



Community Action Plans

Five Community Partners developed Community Action Plans for six historically marginalized communities in SF. Each of these partners engaged their community in identifying how best to move forward with building SF's biking and rolling network. In each community, the message was similar: we support biking and rolling and want to see improvements to the network, but before we can move forward, there are other past harms that should be addressed. Moreover, as biking and rolling expands in San Francisco, it should actively work to preserve and uplift community assets- the places and institutions that hold cultural significance and are vital to these communities thriving. SFMTA will work with city partners to ensure that these needs are identified and hopefully addressed while working to strengthen community relationships in support of future planning efforts.

The following pages are community action plans for Mission, Excelsior, Tenderloin, Western Addition/Fillmore, SOMA, and Bayview Hunters Point.

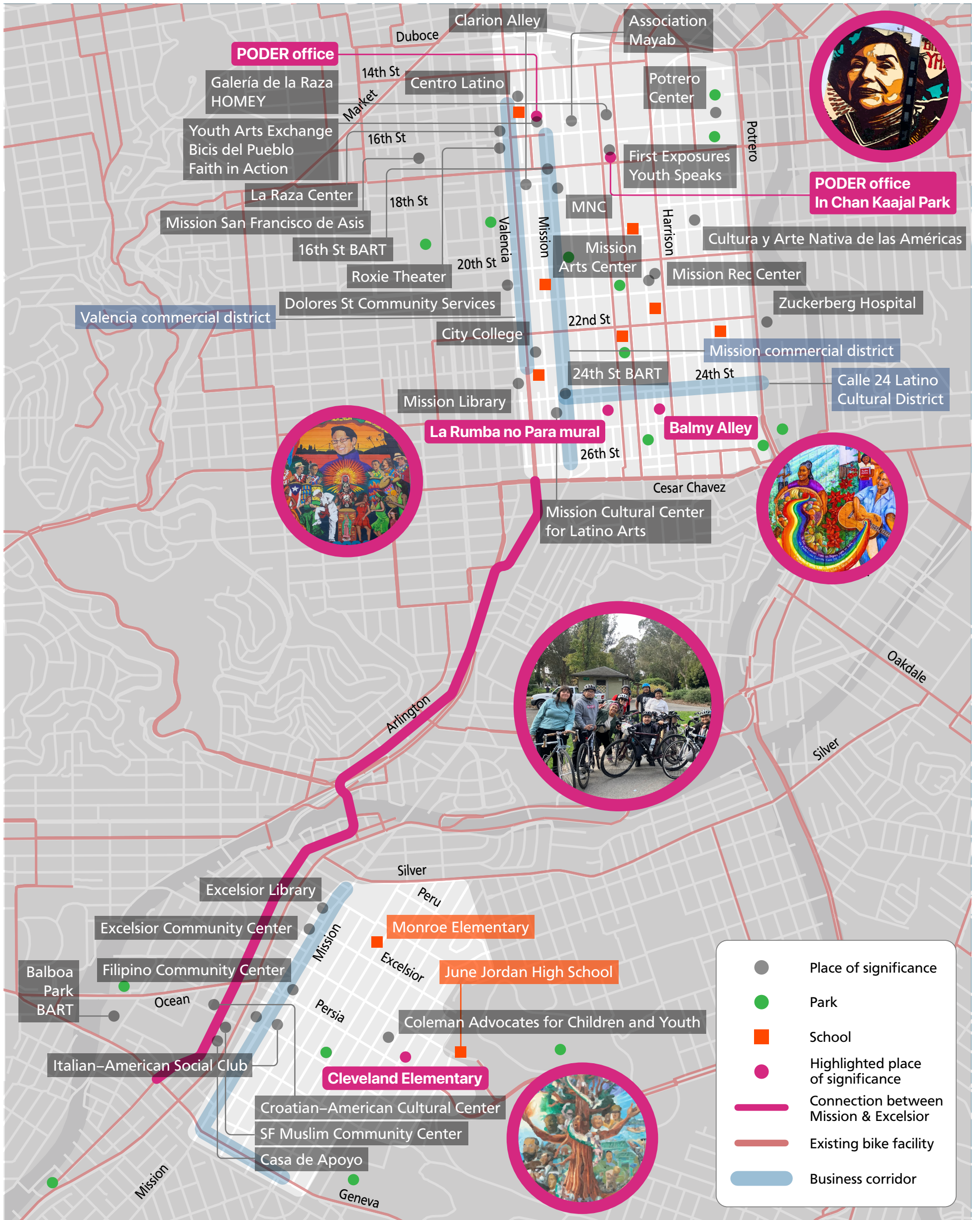
These community-led documents will be graphically designed and included in the final draft of the plan.

Items highlighted in orange will be adopted by the SFMTA Board of Directors as part of the Biking and Rolling Plan. All other recommendations are noted as community priorities, but fall outside of the scope of the Biking and Rolling Plan or are outside of the jurisdiction on the SFMTA.



Community assets

PODER • Mission and Excelsior districts



Mission and Excelsior Biking and Rolling Community Action Plan

PODER Introduction

Founded in 1991, People Organizing to Demand Environmental and Economic Rights (PODER), is a grassroots environmental and economic justice organization based in San Francisco, CA. PODER organizes with Latinx immigrant families and youth in the Mission, Excelsior and other southeast San Francisco neighborhoods to create people-powered solutions that are locally based, community governed and environmentally just. We nurture everyday people's leadership, cultivate cultural regeneration, and strengthen community power.

The seeds of Bicis Del Pueblo were planted in 2011 where PODER Youth saw first-hand the effects of the extractive fossil fuel economy on Native American communities in North Dakota. Returning with a deeper awareness and commitment towards environmental justice they created a series of bicycle tours to highlight environmental health hazards in their own neighborhoods. This powerful experience shed light on another set of challenges; access to bikes and the many barriers to riding confidently in the city.

Bicis del Pueblo is committed to bolstering our agency to freely navigate our city in sustainable ways. Bicis cultivates bike riding practices as a healthy way to move in our city that curbs carbon emissions and deepens our relationships to place and each other. Our work fosters resiliency through health, community, and action for environmental justice. In this way Bicis Del Pueblo is an expression of love for our planet, our families, the neighborhoods where we live, for those who came before us, and those who will inherit what we leave behind.

The dispossession of land, an extractive and exploitative global economy, and repressive enforcement and immigration policies have shaped where and how working class immigrant communities move. Working class communities dependent on reliable and affordable transportation must be able to define our mobility and access to San Francisco in order to authentically participate in the full breadth of our city's ecosystem.

People Powered Community Planning

In acknowledging the many previous transportation projects in San Francisco that have contributed to inequities, caused harm, trauma, and displacement for communities of color, the SFMTA broaches a wound. It is imperative then to embark on the long and arduous work of rebuilding trust, credibility, and transforming planning and decision making processes that are too often top down, narrow in scope, and market oriented. It is with this goal that PODER has facilitated the

development of community action plans for a more holistic approach to biking and rolling in the Mission and Excelsior.

Implementation of SFMTAs Biking and Rolling plan must build on established community planning initiatives in adopting an intersectional approach that recognizes the relationship between active transportation, housing, employment, health, public transit and enforcement. Our communities both drive and use active transit. Infrastructure should help eliminate conflict among us and deliver “interventions to prioritize stability for vulnerable residents in service of enrichment of active communities.” Without significant improvements in local employment opportunities, job training, childcare, language access, and affordable housing for example, active transportation will remain a non-viable mode choice for our communities.

Why A Community Action Plan?

Centering the leadership of those most often impacted first and worst is essential to developing a planning process that genuinely addresses past harms and leverages local leadership to move toward equitable systems and outcomes. The displacement, cultural erasure and gentrification that has been characteristic of transit oriented development in our communities has been met with resilience based participatory community action planning initiatives that have resulted in concrete victories.

Beyond reacting to the negative impacts of harmful development, working in coalition, the Mission and Excelsior communities have led proactive initiatives to secure public land for public good. In recent years, two underutilized parking lots at 17th Street and Folsom Street have been transformed into a In Chan Kaajal Park and a mixed use affordable housing development, Casa Adelante. In the Excelsior, a multilingual survey effort identified community needs across workforce, public realms, housing and other sectors. The long arc of this work has guided a development without displacement approach resulting in a multilingual workers center (Excelsior Works!), community farm (Hummingbird Farm), and multiple affordable housing acquisitions and developments (Islais Place, Kapuso, Small Site Acquisition of 4340 Mission Street and Amazon Hotel). These examples of Community Action Planning have been identified, advocated for and implemented with shared power with marginalized communities as partners in leadership and decision making.

Mission Community Context

The Mission is a heavily planned-over neighborhood. Over generations, this planning has facilitated the inequitable distribution of resources. The dispossession of unceded ancestral land of the Ramaytush Ohlone and the ongoing work with this community serves as living testament of this legacy. In major transit and public works projects in the Mission, the construction of BART in the 1970s, driven by broader trends in travel patterns and economic development, further advanced these inequities. In recent generations, waves of tech and associated development have continued to cater towards more affluent residents at the expense of long-term, existing community members. Google Buses being a more fervent recent example of the intersection of transit and

development perceived as harmful. Broadly, these processes have been pushed by public agencies and civic groups. Gentrification and displacement have driven a significant reduction of the Latinx community from the city where from 1980 to 2012 the Latinx population shifted from 44% to 38%, while the White population increased from 36% to 43%. As cultural centers many community-based organizations are rooted in this history of resilience based organizing and today continue serving not only the Mission, but other parts of San Francisco and the greater Bay Area as families and communities who have been forced out of the neighborhood frequently return for family, friends, services, and culture.

Excelsior Community Context

The Outer Mission/Excelsior is one of the city's most diverse neighborhoods with a large community of immigrants, youth and intergenerational households. Exhibiting strong working class characteristics, previous generations have been able to access home ownership through membership among a more robust unionized employment sector. The Outer Mission/Excelsior boasts a rich array of community serving organizations and public schools. Residents of the Outer Mission/Excelsior are more likely than San Franciscans overall to have limited English proficiency, be people of color, be low income, and be younger than 18 years old. In the 1960s, the construction of Interstate 280 (I-280) through southeast San Francisco severed the Excelsior neighborhood, increased local and regional freight traffic, and precipitated diverse neighborhood health hazards mediated through effects on air quality, environmental noise, and pedestrian conditions. Today, I-280 brings almost 200,000 vehicles per day within 100 feet of the nearest residences. While the makeup of Outer Mission/Excelsior housing stock is characteristically single family household, there is much congregate living renter occupied housing. In recent years the affordable housing crisis has increased development pressure in the neighborhood. Recently constructed, market rate developments are unaffordable based on the majority of local residents' incomes. Additionally, affordable housing developments in the neighborhood serve higher Area Median Incomes (AMI) and offer some of the least affordable Below Market Housing (BMR) options in our city's portfolio. The proximity to the highway, the current built environment and the proximity to Mission Street and Alemany Boulevard as auto centric arteries has fostered a car and transit centric culture. Situated in a valley and bound by highways, train tracks, and among the lowest active transportation network coverage in the city, those residents choosing active transportation must navigate steep grades and exposure to high speed traffic.

Connecting the Mission and Excelsior

Exacerbated by an affordable housing crisis, gentrification and ongoing displacement has driven migration of many working class residents from Mission to the Outer Mission/Excelsior and beyond. With diverse ethnic groups, vibrant local economies, a tapestry of community serving organizations and proximity to schools these communities are culturally akin. Muni bus routes along Mission Street, including 14, 14R and 49, are among the highest ridership routes in the city and provide vital connection between these neighboring communities. Residents of the neighboring communities also remain connected by a range of services such as clinics, childcare,

afterschool programs, community centers, retail shops, restaurants, family entertainment and other amenities. As our organizational, programmatic and Biking & Rolling scope of work all include both the Mission and Excelsior neighborhoods, this work has heavily featured the social and cultural interconnectedness between these geographically severed communities.

Here and Now: What does biking mean in the Mission and Excelsior

Some of the highest-volume micromobility corridors run through Equity Priority Communities (EPC) where local communities are treated as pass-throughs with a strong bias in infrastructure on facilitating the movement of goods and labor through, as opposed to considering other nuanced and distinct needs of local residents such as language access or disparate health outcomes. There are also negative perceptions of bikes and bike infrastructure as a tool and symbols of gentrification. The Biking & Rolling Plan should focus on both neighborhood scale social infrastructure for rolling – in addition to connecting to and expanding the physical network - creating access points, community places for gathering, being, and sharing with geographic parity.

For those who are bike curious or wanting to incorporate rolling into their everyday lives there can be significant gaps to access. In Southeast neighborhoods in particular there is a lack of bike clubs, social groups, infrastructure or bike shops. In addition there is less access to parks and open spaces that are free of live traffic conditions to practice, get one's bearings and build competency and confidence in riding. Some parks have opaque restrictions on biking and rolling that may be enforced by park rangers. Riding on the sidewalk, rolling through stop signs, riding without lights are common pretext stops that disproportionately target people of color and have recently been addressed through policy changes. This behavior can be common among riders who are building their ability, feel unsafe riding in the street or are facing the prohibitive costs of equipment and accessories.

Working class and communities of color may not identify with the “cyclist” archetype. Yet people of color are more likely to rely on active transportation devices for daily travel. For some, biking and rolling is the most practical mode of transportation where transit or vehicle ownership can be prohibitively costly, even if they would prefer to use other modes. Youth, low income and the houseless communities, for example, may rely on biking and rolling for mobility. For youth especially, and recently arrived youth in particular, biking and rolling offers freedom of mobility and agency to engage with the city and greater bay area.

There can be significant participation among communities of color, notably, when related to culturally based active transportation events and convenings. Mass group rides have been major draws across the bay area centered around Dia de los Muertos, Cinco de Mayo, Hip Hop arts and culture, and other cultural events that offer collaborative and experiential opportunities for participation. Where EPCs have lower levels of comfort on any active transportation facility type, group settings can be encouraging and support riders who may not feel comfortable riding by themselves.

As a low-cost transportation option, biking and rolling has been shown to improve mental and physical health outcomes. Increased physical activity can improve cardiovascular health and also mental health by reducing stress and providing opportunities to get outside. Biking and rolling can also be a great social activity through group rides and other opportunities to build community.

Community Engagement Summary

As a partner in the Biking & Rolling Plan, Bicis Del Pueblo has conducted community engagement through a range of events in the Mission and Excelsior neighborhoods. This includes infrastructure audit bike rides, interactive workshops and collaboration and integration with Summer youth programs. In addition, our regular programmatic community offerings of weekly repair workshops and bi-monthly community bicycle rides have been a touch point for community input. As our organizational, programmatic and Biking & Rolling scope of work all include both the Mission and Excelsior neighborhoods, this work has heavily featured the social and cultural interconnectedness between these geographically severed communities.

- Community engagement events
 - Mission Shop night workshop – Spring 2023
 - Ride role training & infrastructure audit – Summer 2023
 - Common Roots Culminating event at Hummingbird Farm – Fall 2023
 - Power Youth Movement - Fall 2023
- Common Roots Summer Youth Program
 - Summer 2022 - '24
- Bicis Del Pueblo community events
 - Weekly Tuesday shop nights
 - Bi-monthly bike rides
- Ongoing coordination and collaboration with SFMTA Staff and EPC organizations.

Below we ranked issues by how often they came up across community engagement events. Looking at the top three concerns, we see some alignment with citywide preferences where “people living in EPCs have very similar preferences about facility type as those living in non-EPC neighborhoods. San Franciscans—whether living in an EPC or not—seem to agree that the most comfortable facilities are those with physical protection from vehicles....” Additionally “among EPC residents, there is a greater perception that owning or renting a bike, scooter, or active transportation device is not affordable.”

1. More separation from cars
2. Concern about drivers
3. Affordability, More lanes
4. Road conditions
5. More community engagement, Education, Youth bike programs
6. Learn to ride support, Public funding for bikes

7. Enforcement for dangerous driving, Wider lanes, Theft prevention and retrieval, Trauma from previous experience,
8. Free bike locks and repairs, Easier payment for bike share, MUNI not accepting bikes, Criminalization (riding while BIPOC), Learn to ride, Street signs, Community rides, More car-less areas, Slowing down car speeds, Lighting and visibility
9. Storage

Daily Active Transportation Device Use (Source: Active Communities Plan Resident Preference Survey)

Device/ Mode	Citywide	EPCs	People with a Disability	Race/ Ethnicity				
				AAPI	Black	His./ Lat.	Other	White
Bike (Manual)	4%	5%	6%	2%	6%	6%	5%	4%
Bike (Electric)	3%	3%	5%	-	12%	3%	6%	4%
Scooter (Manual)	3%	2%	5%	1%	8%	1%	1%	5%
Scooter (Electric)	3%	3%	6%	1%	7%	3%	5%	5%
Other Micromobility	2%	1%	7%	-	9%	3%	1%	4%
Transit	22%	38%	27%	20%	31%	26%	14%	21%
Walk	56%	56%	53%	48%	49%	65%	56%	60%
Drive	22%	21%	18%	20%	31%	26%	14%	21%

Highlighted figures are 3%+ greater or lower than citywide average.

