

Love the way you roll





Active Communities Plan



Update What we have learned

SFMTA Board of Directors
August 1, 2023





SCHEDULE

Phase 1: Winter-Spring Understanding Community Concerns

Where are people going, what works/doesn't work

SFMTA Board Information Item – 4/4/23

Phase 2: Spring-Summer Community Discussions

What do you need to bike, scoot, or roll?

Resident Preference Survey, Collision Analysis

>> Step 1 Towards Adoption: What we have learned

Phase 3: Fall Draft citywide network recommendations

MTAB input & public engagement on network/map

“North star” goal, Equity Analysis, Connectivity Analysis

Step 2 Towards Adoption: Draft goals and network

Phase 4: Winter Draft Plan & Rapid implementation plan

Refine Plan, including network, policies and programs

Step 3 Towards Adoption: Refinements & Final Plan

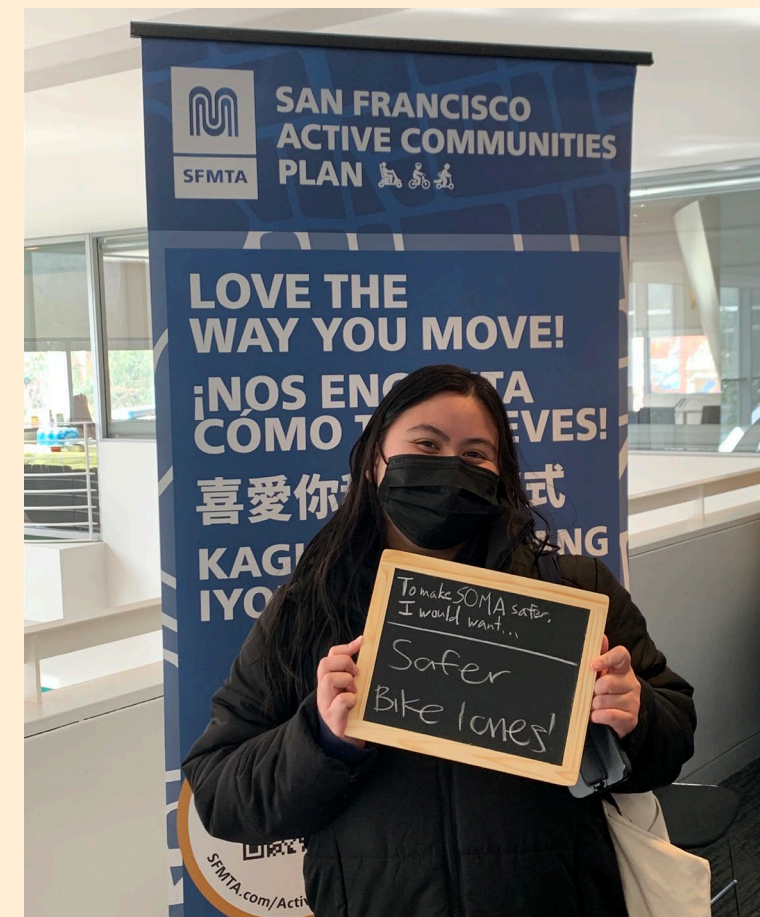


The Active Communities Plan will create **the first plan for rolling and bicycling** since 2009

An expanded active transportation network and investment plan

Parking & Facilities Recommendations

New supportive programs and policies



3/31 SOMA Pilipinas workshop



The Active Communities Plan has done and will continue **extensive outreach** through 2023

Be inclusive of all devices that can use the bike network

Center needs of Equity Priority Communities, residents with a disability & other vulnerable users



4/22 PODER Watershed Ride



Bayview Sunday Streets – 5/31



NorCal Pedal Gang Cinco de Mayo Ride – 5/7

WHO HAVE WE TALKED TO?

- 4,300+ residents engaged
- 2,500+ survey responses
- 61 citywide events
- 14 public hearings
- Interactive web-map launched 4/22
- Project materials in English, Chinese, Spanish & Filipino



Tenderloin workshop – 3/30



Bayview Juneteenth Festival – 6/18

HOW HAVE WE REACHED PEOPLE?

