Translation, interpretation, childcare, food, and visa gift card incentives are really important for getting folks to show up.

Chinese (Cantonese & Mandarin), Filipino

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

More cars due to overcrowding of units due to rising housing costs

Be prepared for gentrification or displacement

How do we keep people housed & thriving in-place?

Who are groups in your community typically unheard during bike projects?



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Youth

Monolingual, Chinese, Spanish, and Filipino

Seniors, especially low-income

What are the best ways to reach people in this community?

Churches

Coffee Shots

Community organizations

Safe Routes to Schools partnerships

High School programs (student government, etc)

Who else should we be talking to in this community?

Excelsior Works – does a good job of turning out people

Filipino Community Center

Communities United for Health and Justice

Cayuga Improvement Association

Mission Child Development Center



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Mission District

Roundtable Discussion, November 14th, 2022

The Mission Roundtable fulfills the two interview per community requirement in the Caltrans scope of work. A roundtable meeting was held, rather than individual interviews, at the request of community leaders in the Mission. Below is the roster of meeting attendance, followed by notes of the discussion, with assignation of comments where possible.

Attendance:

- Erick Arguello, Calle 24 Latino Cultural District
- Kevin Ortiz, Mission Destino
- Richard Ybarra, MNC SF
- Guadalupe Cabrera, MNC SF
- Rodrigo Duran, Carnaval SF
- Dolores St Community Services
- Larisa Pedroncelli, United to Save the Mission
- Celine Pruncajas, United to Save the Mission
- Martina Ayala, Latino Cultural Center for Arts
- Mario Paz, Good Samaritan
- William (last name not captured), Merchant representative

Erick

Focus on transparency and inclusivity

Mission Destino as a powerful vehicle for transportation advocacy and coordination

Mission District as a delicate ecosystem – new projects have a lot of domino effects when not planned for proactively. Mission has been weakened by COVID and is much more fragile in the face of changes.

Slow Streets were problematic for Low-riders and Carnaval

Demonstrate we are learning and demonstrate that we are respecting culture

Demonstrate that the planning comes from the community and doesn't come top-down from the SFMTA

Demonstrate we understand how bike lanes impact other aspects of the community

Larisa Pedroncelli

Meet quarterly and meet in groups – part of indigenous culture

Needs to be more SFMTA representation – needs to be holistic

SFMTA needs to plan for vehicles; SFMTA plans for vehicles to not exist, doesn't want vehicles at all.

Valencia is a substantial challenge with loading

Kevin Ortiz

Concern about Mission being treated as check-box

Concern about timeline for the project

Concern about role of SFBC in citywide outreach

Wants a Mission Community-Based Transportation Plan

Valencia Center-Running lanes outreach only went out to Calle 24 and not others



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Doesn't want the Mission to be test ground for pilot projects (a lot of pain caused by Red Lanes)

Rodrigo Duran

Who gets to decide at the end of the day for the plan?

Who implements the plan? Can we make sure implementers are present during the process?

Don't force non-profits to put resources towards battles when collaboration could have solved them

Larisa Pedroncelli

SFBC should not be involved in any outreach anywhere across the city. They support gentrification and use aggressive tactics.

Erick

Doesn't want to divide the community through the process or set people or organizations against PODER. Wants collective decision-making on top of what PODER's role is.

There is fear of the bike coalition, recalls community event where white men came in and shouted-over the community there.

Kevin

Wants outreach held in community centers

Don't want to give feedback that will be ignored

Mario

We've heard this all before; there's a high level of mistrust within the community

No one organization gets blanket authority to speak for the community

Need to recognize how SFBC has been harmful in the past

Public transportation & community safety are huge priorities

"Are you really going to listen?"

Martina

What are the steps in the community interview process?

How does it influence the Public Outreach Plan?

Erick

Change the messaging and framework to "the community decides"

Don't put PODER in bad position

Need to be focused on community control and community voice

Guadalupe

Youth get dismissed often – they need to be a critical part of the conversation.