Network Coverage and Network Quality Citywide vs. Equity Priority Communities

Neighborhood*	Network Coverage	Network Quality	
	Percent of Centerline Miles with Bike Facilities	Percent of Centerline Miles with High-Quality Facilities	Percent of Network that is High-quality
Citywide Average	24%	8%	28%
Outer Mission/	32%	7%	21%
Excelsior	9%	2%	16%
Mission District	30%	8%	28%

Recommendations

A number of recommendations came from engagement efforts related to policy, programs, and infrastructure.

Note from the SFMTA: Some of the policy, program, and infrastructure recommendations in this Community Action Plan are not within the jurisdiction of the SFMTA, requiring interagency coordination, identification of funding sources, and more thorough development and assessment prior to implementation. This document provides an overview of some of the limitations for each recommendation. This plan does not provide specific next steps for each recommendation but provides context and information that both community members and city staff can use to prioritize next steps and start to work through those issues.

Policy Recommendations

Overall Objective:

Policy interventions to increase both physical and social biking and rolling infrastructure, geographic parity and equitable access to public open spaces free of live traffic hazards, for residents of all ages and abilities to have space to become comfortable riding a bicycle.

- Eliminate biking and rolling restrictions in parks.
- Reduce barriers to accessing school yards and other open spaces.

Note from the SFMTA: Implementation will need to be initiated by SFUSD, SF Park and Rec, and other agencies that manage open spaces, in collaboration with SFMTA, to change and update policy. Funding sources would need to be identified for any infrastructural upgrades to improve access.

- Work with community stakeholders, the Police Commission and SFPD to update pretext stops policy to include low-level bicycles infractions (rolling stop signs, riding on sidewalk, riding in the crosswalk, riding without lights, not using turn signal, etc).
- Pause all non-essential quick-build site enforcement that target vehicularly-housed communities.
- Enforcement of forced removal of RV housed residents shall only be enacted if permanent housing (not shelter) can be provided and the integrity and access to personal property (RV) can be secured.

Note from the SFMTA: Implementation of changes in enforcement policy will need to be initiated by SFPD, in coordination with SFMTA. Next steps could include creating a coalition of community members, agency representatives, and other organizations, including the Police Commission, to discuss the impacts of current policy, develop mutual understanding, and work to update policy on

enforcement. Next steps for connecting those living in RVs to permanent housing solutions could include coordination between SFMTA, government agencies, district offices, and public and private organizations to develop a full understanding of the current opportunities and challenges to provide housing to those living in RVs, and coordinating to prioritize providing them with viable housing options. This level of multi-agency coordination requires a high level of staff resources and/or funding.

- Collaborate with employment support centers as points of assessment where active transit can support shifts in mode choice.
- Leverage active transportation with local health based organizations to address adverse health impacts for BIPOC communities.
- Increased engagement with and oversight by community stakeholders through regular, in community meetings to increase transparency and accountability of SFMTA initiatives and process.
- Support language access with in-language signage, workshops and materials.

Program Recommendations

Overall Objective:

Strengthen community cohesions and resilience through improved health, leveraging active transportation as a means of healing and joy in response to adverse health impacts for BIPOC communities.

- Support CBOs in storing and transporting Surplus Property Ordinance bicycles.

Note from the SFMTA: Implementation will require SFPD, and any other agency or organization that provides bicycles to continue to support CBOs through the Surplus Property Ordinance. Additional funding is required for space and staffing to store and allocated bikes. Next steps would include discussing needs and capacity to increase these services and to assess program costs.

- Program to provide a free bike for any student in SFUSD that wants a bicycle

Note from the SFMTA: Implementation will require SFUSD and other agencies to develop the process and logistics of the program, as well as identify funding sources. Immediate next steps would include discussing potential funding sources and/or partnerships with private companies, such as bike distributors, to provide resources.

- Bike repair facility in parks to provide easy access to pumps, patch kits and tubes, multi-tools, etc that help people to use their bike to get home

Note from the SFMTA: Implementation will need to be initiated by Parks and Rec and other organizations related to bike distribution and repair. Funding would need to be identified for space and staffing. Next steps would include assessment of need and optimal location for this type of facility, and options for funding.

- Plan to move forward with Municipal Bike Share options outlined in the Budget and Legislative Analyst report. Explore alignment for acquisition under SF Green Bank/Public Bank.

Note from the SFMTA: Implementation will require the identification of a funding source to acquire inventory and staff program. Next steps would include the creation of a working group to assess the viability of municipal bike share in San Francisco, develop the program, and create a funding mechanism.

- Explore fare-based incentives, such as free Muni access, for those who access public transit service via active transit devices.
- Increase transit access to local parks as well as distant premier destinations (ex: Great Highway and Golden Gate Park, Crissy Fields, etc) through recreational shuttle service or free MUNI passes.

Note from the SFMTA: Implementation will require the identification of a funding source to supplement fare revenue and/or shuttle service. Additional staffing resources will be required for planning and implementation of these programs.

Infrastructure Recommendations

Overall

- Physical separation from cars.
- Keeping bike lanes clean and clear of debris and obstruction.
- High visibility design of biking and rolling facilities that is culturally relevant
- Enhanced intersection lighting near all schools and parks.

Connectivity - Mission

SFMTA biking and rolling projects should focus on neighborhood-scale connectivity and increasing opportunities for rolling and gathering. The creation of active transit infrastructure is separate from generating an organic increase in more people rolling. Social infrastructure, especially in the Mission, is a critical component to cultivating active transit practices in BIPOC communities with an emphasis on experiential and relational opportunities for engagement and growth. Special

attention must be given to addressing the unique relationship between Mission and Excelsior neighborhoods that has been severed by highways. Beyond simply providing infrastructure, useful infrastructure must be placed to take people where they want to go and be designed in a way that is useful to them.

- Restore and maintain connectivity via McCoppin Hub Plaza lane from Valencia to Market.
- Improve connectivity to Wiggle route - Sanchez St from 17th St to Duboce Park.
- Expand east-west connectivity by bolstering bike infrastructure and car separation on 15th Street.
- Improve north/southbound connectivity to the Excelsior via Glen Park by enhancing connections on San Jose Ave, Arlington St, and Chenery St.
- Improve connectivity from 16th St westbound to 17th St via 7th Street.
- Bicis Del Pueblo Mission Hub (Mission and 16th Street) Improve active transportation infrastructure, which is severely lacking at our congested and critical transit hub. This includes bike parking and road infrastructure to support arrival and departure for those who participate in community events and utilize services.

Note from the SFMTA: At the present time, no funding is identified or allocated for these recommended improvements. Implementation will require coordination with DPW and other city agencies to identify funding to prioritize infrastructure improvements. Next steps could include initial planning analysis and assessment of potential treatments to understand project scope and pursue funding sources.

Connectivity - Excelsior

Located in a valley, the Excelsior faces unique topographic challenges. Additionally, connectivity to the rest of the city is strained by the 280 Freeway to the north and west and Highway 101 to the east. This creates significant barriers to entry for new and potential active transit users related to navigation, road safety and difficulty. As the Excelsior falls far behind other parts of the city in active transit infrastructure, physical accommodations must be part of a broader approach to best serve the local community. In addition, social infrastructure is a critical component to cultivating active transit practices in BIPOC communities with an emphasis on experiential and relational opportunities for engagement and growth. Focus on neighborhood scale connectivity and opportunities for rolling and gathering should be given, with special attention given to addressing the unique relationship with Ingleside and Oceanview communities, as well as between the Excelsior and Mission neighborhoods.

- Improve north-south connectivity on Lyell St from Cayuga Ave to Bosworth St.,
 - Address conflict from merging vehicles at Still St
 - Improve lighting in the underpass

- Add delineation/protection at Bosworth St
 - Address vehicle speeds, improve signage, and repair poor road conditions.
- Improve connectivity in the Glen Park area
 - Better lighting at San Jose Ave, Arlington St, Natick St, Wilder St, Arlington St intersection.
 - Repair road on and around Bosworth St
 - Address safety concern for left turn from Arlington St to Bosworth St
- Highlight and optimize northbound connection to City College via Havelock St bridge and Marston Ave
- Improve east/west connection via Alemany Blvd
 - Improve visibility and access to and from bike lane at Stoneybrook Ave, addressing conflict with vehicle traffic turning onto Alemany Blvd
 - Improve access to and from the two-way bike lane at Alemany Blvd and Putnam St so it is more intuitive, particularly the westbound direction.
 - Improve separation and visibility on westbound Alemany Blvd at the fork to Justin Dr/Congdon St.
 - Overall enhanced protection along the corridor.
- Explore an east/west connection to connect the Excelsior to Portola and Bayview via McLaren Park
- Complete east/west connection to Ocean View/SFSU via Brotherhood Way
 - Close gap in bike lane west of Junipero Serra Blvd to Lake Merced Blvd.
 - Close gap in bike lane from eastbound Alemany Blvd at Brotherhood Way to San Jose Ave
- Improve bike parking and access to Bicis Del Pueblo Balboa Transit Hub at Geneva Ave and San Jose Ave

Note from the SFMTA: At the present time, no funding is identified or allocated for these recommended improvements. Implementation will require coordination with DPW and other city agencies to identify funding to prioritize infrastructure improvements. Next steps could include initial planning analysis and assessment of potential treatments to understand project scope and pursue funding sources.

Process

Moving forward, an important component of decision making processes is finding the connections to transportation and mobility that are coming up in other community spaces. It may mean that instead of having a laser focus on adding active transportation infrastructure, the SFMTA must join conversations where communities are talking about overall public realm improvements or related issues such as upzoning around transit corridors. As an agency, it is important for SFMTA to not be siloed and strive for a comprehensive approach. It is important to address difficult issues head on,

for example, having the conversation about how these investments contribute to gentrification. Efforts should strive to build knowledge and leadership through the process and acknowledge existing alternative spaces for inclusive planning and decision making such as Communities United for Health and Justice (CUHJ) – Filipino Community Center, Coleman Advocates for Children and Youth, PODER – D11 schools, Casa De Apoyo, Excelsior Works!, IT Bookman, in the Excelsior and the REP Coalition, Mission Anti Displacement Coalition, Housing Rights Coalition in the Mission.

References and Resources

These references provide insight into bodies of work that inform PODER’s approach and framework for our Community Action Plan.

[Urban Displacement Project](#)

[Mission Community Organizing and Resistance in SF’s Mission District](#)

[OUR HIDDEN COMMUNITIES](#)

[ACS Profiles](#)

[Research: Climate Mitigation and Displacement](#)

[Health, Traffic, and Environmental Justice: Collaborative Research and Community Action in San Francisco, California](#)

[What’s white, male and 5 feet wide? Bay Area’s bike lanes](#)

[No parking at Mission affordable housing means tenants pay the price](#)

[Chicago’s Unique Bike Giveaway Program Is a Win for Mobility Justice](#)

[Confirmed: Millennium Park bike station will now only serve cops instead of commuters](#)

[Transit-Based COVID-19 Monitoring Pilot Launched in Mission District](#)

[Traffic Causes Death and Disease in San Francisco Neighborhood](#)

[Health, Traffic, and Environmental Justice: Collaborative Research and Community Action in San Francisco, California](#)

[Better Neighborhoods, Same Neighbors](#)

[Fight For Our Home](#)

[Home Is Where The Heart Is](#)

[People Powered Planning in District 11](#)

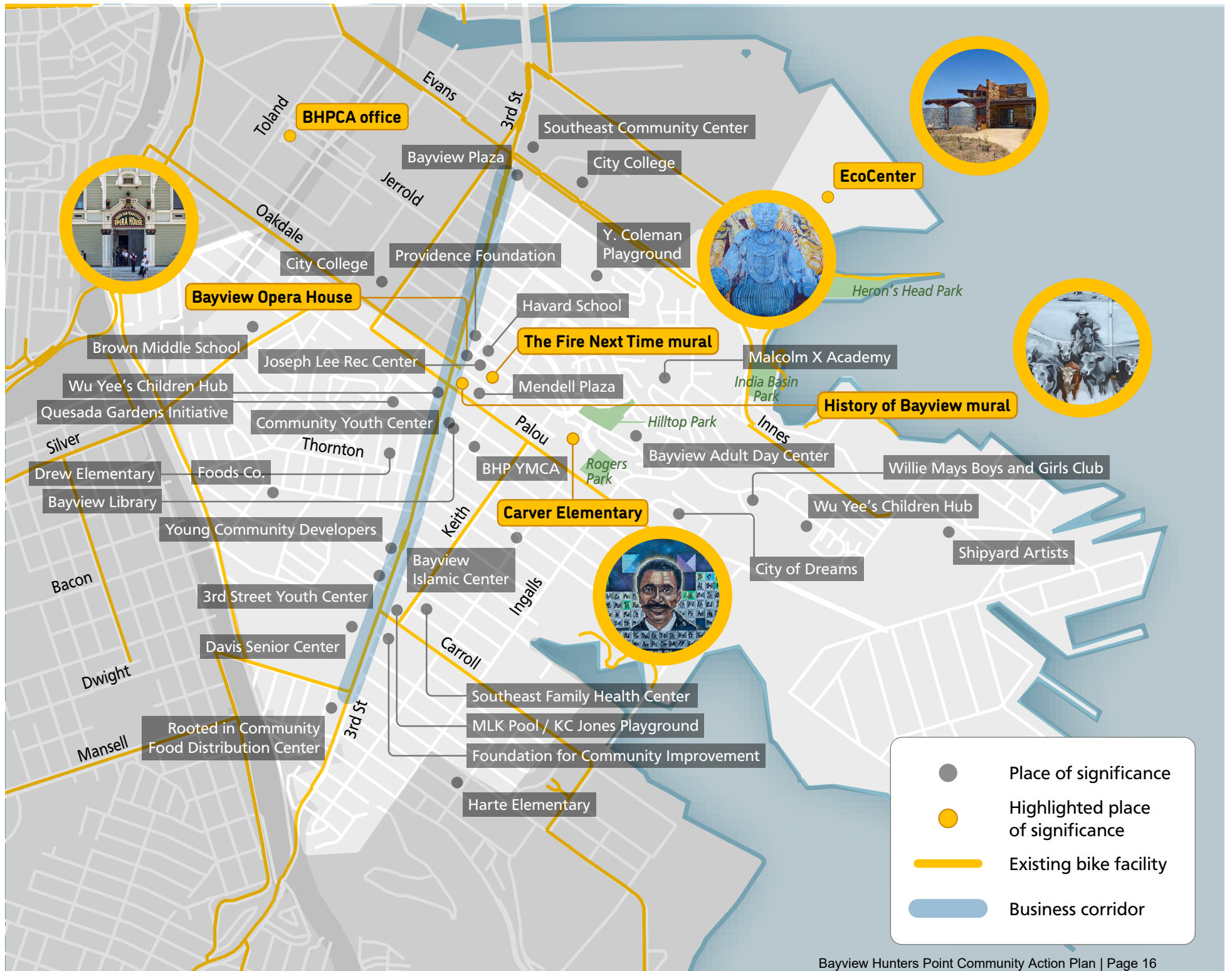
[Putting the Pieces Together](#)

[BLA Report: Public Bike Share in San Francisco: Issues and Options for Consideration](#)



Community assets

BHPCA • Bayview and Hunters Point neighborhoods



Bayview Hunters Point Community Advocates Community Action Plan

Who is Bayview Hunters Point Community Advocates?

Bayview Hunters Point Community Advocates (Advocates) is an Environmental Justice Organization, founded in 1994, to educate residents on the environmental issues in the neighborhood, help residents identify city services needed in the neighborhoods, build community skills in policy advocacy, and develop the Community's voice in policy development and implementation. Advocates is focused on providing community organizing, policy advocacy, educational and direct services aimed at building and growing neighborhood capacity for better health and social change in a manner that results in building our power to direct our Community within the City structure.

Our agency is an active collaborator with local leadership and a broad network of advisors and respected partners. And, through our food sovereignty activities, we work to make health-supportive foods more accessible.