- Surveys
- Citywide in-neighborhood events
- Community-based organization work in equity priority communities
- In-language events
- Focus groups & Webinars
- Community bike rides
- Policy working group
- Technical advisory committee



RESIDENT PREFERENCE SURVEY

- Conducted in April by polling firm EMC, intercept surveys conducted by Interethnica
- 1,000 total surveys: 400 web-panel, 600 intercept in Equity Priority Communities (EPCs)
- Results weighted to be representative of SF demographics & geography

PHASE 2 SURVEY

- Survey available in English, Spanish, Chinese & Filipino
- Available online & on paper
- Survey launched April 22nd, runs through July 31st
- 1,500+ survey responses as of July 26, 2023

PHASE 2 TABLE EXERCISE

- Dot-sticker poster board where residents can rank level of comfort with different types of bike network facilities
- Boards at 17 citywide events as of July 26, 2023
- Over 1,400 votes on comfort levels



Western Addition/Fillmore Workshop – 3/27



Mission-to-Excelsior Ride/Roll – 4/2

EQUITY PRIORITY COMMUNITY EVENTS

SOMA

March 4, June 10, July 1

Western Addition/Fillmore

March 1, March 27, June 16, July 28, August 3

Tenderloin

March 30, April 13, April 18, July 20, July 26

Mission District

April 2, May 3, May 5, August 8

Bayview Hunters Point

April 5, June 17, July 29, August 12

Outer Mission, Excelsior & OMI

April 22, May 31, July 21, August 5



POLICY WORKING GROUP

- Rotating body of 15 to 20 subject matter experts, mobility advocates, cultural district representatives, disability advocates, and merchant group representatives
- Discussion space to inform policy and programmatic recommendations in the final plan
- Idea-generating and sharing, not decision-making

MEETING TOPICS

Meeting 1 (May)

Plan Goals, Objectives, Policies, and Actions

Meeting 2 (June)

Network Decision Framework

Meeting 3 (July)

Business Corridor Design Challenge

Meeting 4 (August)

Community-based programmatic needs

Meeting 5 (September)

Expanding access to electric mobility

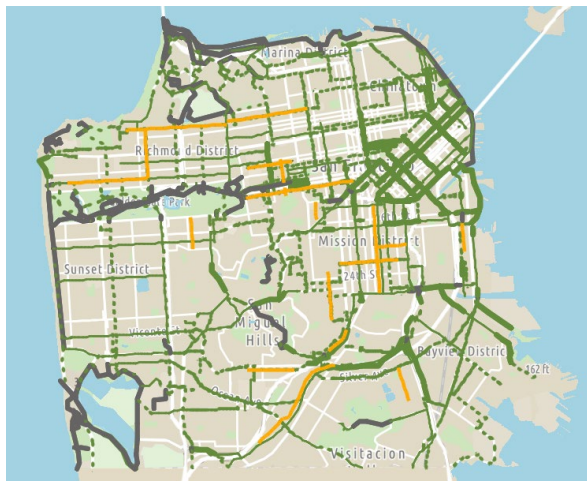
Meeting 6 (October)

Working Group recap

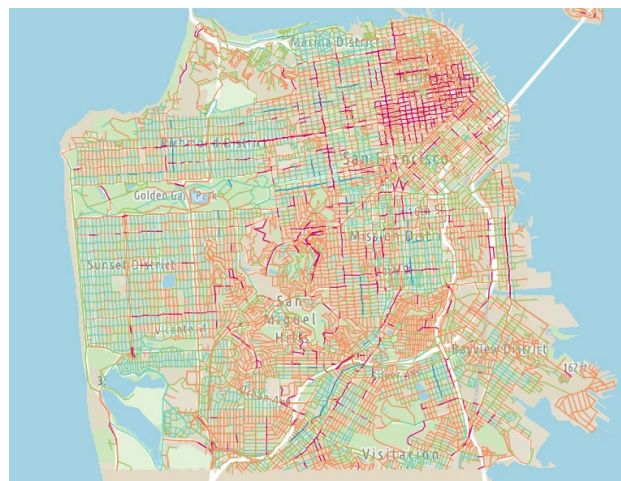


WHAT DID WE STUDY?