Need to do specific outreach with the community schools – they use a lot of different mobility devices; the routes they take to school are different than adults on bikes. What does access mean for youth?

Kevin

We need to "shake up this entire process" – we are too focused on one mode

Not happy SFBC is leading citywide outreach

Wants CBO quarterly roundtable with collective decisions on policy – like the Planning Department.

Wants full agency roundtable

Erick

Interested in Mission roundtable for all agency functions

A lot of similar conversations in the past, a lot of broken promises, need to "shake things up"

Interest in integrating Active Communities Plan directly into quarterly community roundtable



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Richard

MNC interested in supporting Erick's/Kevin's roundtable concept

Mario

Families can't pick up kids & groceries on bike

Martina

Leverage plan to uplift and support cultural traditions and events.

Kevin

Put request to Director Tumlin directly for quarterly transportation meeting



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SOMA

Lorenzo Listana, SOMA Neighborhood Resident Council, November 1st, 2022

Do you consider bicycling issues important to your community?

Somewhat important, but it's about broader issues than that.

Bike lane projects need to be about more than bikes. There are a lot of residents in wheelchairs and bikes & scooters on the sidewalks are a really big challenge.

Seniors can be scared to use the sidewalk when people are skating or scooting on the sidewalk.

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Lots of scooters in SOMA, and lots of problems with following rules of the road. Need to create safe space for scooters to use so they can reduce conflicts with people on the sidewalk.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Roadway safety is the number 1 challenge. Drivers coming off the freeway use the streets like an extension of the freeway. Getting people to slow down should be a top priority. Better signage is needed to get people to slow down – and to get scooters off the sidewalk.

Pavement quality is an issue. People on scooters get wheels stuck in potholes and fall/crash and injure themselves. This might contribute to people riding on the sidewalk.

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Working with Jennifer Molina on Quick-Builds in Tenderloin. The Quick-Build outreach model works pretty well.

Doorknocking, surveys, building-to-building outreach, indoor interactive activities.

Organize outreach teams working with stipends; use multiple modes of outreach.

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

Lots of outreach, work with partners, work with residents living within the community rather than organizations based within the community.

Lots of residential buildings have indoor bike parking – these are the people we want to talk to so we can understand why people are or aren't riding bikes.

Direct outreach is better than holding events – do a combination of both. Go to residents at their buildings.

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

Traffic safety

Who benefits from the project & how will they benefit

Who are groups in your community typically unheard during bike projects?

Residents in SOMA, seniors, disabled residents, youth.



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SOMA

PJ Eugenio, SOMCAN, December 2nd, 2022

Do you consider bicycling issues important to your community?

There's a lot bicycling; residents are generally supportive of it

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Scooters on sidewalks and e-bikes going too fast are definitely a concern in the community. A particular concern for residents with disabilities – which there are a lot of in the community. A lot of broken scooters left on sidewalks as well, creating hazards.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Bike theft is a huge issue in SOMA – people need indoor spaces to store/park their bikes
Electric devices vs regular devices speed differentials within the bike lane
More education needed for how people can feel safe and comfortable using the bike network, how they can safely park, where there is available indoor parking
More materials for beginner encouragement is needed
Traffic safety is a top priority for SOMA – people ride scooters on the sidewalk because they don't feel safe in the street
Cost of ownership is high, especially for those who don't know how to repair their own bike.

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

People generally associate SFMTA with Muni. Focus on clearly defining what the project is and what it's about. Will need some baseline education.
Focus on active in-person presence in the community. Embed ourselves, be visible.

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

Instructional videos/tiktoks/accessible media on how to use the bike network, lock your bike safely, etc. Make materials multi-lingual, easy to access.
More community-based programming like what PODER does – do community bike rides and group interviews, stuff like that.
Workshops on how to repair bikes, especially multi-lingual.