Why we participated in this program

We are engaging community in partnership with the San Francisco Metropolitan Transportation Agency to more fully involve the city's under-represented communities in a comprehensive community planning process on safely moving people and goods throughout the city. We are preparing District 10 residents for active involvement in dealing with current and impending sea level rise and catastrophic flooding events given our soil and shoreline's high levels of industrial and military nuclear waste and our districts high water table.

In addition to the improved direct health outcomes of fresh high-quality food and food security, the mutual benefits of community-led systemic changes go far beyond the food to multiple equity outcomes and social determinants of health – i.e., increasing employment and community power, decreasing isolation and stress, and building neighborhood partnerships, solidarity, and mental health. In many ways, our existing programs are not just an initiative that is building the capacity of the Advocates, but also builds the capacity of the Bayview Hunters Point community as a whole.

Workshops and Activities in our Program

Through a series of workshops, Advocates has been able to develop an understanding of major concerns related to Biking and Rolling in our community. Community meetings were organized and hosted by Advocates every other month through August 2024. A fairly representative group of residents from this diverse community attended the meetings and were very vocal in their comments.

The major concerns include:

- Exposures to numerous toxins found in the area including radiological contamination
- Traffic and industrial emissions including high levels of exposure to diesel emissions from the number of truck trips through the community
- Impacts from freeways that traverse the neighborhood, and
- SAFETY.

People recognize that public transit can be beneficial in addressing exposure to hazardous particulates, unfortunately the history of all municipal services in the neighborhood has been poor to nonexistent. As a result, the Biking and Rolling Plan is not a high priority for the residents and stakeholders we have heard most from.

What we heard

Specifically, as it relates to designating bike lanes for safety and convenience, the needs of the residents and businesses in BVHP have been systematically ignored by transportation planners. This is best illustrated by decisions to establish bike lanes (Cargo Way) and aspirations to remove parking on key streets to make way for bike lanes (3rd St, Illinois St). While there are a number of bike riders in the neighborhood, support for reduction of parking spaces to accommodate their safety while not considering the impact on the business that is conducted on those streets has been our experience, to the detriment of businesses and the workforce in the southeast sector of San Francisco.

Lack of sufficient late night bus service requires that residents own multiple vehicles for family members who work swing and graveyard shifts, creating a parking nightmare, especially with most residential garages having been converted to living spaces to address the cost of rent in the city.

Neighbors stress that this is the kind of issue that needs to be addressed before effort is spent on developing new bike lanes.

Suggestions that MTA can and should take some lead on have been made and repeated by residents and stakeholders including:

Focus on making streets something the Black community owns and honors in recognition of the history and development of BVHP. The fact is, for the Black community, just being (gathering) on 3rd Street in particular, but other thoroughfares as well, has been semi-criminalized.

Current Transportation Infrastructure challenges

1. Public transit needs to be expanded to meet current needs and expectations for a municipality such as San Francisco
2. Performance/reliability of public transit. Bayview Hunters Point and all of southeast San Francisco have experienced less service than other neighborhoods, more infrequent and interrupted service due to fewer runs serving the area compared to other neighborhoods, coupled with a willingness to pull runs from Bayview/Hunters Point, serving lines when demand is high in other neighborhoods or special events occur.
3. Gaps in neighborhood services that leave large swaths of the neighborhood without any service and no alternative resources to get people to locations where there is reliable service.
4. Gaps in connectivity to rest of city - getting from most of the southeast part of the City to downtown takes one hour or more from most locations - a record that is indefensible and unexplainable and getting to parts to the West and North take as long or are not reachable.
 - a. Geographic isolation creates a need for cars to get around. This issue is compounded by lack of parking in the neighborhood.
5. Freight and delivery trucks are impactful to the neighborhood, as they do not stick to designated routes, perform evasive maneuvers in traffic, and cause issues by double parking.
6. Street maintenance, such as pothole elimination, seems to not exist.
7. Unaccepted streets results in many public nuisance violations occurring that cannot be addressed through normal measures.

Current Bike Plan Concerns/Challenges

Safety concerns

1. Road conditions

The main arteries that have bike lanes at this time are heavily travelled, have narrow lanes and support the heavy truck traffic through the neighborhood. Example: Over much opposition, a bike lane was installed on Cargo Way, aptly named as one of the main roads out of the San Francisco Port for tractor trailer trucks and large drayage trucks to move goods out of the Port to freeways and the Bridges.

Bikes and scooters on Third Street must compete with light rail trains, buses, semi-trucks, double parked delivery vehicles, heavy auto traffic and pedestrians in very narrow lanes.

2. Intersections

There are a number of intersections throughout the neighborhood that are so dangerous they are difficult to even describe. One of the intersections that received the most complaints is located at Oakdale Avenue and Industrial Street. There are five stop signs at the intersection, bike lanes all the way around and no indicator to determine who goes next.

3. Lack of lighting

Poor lighting along streets in the neighborhood has been a constant complaint of pedestrians, cyclists and motorists alike.

4. Bike lane visibility

The streets in Bayview Hunters Point that have separated lanes for bike traffic are located on heavily traveled streets with lots of large trucks, including 18 wheelers, large delivery vans, as well as Muni buses and light rail train cars and sidewalk parking. Additional lanes are marked with bicycle symbols that are old and very faint. Understanding where cyclists should be safest is a puzzle.

5. Connectivity issues

- a. Locally within Bayview/Hunters Point
- b. Connectivity to other neighborhoods
- c. Connectivity to Downtown

6. Current Bike Culture and Accessibility

The following issues describes the conditions of biking culture in the neighborhood that discourage biking in the neighborhood and lead to verbal conflicts among community members when traffic was the subject of discussion:

- Lack of accessibility to bikes and maintenance
 - Bike shops: no bike shops in close proximity to the neighborhood. There are a few bike programs that periodically hold free repair workshops during special events.
 - Racks: there are almost no bike racks in the neighborhood.

- Lack of Bike Programming

In Bayview, there are many community issues and concerns that take priority over focusing on the needs of bike riders, e.g., radiologically contaminated soils that have no clean-up plan, regular flooding of streets during heavy rains, poor access to public transit, emissions from two freeways and street traffic in the only industrial neighborhood in the City, etc. This presents challenges to prioritizing bicycle focused programs. In addition, the following are lacking:

- Bike education
- Events that support Biking
- Lack of Bike Storage

Solutions and Recommendations

The following are the most often heard recommendations to address what community residents and stakeholders see as major challenges related to transportation.

1. Residential Parking Garage
2. Efficient Public access to adjacent neighborhoods and downtown
3. Protected bike lanes
4. Bike lane paths that are safe and go through the neighborhood to connect to schools and after school programs
5. Bike racks/bike garages
6. Bike shops
7. Bike education programs, e.g., Integrate biking resources with local CBO's especially those with youth programming
8. Build in biking with schools and adult programs
9. Bike giveaways

Note from the SFMTA: Implementation of these recommendations will require collaboration with multiple agencies outside of SFMTA, including DPW and SF Planning, to assess and update existing policy and priorities, as well as identify funding and staff resources for programs and infrastructure improvements. Immediate next steps include prioritizing implementing the recommendations from the Bayview Community-Based Transportation Plan and building partnerships with community-based organizations to support and grow programming.

Specific Recommendations

Note from the SFMTA: Some of the policy, program, and infrastructure recommendations in this Community Action Plan are not within the jurisdiction of the SFMTA, requiring interagency coordination, identification of funding sources, and more thorough development and assessment prior to implementation. This document provides an overview of some of the limitations for each recommendation. This plan does not provide specific next steps for each recommendation but provides context and information that both community members and city staff can use to prioritize next steps and start to work through those issues.

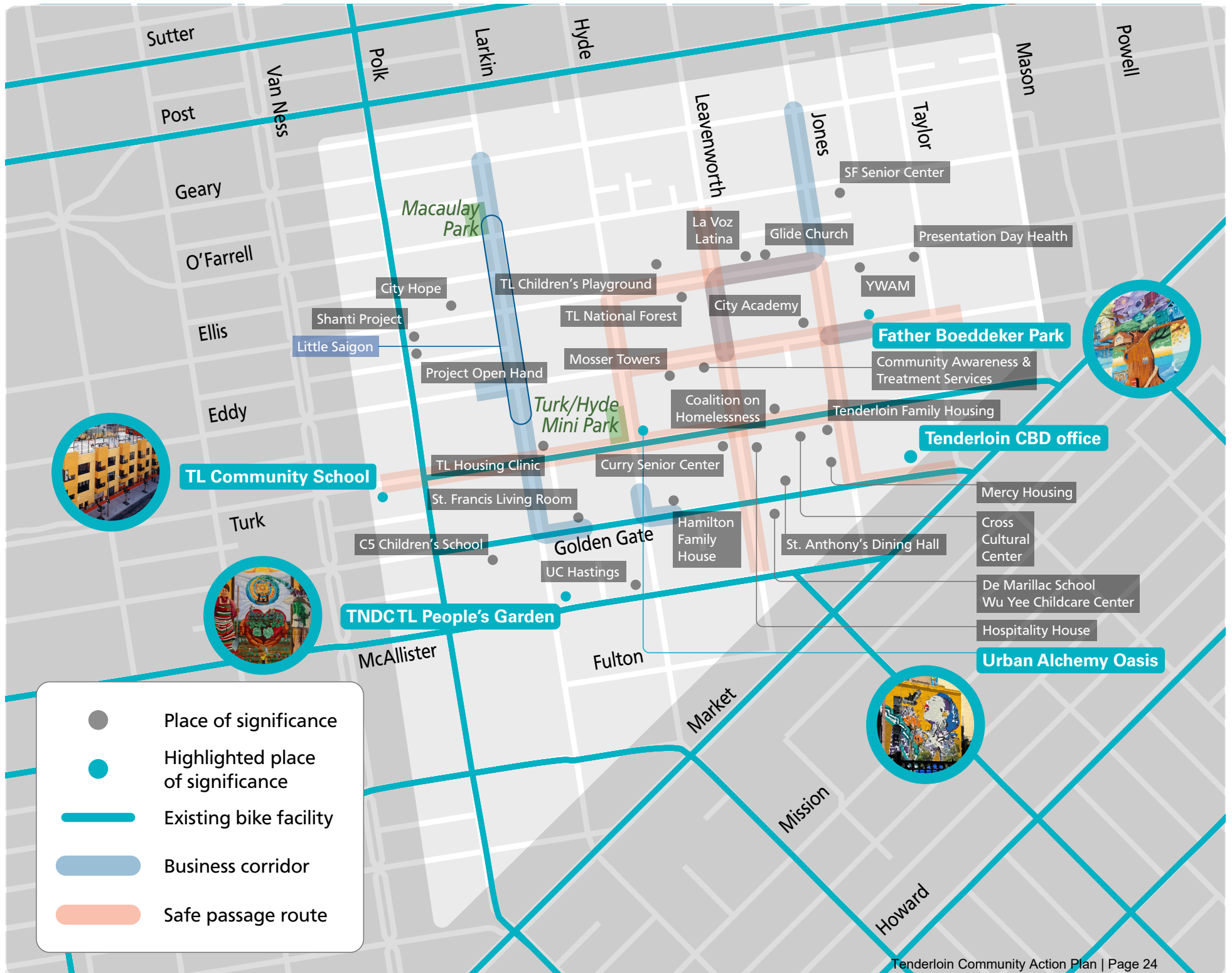
- **MTA must develop a more full-throated plan**
 - to address the lack of options other than private automobiles just to reliably get into or out of the neighborhood, for example,
 - fewer or zero diversions for our public transit lines, and
 - **more sensible bike routes that do not disrupt traffic flows on busy thoroughfares, and that are safer for cyclists, pedestrians, and cars**
 - and, better traffic violation enforcement against reckless cyclists.
- MTA must find ways to support youth in our community, especially given the relatively high percentage of residents under 18 as compared to the rest of the City.
- MTA must work with other City Agencies to actively celebrate community events, acknowledging the diversity of cultures in the neighborhood and the opportunities to bring those cultures together, as well as the fact that the neighborhood has historically suffered from a lack of City Services and support.
- MTA must take the lead of community residents to act on the recommendations of the Bike and Rolling Neighborhood Safety Plan that addresses the given suggestions and puts the needs of the neighborhood above the whims of cyclists who go home to a completely different environment.

Note from the SFMTA: Implementation of these recommendations will require collaboration with multiple agencies outside of SFMTA, including DPW and SF Planning, to assess and update existing policy and priorities, as well as identify funding and staff resources for programs and infrastructure improvements. Immediate next steps include assembling a working group focusing on the needs of youth in the Bayview and how to best acknowledge, uplift, support, and bring together the Bayview's diversity of cultures.



Community assets

Tenderloin Community Benefit District



Tenderloin Biking & Rolling Community Action Plan

INTRODUCTION

San Francisco Biking and Rolling Plan: Active Communities Plan (BRP)

The BRP is a two-year initiative to update the 2009 Citywide Bicycle Master Plan. Originally set for adoption in March 2024, the deadline has been extended to allow for additional community input and planning.

Once adopted, the plan will guide SFMTA's investments in active transportation for the next 10-15 years, with a particular focus on inclusivity and engagement, especially in six equity priority communities, including the Tenderloin. The BRP aims to achieve Vision Zero goals—ending traffic fatalities and serious injuries—and to reduce low-carbon trips by 80% by 2030.

Community Partner Introduction

The Tenderloin Community Benefit District led community engagement efforts, in collaboration with the Tenderloin Traffic Safety Task Force, they aimed to ensure that residents, community members, small businesses, and local organizations—especially those vulnerable to street safety and accessibility—played a significant role in shaping and implementing the Programs, Projects, and Initiatives offered in this plan. This process was essential for identifying key priorities and ensuring the plan reflects the community's needs and desires - safety and accessibility.

COMMUNITY CONTEXT

Historical Context

The Tenderloin District of San Francisco once boasted a vibrant nightlife, complete with live music venues, art galleries, nightclubs, and hotels. However, the urban renewal and transportation policies of the 1950s led to significant changes. Streets were redesigned to prioritize the needs of wealthier drivers and their vehicles rather than the Tenderloin community. Two-way streets were converted into wide, multi-lane thoroughfares, resulting in the narrowing of sidewalks. Meanwhile, one-way streets became fast-moving cut-throughs for downtown traffic. These changes have led to unsafe sidewalk and street conditions for the most vulnerable among us - youth, seniors and people with disabilities.

Current Situation

The Tenderloin is home to 35,000 residents, many of whom belong to some of San Francisco's most vulnerable and historically marginalized communities. This includes people of color, transgender individuals, people with disabilities, seniors, those living in single-room occupancies (SROs) and supportive housing, as well as families of immigrants and refugees with limited English proficiency.

This downtown residential neighborhood has the highest concentration of youth and people with disabilities in San Francisco, and the second highest population of seniors. Also, the vitality of the community is closely linked to the success of its local small businesses and organizations.

Pedestrian and traffic safety is a significant concern for those who live, work, and commute in the Tenderloin. Nearly every street in the neighborhood is part of the city's High Injury Network—comprising just 13% of San Francisco streets but accounting for 75% of severe traffic injury collisions and fatalities.

Over the course of the last five years the Tenderloin has advocated for and advanced in implementing a variety of street safety improvements. For example:

- Safer Taylor Street Project (*under construction*),
- Installed 11 pedestrian scrambles,
- Reduced speed limit to 20 miles per hour throughout the neighborhood, now a statewide program,
- Implemented a No Turn On Red policy, observations revealed 70% reduction of vehicles blocking or encroaching onto crosswalks while the light was red; and 92% of vehicles are complying with the turn restriction. Efforts are being made to permit across San Francisco.
- Completed Quick-Build projects on Golden Gate Avenue, Turk Street, Jones Street, Leavenworth Street, and Hyde Street. Larkin Street project planning and outreach is underway.
- Shared Streets - Golden Gate Green Way, Dodge Alley and Elm Alley

COMMUNITY ENGAGEMENT

Over nearly two years, the Community Engagement process for the Tenderloin BRP involved hundreds of residents and community members through tabling events, meetings, and workshops. The planning engagement involved a series of 4 workshops with over 150 community members, local organizations, small business leaders, and transportation experts. These workshops focused on identifying key issues, gathering input on potential solutions, and fostering collaboration among stakeholders to develop a comprehensive biking and rolling plan.

This report supports findings from previous pedestrian and traffic safety outreach efforts. Including findings from community outreach efforts of the TL Community Action Plan, Safe Routes to School, Safe Streets for Seniors, TL Community Alternatives to Police, and Vision Zero Quick-Build Projects (Jones Street, Golden Gate Avenue, Turk Street, Leavenworth Street and Hyde Street).