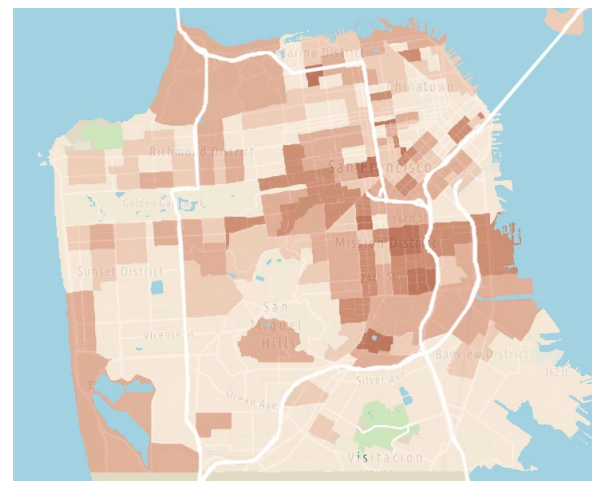
Existing Network



Bike Network Comfort Index



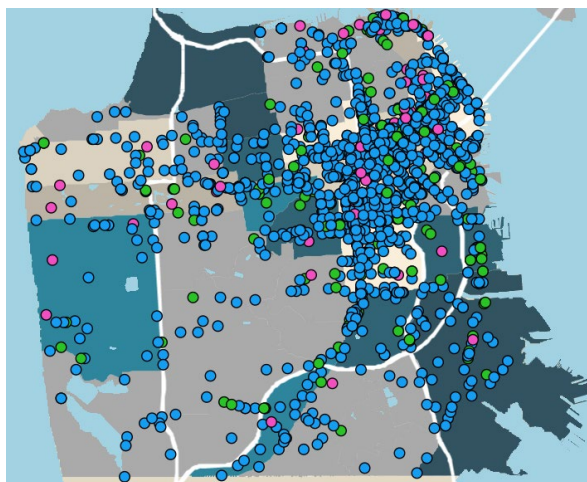
Modeshare Analysis



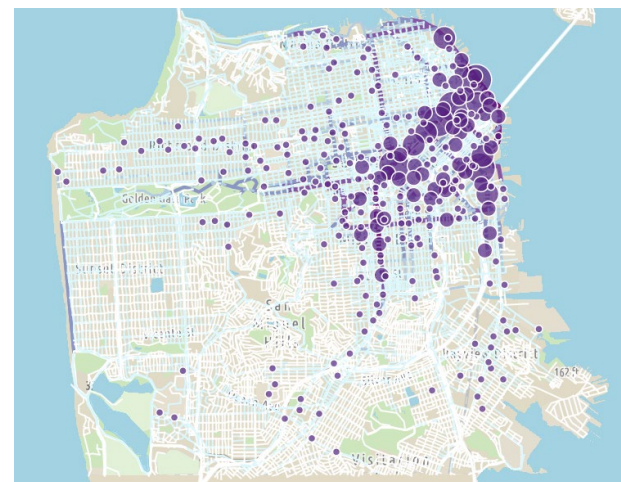
[Link to reports](#)

[Link to map](#)

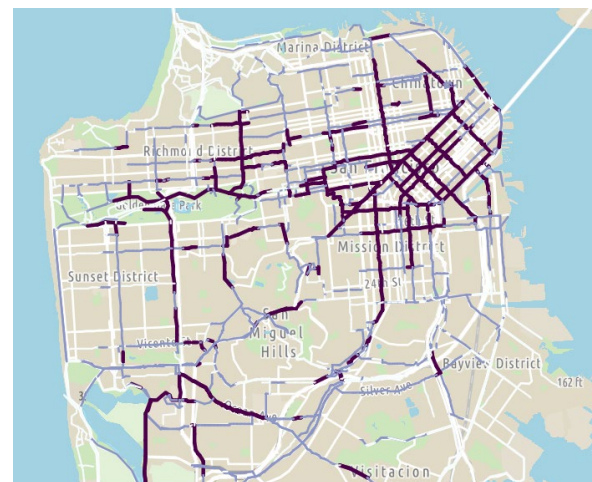
Collision Analysis



Micromobility Analysis



Network Performance





Network Analysis

- 24% of SF streets are on the bike network, but only 8% are classified as high-quality
- Bike commuting is concentrated in dense neighborhoods west & south of downtown
- High correlation between protected facilities and high ridership
- Protected bike lanes have low ridership when they are not connected to the network

Collision Analysis

- Collisions dropped significantly since the start of the pandemic; severity of collisions went up
- Collisions concentrated around downtown pre-pandemic, more evenly distributed since 2020
- Perpendicular (broadside) collisions substantially increased since 2020
- Black bicyclists more than twice as likely to be involved in collisions
- 5% of bicycle injury collisions involved a pedestrian



WHAT HAVE WE LEARNED?

People are increasingly using the network

The more we grow the network, the more it gets used

10% of respondents reported using an active device daily

Bike & scooter trips went up 27% on average after a Quick-Build was built



WHAT HAVE WE LEARNED?

A lot more people would use it if it were safer

The current system privileges a subset of users willing to take risks

80% of respondents want to use the Active Transportation Network,
but only 23% (16% in Equity Priority Communities) of them feel comfortable enough to use it today



WHAT HAVE WE LEARNED?