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

Gentrification & displacement is a big concern in SOMA
Pedestrian safety, sidewalk access, and freeway ramps/traffic

Who are groups in your community typically unheard during bike projects?

People with day jobs: a lot of Muni meetings end up being during the week.



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Tenderloin

Pratibka Tekkey, Organizing Director, Tenderloin Housing Clinic, September 19th

Do you consider bicycling issues important to your community?

THC worked with SFBC in the past on building bikes, bike maintenance or bike safety with SRO residents – haven't done them in 4 years or so. SFBC used to get bikes donated through police station, would re-use/rehab them through program

Did workshops in Spanish & English; workshops for families & single residents

Work with SRO resident leaders on bike network projects (Example of Turk St); I interest in using bike network projects to reduce parking that is used by drug dealers; had to add-back parking after resident outcry.

Lightly involved in the Golden Gate Ave project

But now – residents are less supportive of projects, especially if any parking is removed; misapprehension that Tenderloin residents don't own cars. Wants "proper parking study" if further parking removal is proposed. Workers and business owners as another major stakeholder for this community, and they often drive.

Enforcement is a difficult topic within the community, with organizations divided over it.

Even people with access to things like bikeshare often end up preferring transit, walking, or EPC taxi rides.

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Scooter use is growing – a viable alternative to bikes since they more easily fit within SRO apartments.

Scooters on sidewalk are a huge challenge, especially for residents with disabilities, families with strollers, people dragging laundry, etc.

Scooter users won't get off sidewalks unless there are protected bike lanes, but that's a challenge with parking removal.

There is also no enforcement to keep scooters off sidewalks

Wants expansion of low-income bikeshare programming – with increased availability of helmets & support resources.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

Storage is a major challenge

Even indoor hooks are a challenge if not able to put in location that can easily be monitored.

SRO units too small to fit bike; often goes on balcony

Parking also a challenge – there are some SRO residents that own cars

A lot of scooter riders traveling on the sidewalk in the Tenderloin

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Pratibha/THC represents a small constituency within Tenderloin.

Make sure to show the Tenderloin community is broad and diverse, with a lot of viewpoints.

Show that transit is always the top priority. Be ready to talk about transit.



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What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

- Pilot a locker system for residents to store their bikes – either on-street or in-building.
- If lockers on-street, what is the parking removal impact?
- Any new project includes a parking study to understand impact

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

- Parking
- Transit
- Personal safety & drug dealing
- How many people are using bike facilities now? Are there counts?
- Why aren't people using Turk St bike lanes?

Who are groups in your community typically unheard during bike projects?

- Need to be on the street in addition to community meetings

What are the best ways to reach people in this community?

- Community interviews with CBO leaders
- Be out of the street to talk with people
- Don't rely only on CBO efforts
- Come to existing community meetings
- Don't do Zoom meetings

Who else should we be talking to in this community?

- Merchants
- Pre-existing community meetings
- Target the park to talk to families (Chinese, Arabic and Spanish)



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Tenderloin

Scott Bravmann, Tenderloin Community School, October 4th, 2022

Conducted walking interview in the neighborhood, so notes do not follow standard format

Community Input

Strong desire to extend Turk bike lanes past Tenderloin Community School

Better bike network connections are needed west into Hayes Valley, Fillmore, and Western Addition. Right now most of them end at Polk.

People riding bikes east/west usually end up on Market Street rather than Golden Gate – possibly because the network connections aren't very good.

TCS wants to convert Elm St behind the school into a School Street – a lot of difficulty with the Fire Dept in approval of gates for temporary street closures.

Kids in Tenderloin need more open space and play area – we need to find ways to include that in future projects.

Street parking will always be a difficult issue in Tenderloin for bike projects – we need to show multiple co-benefits for the community whenever parking is proposed for removal.

We need to revisit the RPP proposal for Tenderloin. It could help address resident parking concerns while also denying available parking for out-of-town dealers.