While street safety is a primary concern, it's clear that many low-income families, workers, small businesses, and organizations rely on motor vehicles and require parking access. Although only about 20% of Tenderloin residents own cars, tens of thousands of vehicles pass through daily. The growing use of electric bikes and scooters by low-income residents and gig workers has further increased safety concerns on the neighborhood's narrow sidewalks and streets.

Through the engagement and planning process several key areas of concern regarding sidewalk and street safety, parking, and accessibility were identified.

KEY CONCERNS:

1. **Safety**
2. **Parking**
3. **Biking & Rolling Accessibility**
4. **Lack of Public Space**
5. **Displacement & Gentrification**

Safety

- a. **Sidewalk Use** - Sidewalks are often used by bikers/rollers due to unsafe road conditions, leading to conflicts with pedestrians. A common complaint among seniors, parents, and people with disabilities. They state it is too dangerous, and a great risk having a large number of people speeding or biking/rolling recklessly on the sidewalk. The increasing number of people using electric bikes/scooters for commute and work is leading to more conflicts and dangerous conditions.

- b. **Intersections** - In the Tenderloin intersections are particularly hazardous for pedestrians and those biking and rolling. They are especially dangerous for youth, seniors and people with disabilities. Seniors and people with disabilities often state it takes them longer than the 25 seconds allotted to cross safely. In addition, the increase in biking/rolling, vehicle numbers and larger vehicle sizes creates greater risks to vulnerable pedestrians. The large number of drivers that fail to yield to pedestrians and run red lights, needlessly puts vulnerable people at risk.
- c. **Street Conditions** - Poor street conditions, including potholes, uneven surfaces, broken glass and trash. They pose significant safety risks for those biking and rolling - including those using mobility devices. Double parking and reckless driving are additional serious safety concerns. Contributing greatly to the increase of biking and rolling on the sidewalk.
- d. **Secure Transit Shelters** - A large number of vulnerable transit users express concern that shelters are often occupied by people loitering and using drugs. Often refusing to make space for people needing to sit or find shelter. Additionally, several seniors and people with disabilities expressed concerns there are no benches or seating to relax and rest.
- e. **Faulty Lights** - There are 11 pedestrian signals in the Tenderloin not working properly. This increases unsafe conditions and confusion; and erodes trust and confidence in the city.
- f. **Lack of Lighting** - Insufficient street lighting at night increases safety risks for all road users, particularly pedestrians and those on bikes or rolling devices.
- g. **Biking & Rolling Lane Safety/Visibility/Upkeep** - Existing bike lanes often lack proper visibility and upkeep, making them unsafe and less appealing for use. Also, they often have vehicles or trash bins illegally blocking them. Forcing bikers and rollers to weave into traffic and/or choose to ride on sidewalks.
- h. **Accountability/Enforcement** - Concerns regarding the lack of accountability and enforcement were expressed throughout the engagement process. Vulnerable pedestrians were particularly vocal about the need for better traffic enforcement of the laws and accountability for drivers, bikers and rollers who endanger them.

Parking

- i. **Bike & Scooter Secure Parking** - Home Storage Space and Sidewalk - Residents, workers, and business patrons face challenges in finding secure parking and storage options for their bikes and scooters at home, work and in public spaces. Resulting in many potential users avoiding biking and riding. Concerns of theft and vandalism are detractors.

- j. **Motor Vehicle Parking** - A common complaint from families, small business owners and community workers is there is not enough parking space available and it is extremely difficult/inconvenient to load/unload when needed. Additionally, the \$400 plus monthly cost of the average local garage membership makes it difficult or impossible to secure for low-income families/persons.
- k. **Street Improvements** - Street safety and biking and rolling improvements are greatly limited because of motor vehicle parking demands. Additionally, the narrower streets in the neighborhood and high volume of vehicular traffic passing through have limited sidewalk expansion and protected biking and rolling network options. Additionally, infrastructure changes are often limited by the needs of the San Francisco Fire Department - emergency responders - in order for them to respond quickly and have proper accessibility to buildings during emergencies.

Biking & Rolling Accessibility

- l. **Costs** - Electric bikes, scooters and wheelchairs are unaffordable for a large number of low-income residents and workers. The device purchase, maintenance, storage and upkeep cost are an additional barrier that prevent people from adopting biking and rolling as an option.
- m. **Wheelchair Accessibility** - Too often there is a lack of ADA clearance on sidewalks, hindering mobility for residents and community members with disabilities. Sidewalk blockage due to tents, loitering and clutter commonly make sidewalks impassable and unsafe. It is not uncommon to see vulnerable adults rolling or walking in the street to pass congested sidewalks. There are still several intersections that do not have curb ramps.
- n. **Rideshare Costs** - High costs of rideshares limit accessibility for many residents and workers, particularly those with low-incomes.
- o. **Charging/Mobility Hubs** - The neighborhood lacks adequate charging stations and mobility hubs for electric bikes, scooters, and wheelchairs. The absence of them makes it challenging for residents to conveniently access a range of transportation options. The hills and street inclines make it difficult for electric wheelchairs and scooters to operate, especially if batteries drain.
- p. **Bike & Scooter Shops** - There are no bike or scooter shops in the area, limiting access to maintenance and repair services.
- q. **Lack of Bike Programs**

- i. ***Bike/Scooter/Wheelchair Education*** - Educational programs for safe bike, scooter, and wheelchair use are lacking, contributing to safety issues and lower adoption rates.
- ii. ***Events that Support Biking*** - Community events that promote biking and rolling are rare, limiting opportunities to foster a strong biking and rolling culture.

Lack of Public Space

- r. ***Impact on Quality of Life*** - The lack of public space for the number of residents and visitors of the Tenderloin diminishes quality of life. The majority of residents live in SRO's or small apartments where there is little to no public space essential for relaxation, recreation, and socialization.
- s. ***Health Implications*** - The lack of green spaces leads to adverse health effects, both physical and mental. Public spaces provide areas for exercise, which is crucial in combating issues like obesity and heart disease. Moreover, these spaces are vital for mental health, offering a retreat from the urban environment. With a growing senior population the need for public spaces is crucial.
- t. ***Social Interaction*** - Public spaces are critical for fostering community and social interaction. In their absence, residents are likely to feel isolated, which can weaken community ties and reduce social cohesion.
- u. ***Environmental Concerns*** - Public green spaces play a crucial role in urban ecology. They help in reducing air pollution, mitigating heat, and providing habitats for urban wildlife. The absence of such spaces can exacerbate environmental degradation.
- v. ***Economic Impact*** - A lack of public spaces can affect the local economy. Parks and public squares can attract visitors, boost local businesses, and increase property values. Their absence contributes to making the neighborhood less attractive to potential residents and investors.
- w. ***Equity and Accessibility*** - Public spaces are often seen as equalizers, offering free access to recreation and nature regardless of income. Without these spaces, lower-income residents may have fewer opportunities for leisure and outdoor activities.

Displacement & Gentrification

- x. ***Affordable Housing Preservation*** - There is an underlying concern that biking and rolling improvements in the neighborhood will lead to an

increase in housing costs, and affordable housing will become less attainable for the low-income, immigrants and the newly arriving.

- y. **Displacement** - Historic residents and small businesses face ongoing concerns with the rising costs of living and operating in the neighborhood and fear displacement.

RECOMMENDATIONS

Throughout the engagement and planning process residents and community members shared a number of goals, objectives, policies, actions, and program recommendations. Here you will find a listing of most of them.

Note: Some of the policy, program, and infrastructure recommendations in this Community Action Plan are not within the jurisdiction of the SFMTA, requiring interagency coordination, identification of funding sources, and more thorough development and assessment prior to implementation. This document provides an overview of some of the limitations for each recommendation. This plan does not provide specific next steps for each recommendation but provides context and information that both community members and city staff can use to prioritize next steps and start to work through those issues.

1. Safety

- **Goal:** Create a safe and accessible environment for all residents and community members, particularly vulnerable populations, by addressing hazards in roadways, sidewalks, intersections, and public spaces.
- **Objectives:**
 - Reduce conflicts between pedestrians and bikers and rollers on sidewalks.
 - Create a protected biking and rolling network.
 - Improve pedestrian, biking and rolling safety at intersections, particularly for families, youth, seniors and people with disabilities.
 - Enhance the safety and maintenance of street conditions. Repave streets.
 - Secure and improve the safety of transit shelters and install more benches.
 - Ensure all pedestrian signals are functioning properly.
 - Increase street lighting to improve nighttime safety.
 - Improve the safety and visibility of biking and rolling lanes.

- Enhance traffic enforcement and accountability for all road users.
- **Policies:**
 - Prioritize the safety of vulnerable populations in all transportation and public space planning.
 - Further implement "Vision Zero" principles to eliminate all traffic fatalities and severe injuries.
 - Encourage and promote the use of alternative transportation modes while ensuring they do not compromise pedestrian safety.
- **Actions:**
 - **Sidewalk Use:**
 - Install north and south bound dedicated biking and rolling lanes to deter sidewalk usage.
 - Educate and enforce restrictions on sidewalk biking and rolling.
 - Install signage and pavement markings to clearly define areas for walking, biking, and rolling. Including the installation of sidewalk and street art/murals.
 - Increase public awareness campaigns on the importance of sidewalk safety.
 - **Intersections:**
 - Extend crossing times at intersections to accommodate seniors and people with disabilities.
 - Install raised crosswalks and bulbouts to reduce vehicle speeds and improve visibility.
 - Enforce penalties for drivers who speed and fail to yield to pedestrians.
 - **Street Conditions:**
 - Prioritize regular street maintenance programs focused on repairing potholes, uneven surfaces, and removing debris.
 - Implement frequent enforcement against double parking and reckless driving.
 - **Secure Transit Shelters:**
 - Perform regular security patrols at transit shelters to deter loitering and drug use. For instance, have Transit Ambassadors and/or SFPD patrol and monitor transit shelters.

- Install surveillance cameras to monitor and enforce proper use of transit shelters.
 - **Faulty Pedestrian Signals:**
 - Conduct an audit of pedestrian signals and prioritize the repair of faulty signals.
 - Provide campaigns to inform residents and community members on reporting malfunctioned signals and proper use of pedestrian scrambles.
 - **Lack of Lighting:**
 - Install additional street lights in poorly lit areas, prioritizing routes used by pedestrians, bikers and rollers.
 - **Biking & Rolling Lane Safety/Visibility/Upkeep:**
 - Install additional protected biking/rolling lanes - especially north and south bound.
 - Regularly inspect and maintain bike lanes, ensuring they are free from obstructions.
 - Enforce penalties for vehicles and businesses that block bike lanes.
 - **Accountability/Enforcement:**
 - Increase the presence of traffic enforcement officers.
 - Implement automated enforcement technologies such as red-light cameras and speed cameras. *(Additional to the one being installed.)*
- **Program Recommendations:**
 - Develop a "Safe Streets" program to coordinate all safety-related initiatives and gather ongoing feedback from residents and community members. Particularly, collaborate with the San Francisco Planning Department and Tenderloin Community Action Plan Working Group.
 - Create a "Bike/Roll Safety Ambassador" program to educate the public on safe biking and rolling practices.
 - Implement a "Light Up the Night" campaign to enhance street lighting and improve safety.

Note from SFMTA: Implementation of these recommendations will require collaboration with multiple agencies outside of SFMTA, including DPW, SF Planning, and SFPD to assess and update existing policy and priorities, as well as identify funding and staff resources for programs and infrastructure improvements. Immediate next steps would include developing a Tenderloin-specific community working group, including existing groups, such as the Tenderloin Traffic Safety Task Force and Tenderloin Community Action Plan Working Group, to discuss safety policies and priorities, as well as the equitable enforcement of traffic violations and priority areas for improved lighting.

2. Parking

- **Goal:** Provide secure, accessible, and affordable parking options for all residents, small businesses and visitors while balancing the needs for public space and mobility - safety.
- **Objectives:**
 - Increase secure parking options for bikes and scooters.
 - Ensure motor vehicle parking meets the needs of residents, businesses, and visitors - particularly for low-income families and drivers.
 - Optimize street design to support safety and mobility while accommodating parking demands.
- **Policies:**
 - Prioritize the creation of secure parking facilities for bikes and scooters.
 - Manage motor vehicle parking in a way that balances the needs of drivers, pedestrians, bikers, and local businesses.
 - Incorporate parking solutions into broader transportation and urban planning strategies (i.e. residential parking permits, residential and workforce parking garage, etc.)
- **Actions:**
 - Bike & Scooter Secure Parking:
 - Install secure bike and scooter parking racks or facilities in high-traffic areas.
 - Provide incentives for businesses, residential and commercial buildings to offer secure bike/scooter parking.
 - Motor Vehicle Parking:

- Explore options for affordable parking solutions, including subsidized rates for low-income residents and workers.
 - Implement a loading/unloading zone program to ease parking pressures for residents, businesses and organizations.
 - Review and adjust parking regulations to better accommodate neighborhood needs.
 - Street Improvements:
 - Collaborate with the SFFD and other emergency services to ensure street safety and accessibility are not compromised.
 - Explore shared street designs that balance the needs of all road users, including pedestrians, bikers, rollers, and drivers.
- **Program Recommendations:**
 - Create a "Park Smart" initiative to educate residents and visitors on [vehicle](#) parking options and regulations.
 - Implement a free or reduced rate parking program for low-income residents and workers. Assure enrollment/signup is easy!
 - Launch a pilot program for secure bike/scooter storage facilities in residential and commercial buildings.

Note from SFMTA: Implementation of these recommendations will require inter-departmental coordination within SFMTA to assess and update existing policy and priorities, as well as identify funding and staff resources for programs and street improvements. Other considerations include space limitations on the street, working with SFFD to ensure access is maintained, and trade-offs from reducing parking revenue. Immediate next steps would include working with community to establish priority parking needs and solutions that also prioritize safety.

3. Biking & Rolling Accessibility

- **Goal:** Increase access to biking, rolling, and wheelchair options for all residents, with a focus on affordability and inclusivity.
- **Objectives:**
 - Make biking, rolling, and wheelchair use affordable for low-income residents and community members.
 - Improve biking, rolling and wheelchair accessibility across the neighborhood and connect to nearby communities - SoMa, Fillmore, and Western Edition.

- Expand infrastructure and services to support electric bikes, scooters, and wheelchairs.
- **Policies:**
 - Promote equitable access to biking and rolling options through subsidies and infrastructure investments.
 - Ensure all public spaces and transportation options are fully accessible to people with disabilities.
 - Encourage the development of local businesses that support biking and rolling.
- **Actions:**
 - Costs:
 - Implement subsidy programs for low-income residents and community members to purchase and maintain bikes, scooters, and wheelchairs.
 - Partner with nonprofits and local businesses to provide affordable maintenance services.
 - Wheelchair Accessibility:
 - Prioritize the installation of curb ramps and ensure all intersections are accessible.
 - Implement regular sidewalk clearance programs to remove obstacles and ensure safe passage.
 - Ensure city agencies and sub-contractors adhere to ADA compliance at all times.
 - Rideshare Costs:
 - Provide discounted rideshare rates for low-income residents and community members, particularly seniors and those with disabilities.
 - Charging/Mobility Hubs:
 - Install charging stations for electric bikes, scooters, and wheelchairs in strategic locations (i.e. parks, shared streets, etc.).
 - Develop mobility hubs that provide a range of transportation options, including shared bikes, scooters, and public transit.
 - Bike & Scooter Shops:
 - Offer incentives for new bike and scooter shops to open in the neighborhood.

- Support shops with grants and technical assistance to expand their services.
 - Lack of Bike Programs:
 - Launch educational programs on safe biking, scooting, and wheelchair use, targeting all age groups.
 - Organize community events that promote biking and rolling, such as car-free days and bike parades.
- **Program Recommendations:**
 - Establish a "Mobility for All" program to oversee initiatives aimed at improving access to bikes, scooters, and wheelchairs.
 - Develop a "Green Wheels" program to provide low-cost electric bikes and scooters to residents and community members.

Note from SFMTA: Implementation of these recommendations will require collaboration with multiple agencies outside of SFMTA, including DPW and SF Planning, to assess and update existing policy and priorities, as well as identify funding and staff resources for programs and infrastructure improvements. Coordinated outreach with property owners is needed to maintain accessible sidewalk conditions. Immediate next steps would include working toward a "Mobility for All" program to coordinate bike, scooter, and mobility device access and support the remaining, related initiatives. For expanding bike and scooter parking, immediate next steps include looking into expanding city-provided device parking (racks, hangers, etc.) for short-term and long-term uses, with a focus on expanding parking for business/commercial uses. Bike parking programs should include low-income discount programs and community-relevant promotion of those programs.

4. Lack of Public Space

- **Goal:** Expand and enhance public spaces to improve the quality of life, health, and community cohesion in the neighborhood.
- **Objectives:**
 - Increase the availability of public spaces for relaxation, recreation, and socialization.
 - Improve access to green spaces to support physical and mental health.
 - Foster social interaction and community building through well-designed public spaces.

- Enhance the environmental quality of the neighborhood through green space development.
 - Support the local economy by creating attractive and accessible public spaces.
 - Ensure that public spaces are equitable and accessible to all residents.
- **Policies:**
 - Prioritize the development of new public spaces and the improvement of existing ones.
 - Integrate public space planning with health, environmental, and economic goals.
 - Ensure that public spaces are designed to be inclusive and accessible to all.
- **Actions:**
 - Impact on Quality of Life:
 - Identify underutilized areas for potential public space development, such as vacant lots or rooftops.
 - Partner with local organizations to create pop-up parks and temporary public spaces.
 - Health Implications:
 - Develop additional small parks and green spaces in the neighborhood to provide residents with access to nature.
 - Promote programs that encourage outdoor exercise and recreational activities in public spaces.
 - Social Interaction:
 - Design public spaces that encourage social interaction, such as community gardens, plazas, and playgrounds.
 - Host regular community events in public spaces to bring residents and community members together and foster a sense of community.
 - Environmental Concerns:
 - Implement urban greening initiatives, such as tree planting and green roofs, to enhance environmental quality.
 - Incorporate sustainable design practices in all new public space developments.
 - Economic Impact:

- Develop public spaces that support local businesses by attracting visitors and increasing foot, biking and rolling traffic.
 - Promote the economic benefits of public spaces to potential investors and developers.
- Equity and Accessibility:
 - Ensure that all public spaces are ADA-compliant and accessible to people with disabilities.
 - Design public spaces that are welcoming and safe for all residents and community members, regardless of income or background.

Note from SFMTA: Implementation of these recommendations will need to be initiated by SF Planning. There are considerable factors that will determine the feasibility of creating new public spaces, such as development opportunities and market conditions, as well as availability of funding for improvements and programming. Collaboration with DPW and SFMTA will optimize design and activation for access, safety and overall community benefit. Next steps will include ongoing coordination with SF Planning to create new and enhanced public spaces.

5. Displacement & Gentrification

- **Goal:** Prevent displacement and preserve the affordability and cultural diversity of the neighborhood while promoting sustainable transportation options.
- **Objectives:**
 - Preserve affordable housing in the neighborhood.
 - Prevent the displacement of historic residents, businesses and organizations.
 - Ensure that transportation improvements do not contribute to displacement.
- **Policies:**
 - Implement measures to protect and expand affordable housing in tandem with transportation improvements.
 - Promote community-led development to ensure that residents and community members have a say in changes to the neighborhood.
 - Monitor the impact of transportation projects on housing costs and displacement.

- **Actions:**

- Affordable Housing Preservation:
 - Implement policies that tie transportation improvements to the preservation of affordable housing.
 - Offer tax incentives and grants to landlords who maintain affordable rent levels.
- Displacement:
 - Support small businesses with grants and resources to help them adapt to neighborhood changes.
 - Establish a neighborhood stabilization fund to assist residents and businesses facing displacement pressures.

- **Program Recommendations:**

- Create a "Stay in Place" program to provide resources and support to residents and small businesses at risk of displacement.
- Develop a "Community Land Trust" to preserve affordable housing and protect against displacement and over gentrification.

Note from SFMTA: Implementation of these recommendations will need to be initiated by SF Planning, in collaboration with SFMTA to assess and update policy to prioritize affordability and anti-displacement in housing development and transportation improvements. Next steps will include ongoing coordination with SF Planning to foster community-led planning and engagement to address these issues.

NEXT STEPS

To ensure the successful implementation of the San Francisco Biking and Rolling: Active Communities Plan in the Tenderloin, the following next steps are recommended:

Establish a Dedicated Implementation Task Force

- a. **Create a Multi-Stakeholder Task Force** - Form a group composed of community leaders, local businesses and organizations, city agencies, and transportation experts to oversee the implementation of the BRP in the Tenderloin. The SF Planning Departments working group for the Tenderloin Community Action Plan and/or the TL Traffic Safety Task Force may be good alternatives to creating an additional taskforce.

- b. **Set Clear Benchmarks** - Develop specific, measurable goals and timelines for the implementation of each recommendation in the plan, ensuring transparency and accountability.
- c. **Regular Monitoring and Reporting** - Establish a system for ongoing monitoring of progress, with regular reports to the community and adjustments to strategies as needed.

Secure Funding and Resources

- d. **Identify Funding Sources** - Work with city, state, and federal agencies, as well as private partners, to secure the necessary funding for the implementation of the plan. This includes grants, public-private partnerships, and other innovative financing mechanisms.
- e. **Allocate Resources** - Ensure that resources are allocated equitably, with a focus on the most vulnerable populations in the Tenderloin, including youth, seniors, people with disabilities, and low-income residents.

Pilot and Phased Implementation

- f. **Initiate Pilot Projects** - Begin with pilot projects in key areas to test the feasibility and impact of proposed interventions, such as dedicated bike lanes, public space enhancements, and parking solutions.
- g. **Phased Rollout** - Implement the plan in phases, starting with high-priority actions that address the most pressing safety and accessibility concerns. This phased approach will allow for adjustments based on real-time feedback and outcomes.

Ongoing Community Engagement and Education

- h. **Maintain Open Communication Channels** - Continue engaging with the community throughout the implementation process, ensuring that residents are informed and involved in decision-making.
- i. **Launch Education Campaigns** - Implement community education programs for all ages to promote safe biking, rolling, and walking practices, as well as to raise awareness about the benefits of the BRP.
- j. **Organize Community Events** - Host regular events to celebrate progress, gather feedback, and foster a strong biking and rolling culture in the Tenderloin.

Evaluation and Adaptation

- k. **Conduct Regular Evaluations** - Regularly assess the effectiveness of the implemented initiatives, using data and community feedback to measure progress toward the BRP's goals.
- l. **Adapt Strategies as Needed** - Be prepared to adjust the plan based on what is learned during the implementation phase, ensuring that it remains responsive to the needs of the Tenderloin community.

By following these next steps, the Tenderloin can achieve a safer, more accessible, and inclusive environment for all residents and community members, ensuring that the benefits of biking and rolling are equitably shared across the community.

Special thanks to:

Jaime Vioria from Tenderloin Neighborhood Development Corporation, Claire Amable and Rachel Sullivan from San Francisco Bicycle Coalition, and to the hundreds of residents and community members who shared their experiences, needs, and desires for a safer and more accessible transportation network in the Tenderloin.

Thank you!

For More Information

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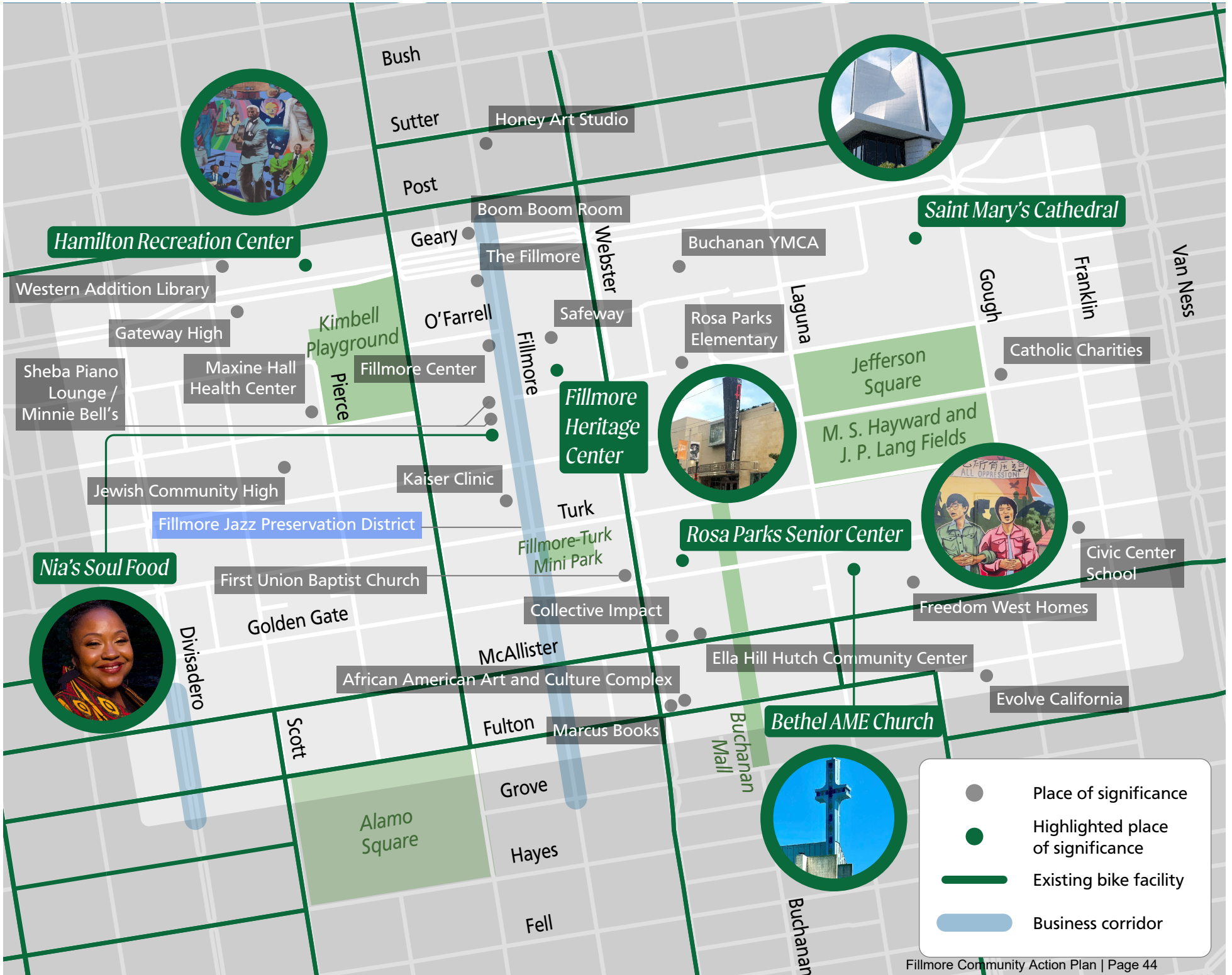
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Community assets

New Community Leadership Foundation • Western Addition



FILLMORE COMMUNITY ACTION PLAN – Biking + Rolling

I. Community Context

History of Fillmore

The Fillmore District in San Francisco was once a thriving, connected, complete community. It was home to many ethnic groups and people of color that were excluded from other San Francisco neighborhoods. The Fillmore grew into a vibrant mixed-income Black community with a huge cultural impact, sometimes called the “Harlem of the West”.

Beginning in the 1950’s, the Fillmore was profoundly changed by urban renewal projects and the transformation of Geary Boulevard into a grade-separated expressway. The project widened Geary Boulevard to facilitate the commute of higher-income, largely white residents from west side San Francisco neighborhoods to downtown. The project displaced 8,000 primarily Black and Japanese residents; bulldozed 108 acres of residential and commercial land; and destroyed hundreds of Fillmore businesses.

In total, Urban Renewal projects bulldozed 40 square blocks of the historic neighborhood, destroying thousands of Black-owned businesses and displacing tens of thousands of residents. New, large, single-use developments and superblocks replaced entire walkable, mixed-use neighborhoods. Streets that had been community assets and gathering places were transformed into high-speed roadways that divided the neighborhood and made it more difficult and less safe to walk or bike in the Fillmore.

Current Neighborhood Profile

Community and Cultural Vibrance

Over the last two decades, the Fillmore has demonstrated remarkable resilience, preserving its rich cultural identity while adapting to change. The neighborhood has seen a renewed appreciation for its history through family and community-focused events like Juneteenth celebrations, local fashion shows, and beautification initiatives that bring neighbors together. Institutions such as Gateway High School have also contributed to a safer environment for young people, offering extended school hours and programs that support their growth and engagement.

The Fillmore remains a hub of connection and community. One of the joys of life here is the ability to run into family and friends while walking through the neighborhood, whether chatting at a corner store, stopping at a coffee shop, or greeting familiar faces along the way. Although independent business ownership is not as vibrant as it once was, the Fillmore’s businesses continue to thrive, supported by local residents alongside visitors and former residents who travel by bus or car to attend church, work, or school in the area. From the brick-and-mortar establishments along the Fillmore Corridor to smaller enterprises on side streets and cottage-based home businesses, the neighborhood remains a vital hub of economic and cultural activity.

In recent years, the Fillmore has also become a space where long-time residents and newer neighbors, are coming together. Collaborative efforts such as business projects and community clean-up initiatives have strengthened bonds across diverse groups, fostering a shared sense of purpose. Supported by a vibrant network of nonprofit organizations offering a wide array of services, the Fillmore continues to thrive as a dynamic and inclusive neighborhood. From memorable live music performances to family gatherings at Kimbell Park, the Fillmore’s enduring pride and sense of connection shine brightly, reflecting its evolving traditions and the unwavering commitment of its community members to honor its legacy.

Development and Disconnect

Recognizing how Urban Renewal had damaged and disconnected the Fillmore, the Redevelopment Agency, Board of Supervisors, and Mayor of San Francisco made promises to rebuild the community for those harmed. They have neglected these promises for decades. Instead, new developments have catered to newcomers, leading to significant displacement and gentrification.

Recent transportation and development projects, including biking infrastructure, have not addressed historic harms and inequities, but rather seem to primarily support the transportation needs of new residents. Delays on key projects and lack of progress on stated racial equity goals have eroded community trust in the SFMTA.

Street beautification and traffic calming initiatives have benefited gentrified neighborhoods, such as NOPA, Alamo Square, and Hayes Valley, that were once part of the historic Fillmore community. In the meantime, the core of the Fillmore district – where many children, seniors, and Black residents live – is dominated by high-speed one-way thoroughfares.

II. Fillmore Community Action Plan Introduction

Community Partnership

New Community Leadership Foundation (NCLF) is a community-based organization whose mission is to restore the economic health and vigor of disenfranchised minority communities. NCLF provides technical assistance and capacity-building to non-profit organizations; offers business-support services to small businesses and entrepreneurs; and supports projects and career pathways for artists. Through each of these programs, NCLF acknowledges and seeks to remedy the legacy of racism and disinvestment that have hurt community wealth and health.

NCLF, in partnership with Honey Art Studio, organized the Fillmore neighborhood to contribute to the 2025 Biking and Rolling Plan. They worked to ensure that residents—particularly those harmed by past transportation and land use policies—had a significant role in shaping and implementing the Plan’s programs, projects, and initiatives.

Importance of Community Action Plan

To date, transportation initiatives in the Fillmore District have failed to repair past harms. They have prioritized new residents’ needs over those of longstanding community members. To address these historic and present-day transportation inequities, the Fillmore needs a commitment to inclusive,

community-driven planning. However, the SFMTA's *Racial Equity Progress Report for 2021* and the *2017 Western Addition Community Based Transportation Plan (CBTP)* both reveal significant missed opportunities in advancing racial equity and community engagement.

Fillmore community members invested their time and energy into the Western Addition CBTP, which included recommendations for very-high-traffic intersections impacting neighborhood seniors and children. These recommendations have yet to be addressed. Instead, other infrastructure was installed that largely caters to riders passing through the Fillmore (for example, on "The Wiggle" bike route). Delays in implementing community priority projects from the CBTP have eroded community trust and support.

The agency's *2021 Racial Equity Progress Report* identified unfair disciplinary practices for African American workers within SFMTA, highlighting the need for systemic changes at the agency. These changes will require that the agency work with grassroots social justice groups and organizations to create a more inclusive environment and improve leadership representation.

The result of an inclusive, community-driven process, this 2025 Community Action Plan has community buy-in and includes specific recommendations for addressing historical and current transportation inequities, building off of the work done in the 2017 CBTP. We hope that SFMTA's Biking and Rolling Plan, which supports this document, will serve as a platform to implement these positive changes.

Process and Development

The Community Engagement process for the Fillmore Biking and Rolling Draft Plan was a comprehensive effort spanning almost two years, reaching hundreds of residents through various meetings and events. Led by the New Community Leadership Foundation (NCLF) in collaboration with Honey Art Studio, this initiative aimed to ensure that residents, particularly those harmed by past transportation and land use policies, have a significant role in shaping and implementing the Programs, Projects, and Initiatives. This process was crucial for identifying key priorities and ensuring the plan reflects the community's needs and desires.