Bike parking is a huge challenge in Tenderloin. There needs to be multiple models and options for long-term, overnight, safe bike parking for residents.

Scooters on the sidewalk is a huge problem – infrastructure and network solutions need to get scooters onto the street.

The merchant community has previously been an opponent of bike projects due to parking loss – future projects need to include co-benefits for merchants so they feel like they're getting something in addition to parking being removed.

There could be interest in converting some of the Quick-Build bike lane projects into permanent projects that could include things like linear parks or two-way facilities. It could change the way people interact with the street.

Bike projects should also focus on creating active spaces for people – a heavy focus on pedestrian and activity spaces.

Traffic safety is always a huge issue in the Tenderloin – and many drivers don't follow speed limits or no-right-on-red rules. Need to have a community conversation about how we approach enforcement in this community that can improve traffic safety without putting an undue burden on the poorest & most vulnerable residents that drive.

Community Engagement

Focus on youth & family engagement – make sure there is food, childcare, and interpreters.

Make sure there are fun activities and give people a large window of time to show up and participate. Arabic and Vietnamese are more common than Chinese or Filipino in some parts of the Tenderloin.

SFBC has a somewhat strained relationship in the Tenderloin currently. We should be aware of that for future outreach staffing.

For community outreach/input, hosting extended workshops/meetings at some of the larger family housing buildings (such as 201 Turk Street) would make it easier and more inviting for families to participate. Also, incorporating those sessions into larger community events (Play Streets, Phoenix Day) or at Boeddeker Park would probably help.



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Tenderloin

Kim Jackson, UNITE Here Local 2 Union Rep, October 18th, 2022

Interview conducted as a conversation not following interview structure

Union Concerns

Union Hall at Golden Gate & Leavenworth – been around for a long, long time. Deeply engaged in community safety in Tenderloin and work with small businesses. They are stuck where they are; no opportunities to leave or relocate. Represents 14,000 members, mostly low-income women of color. Many members have been displaced further away from San Francisco and cannot rely upon public transit to get to their jobs.

300 Local 2 members live in Tenderloin.

Community Concerns

Quick-builds have decimated the ability of working-class people to park in their own neighborhood – it has turned people into criminals. It has been a fight to be heard during the Quick-build process and they feel attacked by SFMTA. Golden Gate Quick Build removed a public bathroom right next to St Anthony's soup kitchen – creating huge public health issue.

Come walk the streets around Demeriac Catholic School, free to low-income youth. At least half of them are picked up via car – parents working 2-3 jobs.

Bikeshare stations have been, and will be, a target of vandalism. Projects on the street need to plan for it and need to be designed specifically for use by residents.

Scooters on the sidewalks is a huge issue in Tenderloin, especially for older residents. It's a huge health and safety risk. A lot of disabled residents in the Tenderloin – some folks use the bike lane in their wheelchairs to get around drug activity that's on the sidewalk.

Open air drug markets and their impact on the community must be talked about as part of our work – and must be put in context of all its spillover effects and the general sense of disorder. No drug dealers live in the neighborhood – they all commute to the Tenderloin. Creates a sense that it's "no man's land" rather than a community – while, in fact, there are more children in Tenderloin than any other neighborhood.

Outreach Input

We need to focus on making people feel heard within the community.

Nobody is against bikes; projects need to create real solutions and viable alternatives before we begin taking away capacity from people, especially when it hurts low-income residents and workers.

Alternatives are really important for people: example of staffed parking for bikes at the public library. Really great solution for neighborhood, considering theft concerns.

Advocates don't represent a large portion of the community; you can't rely on them to provide the full picture of the community.

TLCBD doesn't speak for the community; you need broader engagement than the advocates. Residents in apartment buildings and small businesses in addition to SRO residents. Monolingual Spanish community, restaurant workers, in apartments are not represented. Yemeni families are not represented.