III. Transportation Today

Neighborhood Transportation Conditions

The current approach to transportation planning in the Fillmore makes many residents feel like strangers in their own neighborhood. Many longtime, low-income, and Black residents feel that new transportation infrastructure (like bike lanes and Slow Streets) and policies (like parking enforcement practices) do not serve their needs. They also feel alienated from the broader bike culture and conversation in San Francisco.

Walkability

Within the Fillmore, walkability is influenced by a mix of historical and contemporary challenges. The legacy of Urban Renewal has left its mark on the neighborhood, replacing what were once vibrant, business-filled blocks with parking lots, office spaces, and underutilized commercial

areas. This change has diminished the lively street culture that previously made walking in the Fillmore a unique experience. While community members generally feel safe walking in the neighborhood, concerns persist for children and young people due to issues such as community violence and safety challenges around traffic. Fast-moving cars on streets like Geary Boulevard and Webster Street, along with poor lighting in areas such as Eddy Street, remain significant barriers for families and parents. Despite the short distances involved, many residents choose to drive within the neighborhood rather than walk, reflecting broader challenges to walkability.

For those who prefer walking for exercise or enrichment, many choose routes on the outskirts of the Fillmore proper, such as Divisadero Street or Lower Pacific Heights, where the streets and commercial areas are perceived as more vibrant and engaging. The quality of sidewalks and curb access within the Fillmore itself is another critical issue, especially for seniors and individuals with disabilities. Participants in our focus group reported uneven bricks and poorly maintained sidewalks that pose tripping hazards, particularly on Fillmore Street between Geary and Fulton or on streets like Steiner and Ellis. For many, walking in the Fillmore is driven by necessity—trips to corner stores, bus stops or coffee shops—rather than leisure or community engagement. While some areas like Alamo Square and Divisadero feel cleaner and safer, Fillmore residents long for the thriving, community-oriented streetscape of the past, where music, local businesses, and vibrant street life encouraged connection. To revitalize walkability, participants suggested better sidewalk maintenance, enhanced lighting, and community-driven strategies such as fostering local businesses and creating pedestrian-friendly zones that reflect the neighborhood's rich history and culture.

Muni and Public Transit

The Fillmore is well-connected by an extensive transit network, with 11 Muni bus routes serving the neighborhood, including the 22 Fillmore, 24 Divisadero, 38/38R Geary, and 7 Haight lines. Together, these routes carry approximately 125,000 riders daily, linking the Fillmore to destinations across the city. Peak bus service frequency ranges from 6 to 20 minutes, averaging 14 minutes overall. High-ridership lines like the 22 Fillmore and 38R Geary provide critical connections to grocery stores, schools, and recreational destinations, while others like the 24 Divisadero enable access to swimming pools, meat markets, and Bayview-Hunters Point. This robust transit network supports the daily needs of residents and enhances mobility throughout the city.

The 5 Fulton, 31 Balboa, and 38 Geary are three critical east-west bus lines serving the Fillmore. Spaced evenly across a well-distributed 9-block stretch, they play an essential role in supporting the independence of older adults, particularly as the Fillmore hosts approximately a dozen senior centers. The 31 Balboa, located centrally among these routes, is especially vital for seniors who may not be able to walk the extra blocks comfortably or sustainably. When the 31 line was at risk of being permanently cut, residents rallied to emphasize how its loss would have stripped many older adults of their independence. Keeping these bus lines open is essential to ensuring equitable access for all residents, particularly those who rely on transit for daily activities.

In addition to its utility, the transit system plays a vital role in maintaining the Fillmore's sense of community. For many residents, buses are not only a mode of transportation but a means to stay connected to schools, workplaces, churches, and local businesses. Routes like the 43 Masonic and 31 Balboa also connect residents to key cultural and recreational areas, such as the Presidio

and downtown shopping districts. The enduring importance of transit in the Fillmore highlights the need for ongoing investment and equitable service delivery, ensuring that this vital infrastructure continues to meet the needs of all residents, from seniors and families to students and commuters.

Parking in Fillmore

The Fillmore neighborhood has limited street parking, and it is in high demand. The lack of parking and safe drop-off and pickup zones particularly impacts residents who are dependent on their cars, including seniors and families. Projects that disrupt the availability of parking can further exacerbate this issue and can be a disservice to car-dependent Fillmore residents. The neighborhood also experiences a high rate of parking citations compared to other neighborhoods.

Bike Infrastructure

Current efforts to reduce car dependency often focus on new bike infrastructure. But many members in the Fillmore community see bike infrastructure as benefitting primarily younger, newer residents, and conflicting with the needs of local families, older adults, and low-income individuals. They also feel that external planners, advocates, and residents resent them for not embracing new biking initiatives due to a lack of understanding of their history.

Behavior of People Riding Bikes and Scooters

Fillmore residents who get around on foot have concerns about interactions with people bicycling and riding scooters. Residents have specific safety concerns about people on bikes and scooters riding on sidewalks and passing through drop-off/pick-up zones, putting pedestrians—and particularly seniors—at risk. Disrespectful rider behavior and poor cyclist etiquette make the distance between the bike community and neighborhood residents even greater.

Slow Streets

The implementation of Slow Streets around the Fillmore/Western Addition area is an example of a missed opportunity and a misalignment with community priorities. Residents feel that the nearby Slow Streets were implemented without consulting the community and disproportionately benefit newer residents. Many long-time residents were not aware that Slow Streets were being installed, what they mean for day-to-day travel, and why and who they benefit.

There are no Slow Streets within the boundaries of the Fillmore neighborhood. The nearest are on the outskirts of the Fillmore, in parts of Western Addition and NOPA that are home to newer residents of significantly different demographics. But Fillmore residents feel that even the adjacent Slow Streets – such as Golden Gate Avenue – are not reflective of Black and other long-time residents' needs. The facilities seem to primarily benefit bike riders passing through the Fillmore to get downtown. In addition, the Fell Street project closed a critical street and impacted parking, which was disruptive for parents and families who use Fell Street to get their kids to school, go to work, or run other errands. Rather than creating more connectivity for Fillmore residents, they acted as a barrier.

With more innovative and inclusive community engagement, even car-dependent Fillmore residents may have welcomed a local Slow Streets program. Had the City engaged local youth and families in the area (including low-income residents in housing projects a few blocks away), there

may have been opportunities to build a community-driven, locally celebrated Slow Streets program that reflected the people of the Fillmore.

IV. Goals and Guiding Principles

Guiding Principles

"Untokening 1.0: Principles of Mobility Justice," a document that outlines strategies for achieving mobility justice, reflects the sentiments of many community members and provides a framework for moving forward. This document emphasizes addressing transportation-related injustices faced by marginalized communities. Key principles that can guide planning and investment in the Fillmore District include:

- **Historical Context and Harm:** Seek to repair harm rather than erase history, acknowledging how these communities have survived despite systemic neglect.
- **People Over Profit:** Prioritize the community's lived experiences and aspirations over economic efficiency and development.
- **Structural Barriers:** Consider investments beyond street infrastructure, addressing wider issues like policing, bus schedules, fares, and housing affordability.
- **Local Needs and Solutions:** Discard "best practices" in favor of grassroots approaches that respond to local needs and ensure language justice and information access.

Plan Goals

The Fillmore CAP Goals were derived from engagement with the Fillmore community for the Biking and Rolling Plan.

- **Rebuild community trust** and support by working with grassroots neighborhood groups to implement actions that address longstanding issues and demonstrate commitment to the community's needs.
- **Take quick action** on the priorities and community programs highlighted in this document to avoid further missed opportunities.
- **Consider the needs of older residents and families** and provide inclusive and safe streets, including sidewalks and drop-off/pick-up zones.
- **Protect commerce and accessible parking** when adding bike facilities.
- **Address street parking challenges for residents**, including limited capacity and high frequency of citations.
- **Foster respect between SFMTA, cyclists, and Fillmore community members** and bridge the gap between the bike community and neighborhood residents.
- **Maintain the current street infrastructure** while developing long-term plans for the next 5 to 15 years to gradually transition the community towards increased biking.

V. Policies and Actions

Policy

1. *Address Past Harms and Restore Trust Through Community Engagement and Follow-through*

- a. Acknowledge past harms, including the history of gentrification and displacement in planning efforts, and the impact on current biking conditions.
- b. Prioritize future actions that undo the damage caused by past initiatives and policies.
- c. Collaborate with grassroots social justice groups to enhance leadership and representation due to the lack of Black staff and community representation within SFMTA.
- d. Partner with local organizations such as Fillmore Collaborative, New Community Leadership Foundation, Mo Magic, Japantown Task Force, and We Are One to strengthen community ties.
- e. Offer compensation for community members' time and their contributions to community planning.
- f. Organize events with SFMTA staff and Fillmore community members, such as:
 - i. a brainstorming session with SFMTA around this draft plan.
 - ii. a neighborhood walk-through for short and long-term planning, including milestones for bike infrastructure.
 - iii. a community bike ride to gather further input and assess the proposed bike routes and infrastructure.
- g. Maintain ongoing communication and engagement between SFMTA and the Fillmore community to refine and implement the plan effectively, including with local committees.
- h. Be transparent about the decision-making process for the Biking and Rolling Plan.
- i. Demonstrate accountability and take early-action opportunities.

Note from the SFMTA: Next steps will include ongoing coordination with community organizations and community members to continue to build more integrated working relationships, based on frequent, transparent communication and mutually established goals and expectations that acknowledge past harm by planning initiatives.

2. *Create an Authentic Bike Culture with the Fillmore Community*

- a. Foster a cultural shift towards biking within the community through an equitable planning process and by gradually introducing biking initiatives, providing ample time for adaptation and support.
- b. Address the disconnection between the bike community and

- neighborhood residents and acknowledge that bike lanes are primarily desired by newer, younger residents.
- c. Develop a messaging campaign to change the narrative, emphasizing that biking is for everyone, including families, to foster a sense of community ownership.
 - d. Identify biking and rolling projects that address specific needs of Fillmore residents, including health and connectivity, and better integrate the neighborhood into the citywide network.
 - e. Address inclusion concerns with Slow Streets implementation, adding cultural context and improving neighborhood access.
 - f. Develop a community implementation and branding plan to be included in this document and establish a presence on social media and in local newspapers like the Sun Reporter and Bayview.
 - g. Address the negative behavior of some cyclists and enforce rules similar to those for drivers.
 - h. Launch awareness campaigns led by community-based organizations to encourage respectful behavior from cyclists.
 - i. Ensure equal enforcement of traffic rules for both cyclists and drivers.

Note from the SFMTA: Next steps will include assessment of planning processes to more fully integrate issues of equity, inclusivity, and neighborhood/cultural context into engagement, communications, marketing, and overall outcomes of active transportation related projects. Changes in enforcement policy need to be initiated by SFPD. SFMTA can coordinate with SFPD to help develop more comprehensive cultural understanding around biking and vehicle rule enforcement.

3. Gradually Add Biking and Rolling Infrastructure Through Community-Supported Projects

- a. Recognize that bike infrastructure is not a comprehensive solution and should be implemented thoughtfully and at the appropriate time, without being rushed.
- b. Identify biking and rolling projects that address and serve specific needs of Fillmore residents, including health and connectivity, and better integrate the neighborhood into the city-wide network.
- c. Balance the need for bike facilities with the limited roadway space and competing interests.
- d. Consider the needs of residents, especially families, older adults and low-income individuals, in transportation planning, and ensure biking and rolling infrastructure designs are family-friendly.
- e. Ensure bike facilities do not negatively impact commerce and parking accessibility.
- f. Ensure bike lanes do not interfere with safe drop-off and pick-up

- zones, especially in areas with many seniors.
- g. Explore innovative ways to retrofit existing intersections to reduce conflicts between cyclists and drivers. Utilize current infrastructure to enhance safety without impacting parking availability or creating additional traffic congestion.
- h. Work to explore, support, and incorporate new ideas and technologies put forward by community members (including ideas like Life Lights)
- i. Expand bike and scooter parking and charging facilities by utilizing existing spaces creatively. Ensure that these enhancements do not reduce parking spaces or increase traffic congestion.
- j. Explore the expansion of bike signals to facilitate movements, particularly left turns, without creating congestion or slowing down traffic flow. This approach aims to improve safety and efficiency for cyclists.

Note from the SFMTA: Next steps will include assessment of planning processes to include more comprehensive, holistic approaches to planning of active transportation related projects that more fully consider cultural and neighborhood context in design and implementation. More inclusive outreach and engagement, described in the previous policy recommendation, will be a fundamental step in this effort.

4. Address High-Priority Neighborhood Mobility Needs Including Parking

- a. Prioritize safety on the roads and address concerns about scooters on sidewalks.
- a. Address the challenges of street parking in the Fillmore, including the high frequency of tickets and limited availability.
- b. Avoid removing more parking spaces and consider the needs of older residents and families.
- c. Provide assistance with obtaining residential parking permits or discounts to support local residents. This initiative aims to simplify the process and reduce costs for community members.
- d. Ensure equitable enforcement of parking regulations across neighborhoods.
- e. Review the current street cleaning schedule to ensure it is equitable and fair to local residents.
- f. Explore options for vehicle parking facilities or shared parking programs to alleviate street parking burdens.

Note from the SFTMA: Addressing scooter issues will require coordination with SFPD and private scooter companies to update policy on scooter use and enforcement. Issues of vehicle parking and

enforcement in the Fillmore could be evaluated through a comprehensive curb management project to assess holistic solutions. Next steps would include developing a project proposal to understand scope and costs, and to identify staff resources and funding to fulfill project needs.

VI. Program Recommendations

- a) Support authentic local and youth bike culture with programs that promote scraper bikes, lowrider bikes, and bike shows.
- b) Engage high schoolers and youth in street planning and biking activities.
- c) Create programs to teach bike riding and maintenance skills, like bike fix-it events, and proper helmet fit, especially for youth.
- d) Support existing programs like Gateway Middle School's after-school bike repair and explore partnerships with local organizations.
- e) Organize community bike tune-up and bike ride events paired with cultural programming such as the Juneteenth parade.
- f) Establish a Bike Hub: Create a physical location that offers bike workshops, bike and scooter rental stations (Lift, Lime, BayWheels), bike purchases, bike repairs, and more.
- g) Increase accessibility and affordability of bikes, for example rebate purchase programs or subsidies for bikes and scooters and bike giveaways.
- h) Create incentives for riding to work or school, such as offering a \$25 gift card for first-time riders.
- i) Implement parking incentives for individuals who drive into the city and complete the second leg of their trip by bike. This support encourages multimodal transportation and reduces inner-city congestion.
- j) Educate the community on biking's health benefits. Highlight anxiety reduction, wellness promotion, and healing.

Note from the SFMTA: Implementation of these policy and program recommendations will require collaboration with multiple agencies outside of SFMTA, including DPW, SF Planning, and others to assess and update existing policy and program priorities, as well as identify funding and staff resources for programs. Immediate next steps would include developing a Fillmore-specific community working group to establish community priorities, ensure new and existing programs incorporate and support local Fillmore culture and community member needs, and work towards incrementally building a community-driven culture of biking.

VII. Key Connections and Roadways

Important Corridors

- a. Build on existing bike routes like Page Street and The Wiggle for better network connections.
- b. Initiate an inclusive planning process to explore a bike lane on Golden Gate Avenue, connecting Fillmore residents to downtown. This wide street can possibly add a link to the existing protected bike lane in the Tenderloin, creating a continuous route to car-free Market Street.
- c. There is an interest in making Turk Street safer for pedestrians crossing the street, but it is too narrow to accommodate bike lanes. Residents and families depend on using this street to drive into the neighborhood, and we do not recommend exploring changes to this street at this time.
- d. Post and Sutter Streets are vital community and commercial corridors for the Japantown area. Maintaining the current infrastructure is essential, with a priority on protecting existing parking to support local businesses and residents.
- e. Address negative feedback from Japantown merchants and residents regarding street changes on Post St and Sutter St and focus on alternative routes like Bush St and Pine St.

Note from the SFMTA: At the present time, no funding is identified or allocated for these recommended improvements. Implementation will require coordination with DPW and other city agencies to identify funding to prioritize infrastructure improvements. Next steps could include initial planning analysis and assessment of potential treatments to understand project scope and pursue funding sources.



Community assets

SOMA Filipinas • SOMA neighborhood



SOMA Biking and Rolling Community Action Plan

Introduction

SOMA Pilipinas as a Community Partner

SOMA Pilipinas, the Filipino Cultural Heritage District, was formally recognized in 2016 by the City of San Francisco, and is also recognized by the state as a California Cultural District. SOMA Pilipinas was created to address gentrification and displacement impacts to the Filipino community in the South of Market, including residents, community-based organizations, and small businesses. The Cultural District focuses on cultural celebration, community development, and economic and racial justice in the South of Market.