Active Communities Plan



Western Addition & Fillmore

Pia Harris, Chair to Fillmore Merchants & Neighborhood Collaborative, November 3rd, 2022

Do you consider bicycling issues important to your community?

Biking is popular among youth in the community.

How does your community feel about other devices that can use the bike network? (Skateboards, rollerskates/rollerblades, scooters, e-bikes, bikeshare, or assistive mobility devices)

Scooters are popular among youth in the community.

There is a substantial skateboard culture within Western Addition/Fillmore.

What are challenges your community faces around bicycling? (Could include the quality of the bike network, roadway safety, availability of safe parking, access to bikes, education, enforcement, cultural barriers, or other issues)

SRO/Public Housing in Western Addition have space challenges for bike storage. Property managers don't allow storage on balconies.

There is a lot of youth programming for elementary school children, but not for middle school or high school.

Lack of bike shops and repair services for bikes in the community.

Geography-based conflicts and violence is a real issue. When doing outreach, you need to be aware of where you're asking people to travel to.

Safety is a huge challenge – especially related to boundary conflicts between youth from different buildings & housing. You can't ask/expect youth to bike across certain turfs.

How do we build trust in this community? How do we demonstrate this is a project worth participating in?

Acknowledge redevelopment and the role that government played in the trauma of the community.

Find ways to lift up and celebrate the Black history of Fillmore & Western Addition through our project work.

What has been missing from previous projects? How do we get community members to feel projects are meant to benefit them?

Create projects that are community-led or community-owned.

Create opportunities for creativity within the community; show how projects grow and change based on community ownership.

"Everybody feels like you want something from them" – but you can break that cycle by letting them take the lead.

What are topics we must talk about in your community? (Gentrification, displacement, community violence, cultural barriers, enforcement, representation & visibility, etc)

Talk about gentrification & displacement

Community violence & safety

Heritage Center & need for community celebration space

Broken promises of ongoing developments & poor living conditions

How do we strengthen the Black community?



Active Communities Plan



Slow Streets

Support for economic development & empowerment

Who are groups in your community typically unheard during bike projects?

Work with the collaboratives, they can best help connect to folks.

Mega Black

MoMAGIC

What are the best ways to reach people in this community?

Make things joyous; people are ready to get out into the street

Focus on mental and physical health – how can bicycling as a joyous activity help to overcome trauma? Add in other activities like massage or meditation or other things.



Active Communities Plan



Western Addition & Fillmore

Amos Brown, Pastor to Third Baptist Church, November 7th, 2022
Interview conducted as discussion, not according to question format.

Community Issues

Homelessness

Lack of support from within the BOS for the Mayor
Temporary measures are not good enough
Drug trafficking is a major part of the homelessness issue, City needs to clean up drugs as a measure of compassion for people suffering from homelessness
Homeless in Tenderloin are getting moved over into Western Addition/Fillmore
Residents are getting assaulted now by drug dealers serving homeless addicts
Western Addition & Fillmore feel like a dumping ground for City problems
Bethel AME Church parking lot broken into – their staff doesn't feel safe.
Jones Methodist - Post & Steiner – someone drove a car into the church

SFMTA Issues

SFMTA operating in siloes – not communicating internally – considering what's good for the community
SFMTA ticketed & towed Reverend Brown on Juneteenth for parking in his driveway at the church
More street cleaning and/or towing is needed to clean up the streets and manage the curb better.
MacAllister between Webster & Laguna – needs a white zone for loading so people stop double parking
Same for 3rd Baptist Church – between MacAllister & Pierce

Building Trust

We need to demonstrate that we're bringing real solutions, immediate solutions that improve people's quality of life – not allow things to get politicized. Do something right now.
Stop "analysis paralysis"
Stop ticketing black churches – allowing Sunday median parking in the Mission is discriminatory if you're ticketing in Western Addition & Fillmore.
Better noticing for street closures & events