The Filipino community has been in San Francisco for over 120 years, impacting the cultural and economic landscape of the city. Many Filipinos settled in what became to be known as Manilatown, which existed along Kearney Street along the edge of Chinatown. Filipinos also settled in the South of Market neighborhood, exhibited by the establishment of the Gran Oriente Filipino Masonic fraternity in the 1920s. Following the devastating impacts of Urban Renewal and the demolition of Manilatown, seen especially in the struggle to save the I-Hotel, SOMA became one of the main homes of the Filipino community in San Francisco. Through successive waves of gentrification and displacement in SOMA through the first and second technology booms, Filipinos have continued to resist displacement and build a community in SOMA of schools, community-based service organizations, parks, small businesses, and affordable housing. The history of displacement of working-class communities in SOMA dates back to the pressures of Urban Renewal to remove working-class residents to create a corporate expansion of downtown, a struggle that has continued with the displacement pressures and policies of the city, technology corporations and real estate companies up to the present.

In order to ensure community-based planning, and to counteract the top down and corporate driven planning structures that have characterized planning in the South of Market, it is essential that working-class residents, tenants, and communities of color lead the process of change in their own neighborhood. As a community partner with SFMTA's Biking and Rolling Plan, we believe it is important that community members that are not historically engaged in this process are brought into the discussion to ensure voices of pedestrians, seniors, children, families, and people with disabilities are not left out. By including a broader representation of the SOMA community in

decision making for the Biking and Rolling Plan, we can ultimately get a more meaningful and impactful plan in the South of Market.

South of Market Context

There are many conflicting issues when it comes to transportation in the South of Market. The South of Market is a neighborhood where families, seniors, and other residents live and walk, but from the perspective of drivers and many people using the active transportation network, SOMA is a thoroughfare to pass through as fast as possible. Also, as a high-density neighborhood in San Francisco, with acute levels of income inequality, SOMA faces challenges in regard to lack of open space, affordable housing, and the necessary level of services for residents, that have an impact on and are impacted by the active transportation network.

This results in numerous challenges including but not limited to pedestrian safety, recognition of SOMA as a neighborhood with families, children, youth, and seniors, evictions, displacement, and gentrification, intensive development, real estate speculation, stark income inequality, influxes of wealthy residents, and a history of non-inclusive top-down planning.

As such, the SOMA Biking and Rolling Community Action Plan must prioritize the needs of children, families, seniors, people with disabilities and working-class residents.

Process

SOMA Pilipinas held a series of five community meetings in 2023 and 2024, cumulatively attended by 125 community members, to direct the process of creating a SOMA community action plan within the citywide biking and rolling plan. These meetings focused on the topics of introduction to the plan, discussion of issues, concerns, and hopes, visioning solutions through policies, programs, and projects, and finalizing the SOMA community action plan. Community meetings included SOMA residents, workers, and visitors. SOMA Pilipinas did additional outreach at the SOMA Slow Streets event and the SFMOMA Community Day. Through this process, issues, concerns, ideas, and solutions were identified and incorporated directly into the SOMA Community Action Plan.

Areas of Focus and Concern

Several areas of focus came up during this process, including:

- Pedestrian safety in the face of electric scooters, bikes, and other modes of transportation riding on sidewalks
- Pedestrian safety in regard to crossing the street with high traffic volume and fast speeds of those using the active transportation network, short crossing times
- Barriers to using active transportation such as cost, affordability, and lack of space
- Accessibility as directly related to race and income
- Repairing damaged and low-quality sidewalks and bike lanes, including maintenance and cleaning, and increasing comfortability for pedestrians
- Prioritizing and supporting Slow Streets
- Needs of wheelchair and electric wheelchair users
- Transparency around input and progress in SFMTA planning projects, policies, and plans
- The need to reflect the cultural heritage and history of the Filipino community
- Ongoing construction that impedes pedestrian pathways and small businesses

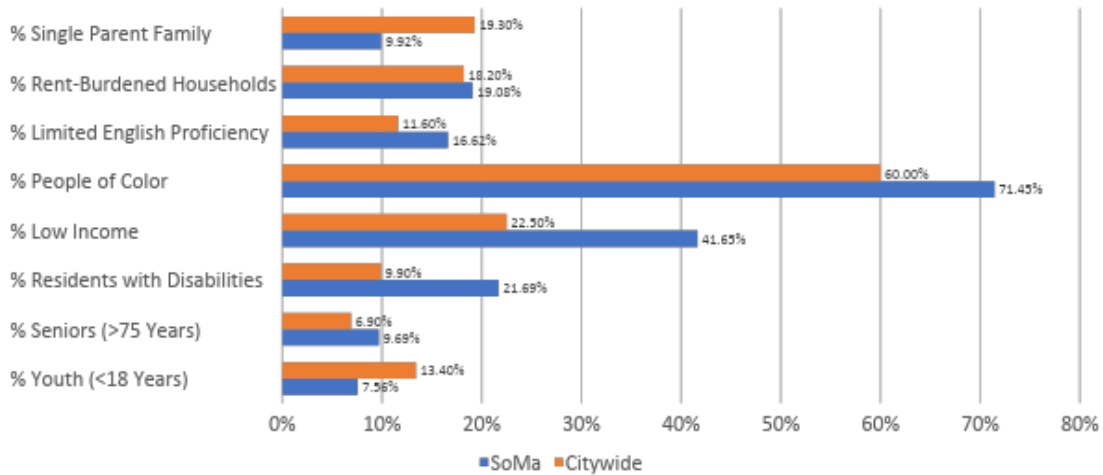
The issue of pedestrian safety was one of the top recurring topics that we heard. As a result, it is important that the Biking and Rolling Plan not just focus on people who use the active transportation network, but also people who do not use the network but are still impacted by it (i.e. pedestrians).

Existing Trends and Data in the South of Market

Existing trends and data in the South of Market related to biking and rolling points to a confirmation of the lived experience, issues, and concerns of residents, workers, and community members. The data presented below helps to express that and also points to several areas to address for the South of Market as it relates to biking and rolling. These include the following:

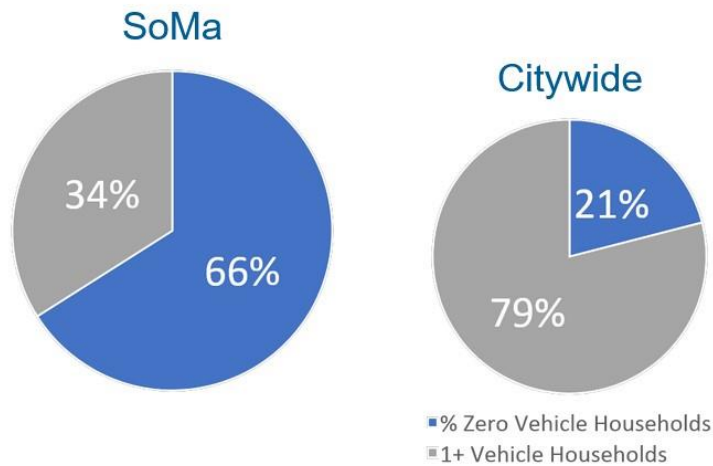
- 1) It is dangerous for bikers and pedestrians alike in many SOMA intersections,
- 2) there is a high volume of bike-share and scooter-share usage and citations for misuse,
- 3) biking and rolling in SOMA is experienced as less comfortable than citywide,
- 4) for those that responded to SFMTA's biking and rolling survey, using active transportation as a SOMA resident is less affordable compared to residents citywide,
- 5) compared to citywide, a much higher number of residents in SOMA commute by bike to work and a much lower number use bikes for leisure or exercise,
- 6) the majority of SOMA residents do not own a car (66%), while only 4% commute by bike (though this is higher than the citywide rate of 3%), indicating a high proportion of pedestrian and public transit commuters, and

- 7) a large proportion of SOMA is undergoing gentrification, and compared to citywide SOMA has a higher proportion of rent-burdened households, limited English proficiency, and a higher proportion of people of color, residents with disabilities, seniors, and low-income residents.



SOMA has a higher proportion of rent-burdened households, limited English proficiency. SOMA also has a higher proportion of people of color, residents with disabilities, seniors, and low-income residents.

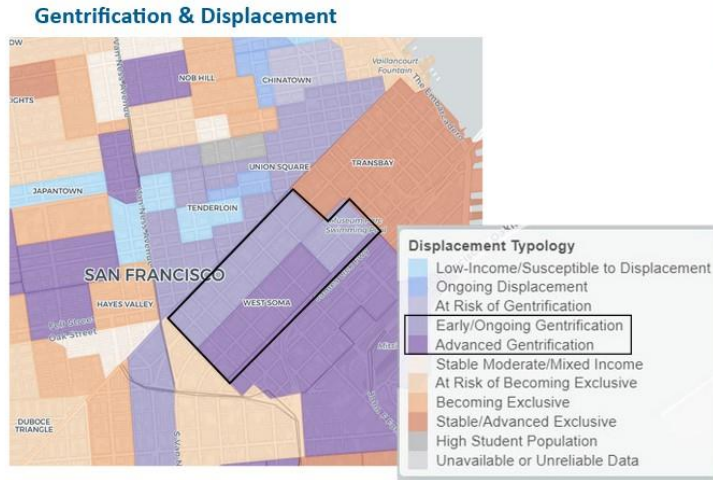
Reflecting Back: Community Profile



About **2/3** of households in SoMa do not own personal vehicles. This rate is **three times higher** than the citywide average.

the majority of SOMA residents do not own a car.

Reflecting Back: Community Profile

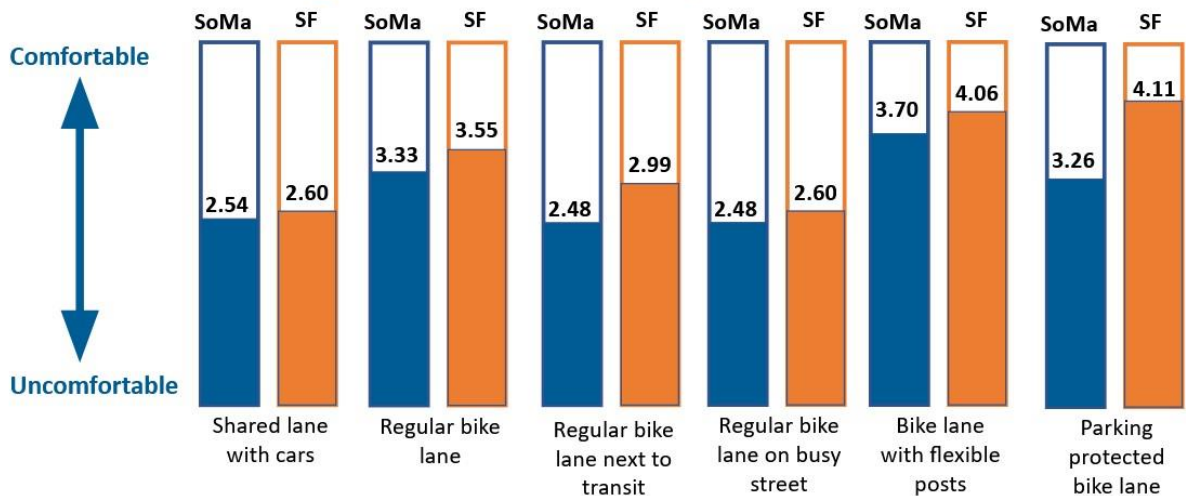


	SoMa
Transportation Cost Burden <i>Transportation cost as a % of income</i>	High
Transportation Insecurity <i>Index that combines transportation access, cost, and safety</i>	Moderate

According to the Urban Displacement Project, some census tracts in SOMA are **experiencing early or ongoing gentrification**, and others are already **experiencing advanced gentrification**. **Transportation costs** are a contributing factor to this vulnerability.

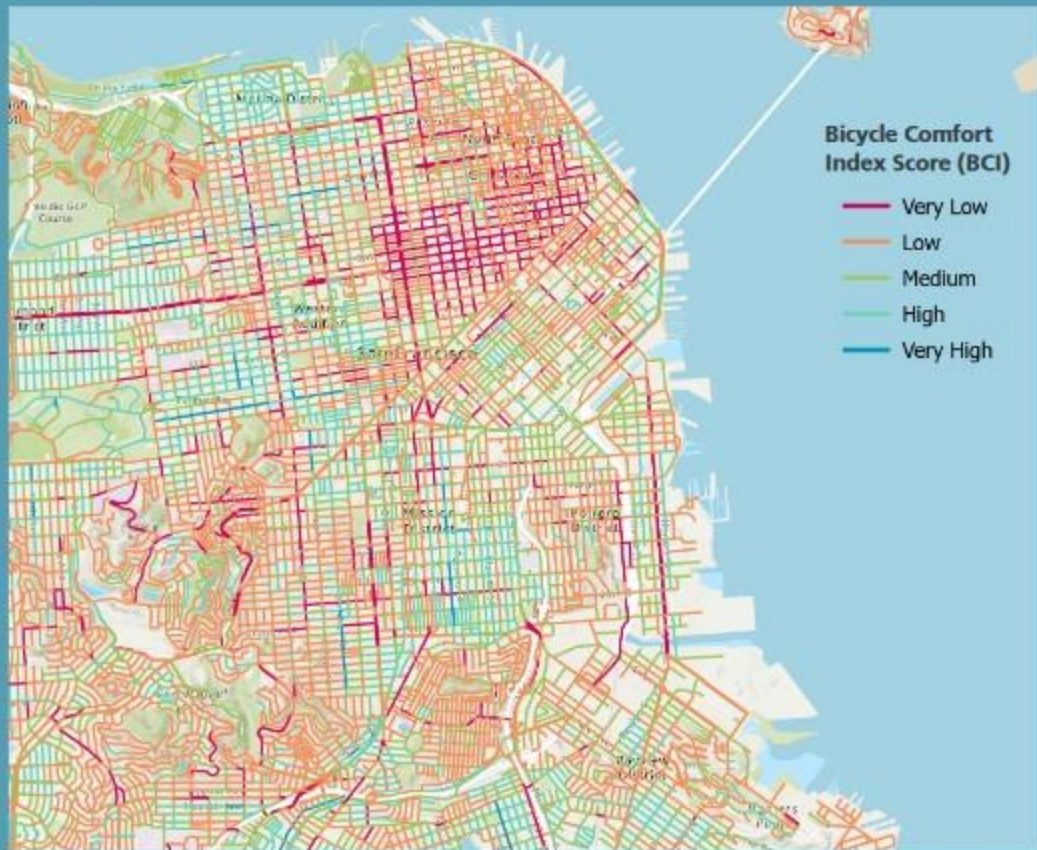
The UC Berkeley Urban Displacement Project identifies much of the South of Market as undergoing gentrification.

Reflecting Back: Survey Results



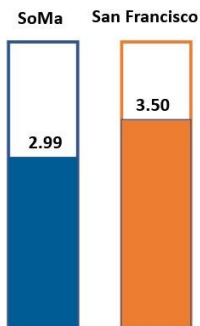
According to the SFMTA survey, people feel less comfortable biking in SOMA compared to citywide.

Bicycle Comfort Index



Most streets in SoMa have “low” or “medium” BCI scores.

The generally low and medium bike comfort index in SOMA.



Owning or renting a bike, scooter, or other active transportation device in San Francisco is affordable

According to the SFMTA survey, people in SOMA are less able to afford active transportation.

Reflecting Back: Survey Results

I would use the Active Transportation Network to...	100 SoMa residents	1,000 San Francisco residents
To go to work	58%	38%
To go to school	18%	13%
To run errands	59%	37%
To go to social activities	47%	38%
To exercise or enjoy the outdoors	25%	38%
Some other purpose	0%	0%
I don't use the network	24%	30%

SoMa residents would be more likely to bike, scoot, or roll to get to work, run errands, or go to social activities, but less likely to do it for exercise.

Compared to citywide, a much higher percentage of people surveyed would use the bike network to get to work and run errands, and a much lower percentage for leisure and exercise.

SoMa residents commute by bike at a higher rate than SF residents (4% vs 3%), but fewer of them are women (26% vs 31%)

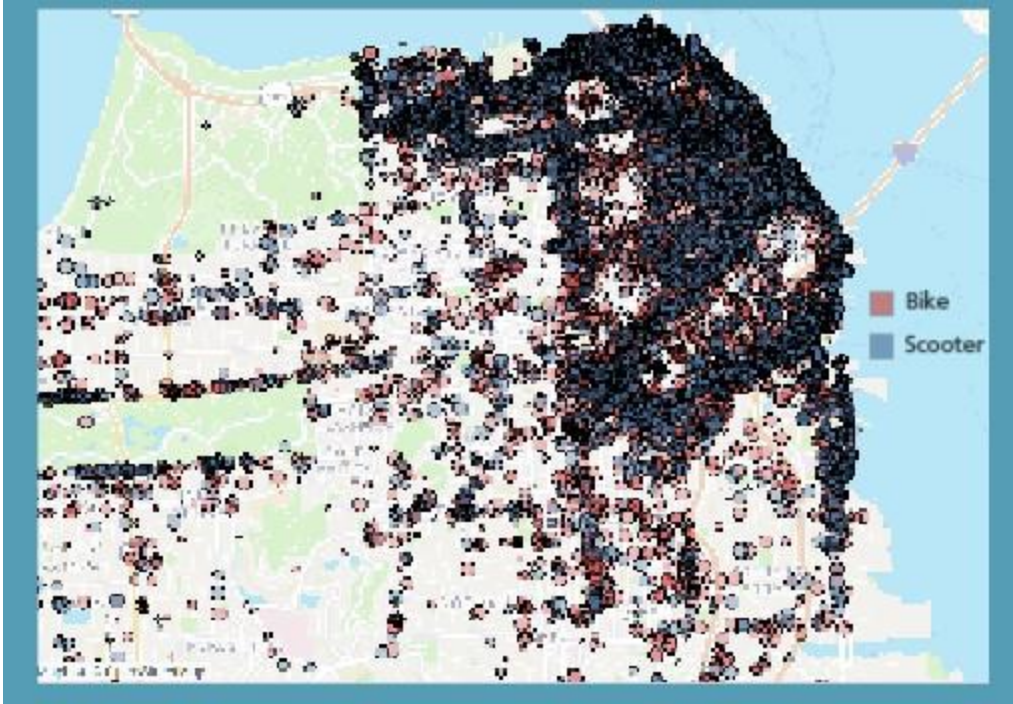


While a higher percentage of SOMA residents commute by bike (4%), SOMA in general has a much larger percentage of people who do not own a car (66%), indicating that there are many more neighborhood pedestrian and public transit commuters in SOMA compared to citywide.

**SoMa bikeshare & scootershare trips at
more than double the average daily
rate citywide**



The high use of bike-share and scooter-share

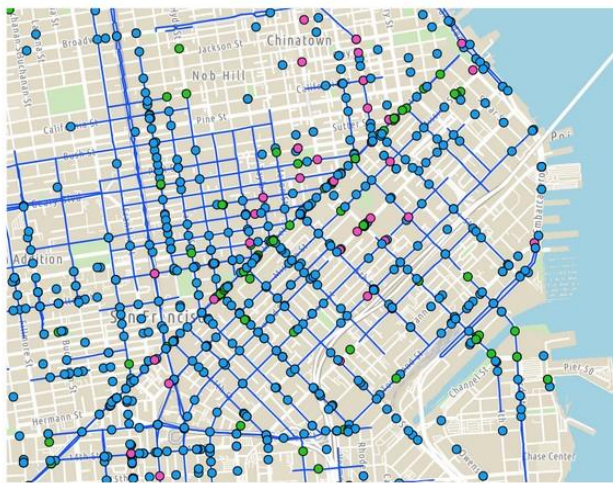


Citywide scooter and bike citations - SOMA has a large share of citations compared to other parts of the city.

Reflecting Back: Traffic Safety

Since 2017, there have been **279** bike or scooter collisions in SoMA – **23** of them serious or fatal.

That's **more than 10%** of bike or scooter collisions citywide.



2017 - 2021 Crashes by Parties

- Bike-Car
- Bike-Pedestrian
- Solo-Bike

2022 High Injury Network

Policies, Programs, and Projects

Note from the SFMTA: Some of the policy, program, and infrastructure recommendations in this Community Action Plan are not within the jurisdiction of the SFMTA, requiring interagency coordination, identification of funding sources, and more thorough development and assessment prior to implementation. This document provides an overview of some of the limitations for each recommendation. This plan does not provide specific next steps for each recommendation but provides context and information that both community members and city staff can use to prioritize next steps and start to work through those issues.

Policy

Policy 1 (High Priority): Increase regulation of scooter-share and bike-share companies to prevent and stop riding on sidewalks and to address improper parking of devices.

- A) Increase regulation of scooter-shares and bike-shares that ride on sidewalks and/or are incorrectly parked after usage through penalizing the operating companies. This will be achieved by:
- 1) If the operating companies do not significantly decrease the number of scooter-share and bike-share riders riding on sidewalks and incorrectly parking devices after usage (measured through both citations and complaints, and regular audits by SFMTA), have SFMTA reduce the number of scooter-shares and bike-shares the private companies can operate through their permit by half every 6 months until they are in compliance and/or completely revoke their permit to operate in San Francisco if companies fail to comply.
 - 2) SFMTA will publicly share bi-annual updates on this process at the SFMTA Board of Directors.
- B) Conduct an initial study and explore potential requirements for scooter-share and bike-share operating companies to implement geofencing (i.e. ride-shares/bike-shares stop working when on sidewalk, ride-shares/bike-shares audibly tell riders to get off of sidewalk until they move) within one year. SFMTA will hold a public meeting at the SFMTA Board of Directors discussing the findings of the initial study.
- 1) Policy goals of implementing geofencing should be enforcement: If SFMTA deems that it is possible to implement some form of geofencing, SFMTA shall move forward with requiring private scooter-share and bike-share companies to implement geofencing within a reasonable timeframe (1-2 years); and, failure to implement geofencing by private companies (within the reasonably allowed timeframe) shall result in SFMTA reducing the number of scooters-shares and/or bike-shares the companies are allowed to operate by half every 6 months until they are in compliance, and/or the complete revocation of their permit to operate in San Francisco for failure to comply.

- C) Modify scooter-share parking requirements by requiring that all scooter-share companies have scooters parked by securing scooters to a bike-rack, sign pole, or meter pole using a tethered lock. Current parking requirements for scooter-share are very lax and easily allow for scooters to be incorrectly parked or end up falling into the pedestrian right of way.
- D) Modify bike-share parking requirements by requiring that all bike-share companies have bikes parked by parking bikes in a docking station, or by securing bikes to a bike-rack, sign pole, or meter pole using a tethered lock.

Note from the SFMTA: Implementation will require concerted collaboration with private micromobility and bikeshare companies to understand and assess these issues from logistical and technological standpoints, with SFMTA evaluating contractual obligations related to compliance. Companies would need to identify internal process to address these issues, potentially through development/implementation of more advanced geofencing and user GPS technology, as well as locking upgrades for their inventory, and update policy and operations accordingly. Next steps could include developing a scooter and bike share policy working group with SFMTA staff, scooter and bike share company representatives, and community representatives to assess more immediate issues, such as secure parking of mobility devices.

Policy 2 (High Priority): SFMTA to regularly coordinate and work with DPW to ensure prompt and regular maintenance (i.e. pavement quality) and street sweeping/cleaning of bike lanes, in order to increase maintenance of existing bike lanes.

Note from the SFMTA: Implementation will require interagency collaboration with DPW to improve interagency process and increase funding for regular bike lane maintenance. Next steps could include the pursuit of a renewed agreement (MOU) between the agencies to reflect current and expected maintenance needs.

Policy 3: Explore extending pedestrian crossing times for pedestrians at high injury intersections, especially for seniors and people with disabilities, prioritizing crossings/intersections along Mission, Howard, and Folsom Streets, including the intersection of 9th St and Howard St.

Note from the SFMTA: Next steps could include developing a project proposal to assess signal timing of intersections across the High Injury Network in SOMA.

Policy 4: To increase the visibility of the local community and the cultural district, incorporate culturally relevant crosswalk designs and other public realm amenities. This includes working with the cultural district on design of public realm amenities such as benches, plants, paving, tree grates, artwork, and any other opportunities.

- A) SFMTA will reach out to and coordinate closely with the cultural district whenever a new project or opportunity arises to install, update or incorporate crosswalks and public realm amenities.

- B) SFMTA will coordinate with PW and cultural districts for opportunities to include more benches and resting places for pedestrians (especially seniors, people with disabilities, and families with children) whenever opportunities arise for new or updated projects.
- C) SFMTA to explore with the cultural district incorporating cultural district wayfinding projects on/near bus stops, including bus shelters and bus ads.
- D) SFMTA to coordinate with the SF Arts Commission and the cultural district in art opportunities from the Art Enrichment Ordinance (2% for art program) whenever such opportunities arise, to ensure and promote culturally relevant artwork.

Note from the SFMTA: Implementation will require interagency collaboration with DPW, SF Planning, the SF Arts Commission, the SOMA Pilipinas Filipino Cultural District, and other stakeholders to update policy that will prioritize these initiatives and include mechanisms to ensure their inclusion. Next steps could include identifying ongoing and upcoming projects in the area, improving communication to provide timely project updates across agencies, and working with the cultural district to implement placemaking themes from the SOMA Pilipinas Design Toolkit and Arts Masterplan.

Policy 5: Include images of scooters, wheelchairs, and skateboards on bike lanes (not just bikes), to emphasize and encourage all modes of transportation that bike lanes are meant for.

Note from the SFMTA: Next steps would include review and update of infrastructure guidelines to ensure integration of additional symbols meets accepted standards.

Policy 6: Increase transparency on future SFMTA projects/policies/programs.

- A) Require a mandated community process for establishing any new programs, rules, regulations around any new modes of mobility (i.e. when scooter-share was “introduced”). Include regulations on any new modes of transportation that can use bike lanes that appear, through a community process. SFMTA shall work closely with community-based organizations, cultural districts, and community stakeholders to develop new regulations and a plan to introduce any such new modes of transportation that can use the bike network.
- B) Hold regular accountability sessions with residents, workers, and visitors in SOMA regarding any new bike lanes proposed, changes to existing bike lanes, or changes to the bike network. This should include targeted outreach specifically to underrepresented communities in the bike network including low-income residents, immigrants, English Language Learners, pedestrians, seniors, people with disabilities, and those who do not bike/do not use the bike network. Changes should be discussed and made under the guidance of such stakeholders and community members.

Note from the SFMTA: Next steps could include review and updating of minimum engagement standards and specific guidelines for SOMA, developed collaboratively with community members, to ensure that engagement processes connect with specific communities.

Policy 7: Revisit municipal bike-share and explore municipal scooter-share programs.

- A) Revisit San Francisco taking ownership of and operating the bike-share program to ensure better access, regulation, and oversight.
- B) Explore a municipal scooter-share program that subsumes existing private scooter-share companies, to ensure better access, regulation, and oversight.

Note from the SFMTA: Implementation will require the identification of a funding source to acquire inventory and provide staff for the program. Next steps would include the creation of a working group to assess the viability of municipal bike share in San Francisco, develop the program, and establish a funding mechanism to ensure ongoing operation.

Policy 8: Given significant concentration of Filipino ridership especially in the SOMA area, SFMTA to add Filipino language skills as a special condition to positions that are public-serving. Additionally, SFMTA to internally identify data on Filipino users and language needs to assess and ensure there is adequate SFMTA staff that can provide in language and culturally competent services in Filipino to the public; based on this internal assessment SFMTA to provide recommendations to fill any needs that are identified in language and cultural capacity.

Note from the SFMTA: Next steps could include a comprehensive study to understand Filipino language needs across San Francisco, work with SFMTA hiring managers to promote and prioritize Filipino language skills in open positions related to communication and outreach, and possibly to collaborate with other agencies, such as the Office of Racial Equity, to provide additional resources.

Programs

Program 1 (High Priority): Improve active transportation affordability and access for low-income residents.

- A) Implement a free bike-share and scooter-share program for low-income residents and residents who do not have storage space for active transportation. Eligibility requirements should be based off SFMTA's existing income requirements for the Lifeline MUNI pass, and people living in studio's or smaller (i.e. SRO)/or in a 1-bedroom with 3+ people. An outreach campaign should be conducted to promote this program in coordination with SFUSD and community-based organizations.
- B) Free bike storage for low-income residents and residents who do not have storage space for bikes. Eligibility requirements should be based off of SFMTA's existing income requirements for the Lifeline MUNI pass, and people living in studio's or smaller (i.e. SRO)/or in a 1-bedroom with 3+ people.

Note from the SFMTA: Implementation will require coordination with DPW to identify funding sources for discount programs and increased bike storage options, including bikehangers. Next steps could include expansion and promotion of existing low-income discount programs, further assessment of feasibility of free scooter and bike share programs, as well as bike storage options, for low-income residents.

Program 2: Dedicated annual funding for SOMA Slow Streets programming activities.

Note from the SFMTA: Implementation will require coordination with other city departments, agencies, and community groups to identify funding sources for Slow Street activities. Next steps could include the creation of a working group with community members and interagency representatives to coordinate sponsorship and activation efforts.

Program 3: SFMTA to develop an educational campaign for instruction on e-bike safety and how to e-bike safely with other (slower) modes of active transportation (i.e. regular bikes). This should comply with the language access ordinance and be offered in multiple languages.

Program 4: Require scooter-share and bike-share companies have a rules and regulations video that riders must watch before using their products for the first time, and once every 6 months after. This should comply with the language access ordinance and be offered in multiple languages.

Note from the SFMTA: Implementation requires coordination with private scooter and bikeshare companies to create content and update policy.

Projects

Project 1 (High Priority): SFMTA to regularly coordinate and work with DPW to ensure prompt and regular maintenance and repair of damaged and low-quality sidewalks

A) Focus on 3rd, 4th, 5th, 6th, 7th, 8th, 9th, and Market, Mission, Howard, Folsom and residential alleyways among those streets.

Note from the SFMTA: DPW is the city agency responsible for sidewalk repair, with property owners also responsible for maintaining sidewalks adjacent to their property. Implementation requires coordination with DPW to identify funding to prioritize sidewalk repairs, and to evaluate options to encourage property owners to initiate repairs to adjacent sidewalk. Next steps could include creation of a technical committee to review current policy and municipal code and identify opportunities for repair of damaged and unusable sidewalk space, as well as funding sources, such as large scale, public and private infrastructure and development projects.

Project 2 (High Priority): Explore Treatments for Enhancing Pedestrian Visibility and Traffic Safety for Pedestrian Crossings at High Injury Intersections

- A) Focus on pedestrian high injury intersections from 3rd to 9th crossing Mission and Howard (especially 6th St and 8th St); also major intersections including 3rd, 4th, 5th, 6th, 7th, 8th, 9th, and Market, Mission, Howard, Folsom.

Note from the SFMTA: Per MUTCD standards, in-pavement lighting at crosswalks is not recommended crossings at signalized intersections. Potential improvements could focus on accepted treatments for enhancing pedestrian visibility and traffic safety. Implementation will require coordination between SFMTA and DPW to identify funding to prioritize improved pedestrian visibility at intersections along the 2022 Vision Zero High Injury Network. Next steps could include identification and assessment of pedestrian visibility issues at these intersections, as well as planning to determine additional treatments to improve safety, such as curb extensions and traffic calming.

Project 3: Implement traffic calming measures to reduce car speeds and bike speeds, and install increased safety signage on Folsom Street between 6th and 7th (focusing on the areas of Bessie Elementary, Victoria Manalo Draves Park, and Gene Friend Rec Center), Harrison between 4th and 5th (Bessie Middle School), and Sherman St between Folsom and Harrison (Bessie Elementary).

Note from the SFMTA: Next steps could include assessing speed issues related to street design and developing a project proposal to identify a funding source.

Project 4: Install “no riding on sidewalk” signs for bikes, e-scooters, electric powered devices, etc on major streets (Market, Mission, Howard, Folsom, 3rd, 4th, 5th, 6th, 7th, 8th, 9th).

Note from the SFMTA: Next steps, in coordination with DPW, could include further engagement to understand locations with most sidewalk violations to prioritize sign placement.

Project 6: Revisit/upgrade quick-build projects in SOMA with a focus on pedestrian safety, that are aligned with the policies, programs, and projects referenced in this plan.

Note from the SFMTA: Implementation will require coordination with DPW to identify funding to prioritize improvements. Next steps could include evaluation of the conditions of current quick-build projects to determine which are best positioned to be upgraded with more permanent materials.

Project 7: Create increased bike parking and overnight resident storage.

Note from the SFMTA: Implementation will require coordination with DPW to identify funding sources for increased bike storage options, including bikehangers. Next steps could include expansion and promotion of s bike storage options.

Implementation and Next Steps

Upon acceptance of this Community Action Plan and the SFMTA Biking and Rolling Plan, SFMTA will participate in ongoing discussions with the community to communicate the process for implementing these policies/programs/actions and staying accountable to community members, including quarterly updates to community stakeholders.