Most people are frustrated that there isn't a well-functioning system

When people know where bikes and scooters will go, everyone feels more comfortable on the road

Irritation with scooters on the sidewalk, conflicts with different modes, and interactions with cars are results of a system that isn't robust enough

81% of respondents ranked enforcement in existing system as a high priority



WHAT HAVE WE LEARNED?

Nearly a third of respondents
report having a bicycle or scooter stolen

More than half of respondents (a third in Equity Priority Communities)
report having walked, biked or rolled on a Slow Street

More than one third of respondents
report having participated in Sunday Streets



HOW DOES IT NEED TO CHANGE?

People want more separation from vehicles to feel safe biking or scooting

Affordability, access, and safe parking is as important as the network

Projects must not increase harm on vulnerable communities

Being seen as “other” is a substantial barrier to adoption in some communities



HOW DOES IT NEED TO CHANGE?

Clearer rules protecting people who bike, scoot, or roll

74% high priority

More pavement maintenance and street sweeping of bike network facilities

74% high priority

Better connections between bike network facilities

73% high priority

Short-term parking for bikes and scooters

69% high priority

Rebate programs to make e-bike/e-scooter adoption more affordable

67% high priority

Driver education on how to share the road with bikes & scooters

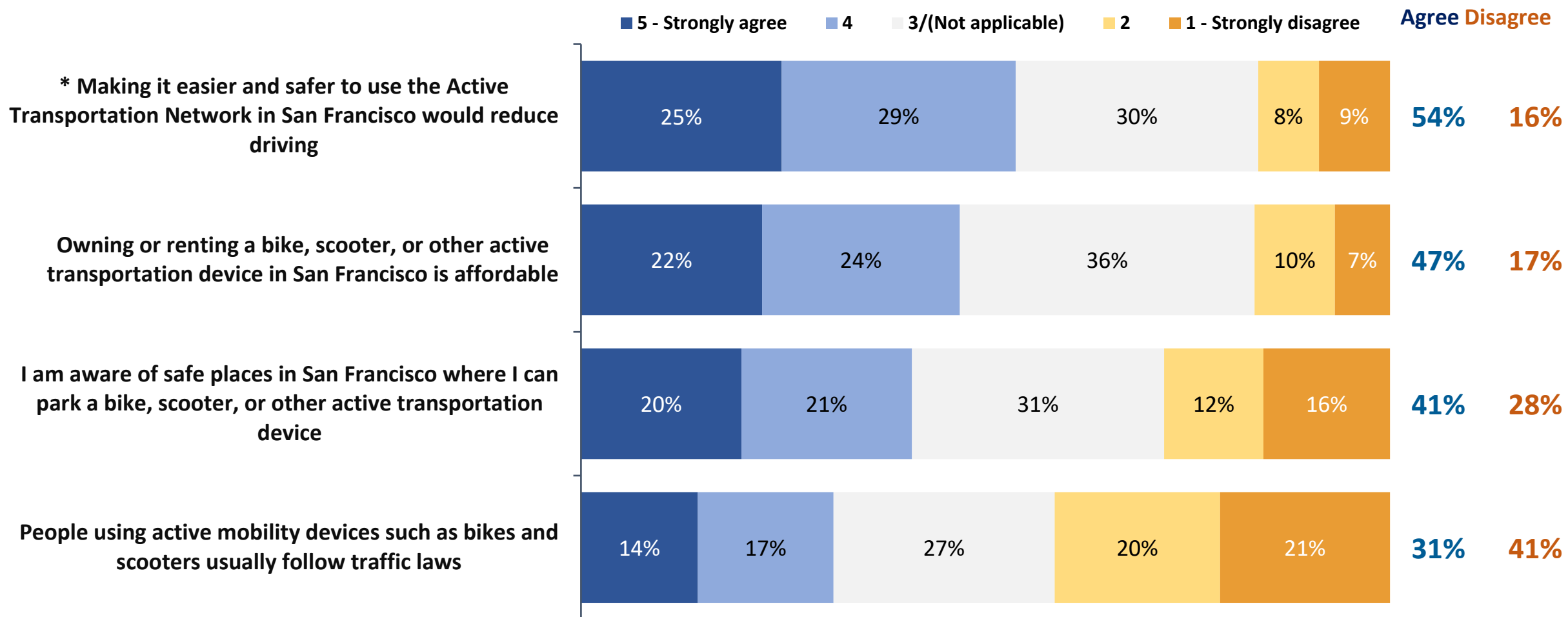
67% high priority

More temporary street closures like Sunday Streets or block parties

63% high priority



More detail on: RESIDENT PREFERENCE SURVEY





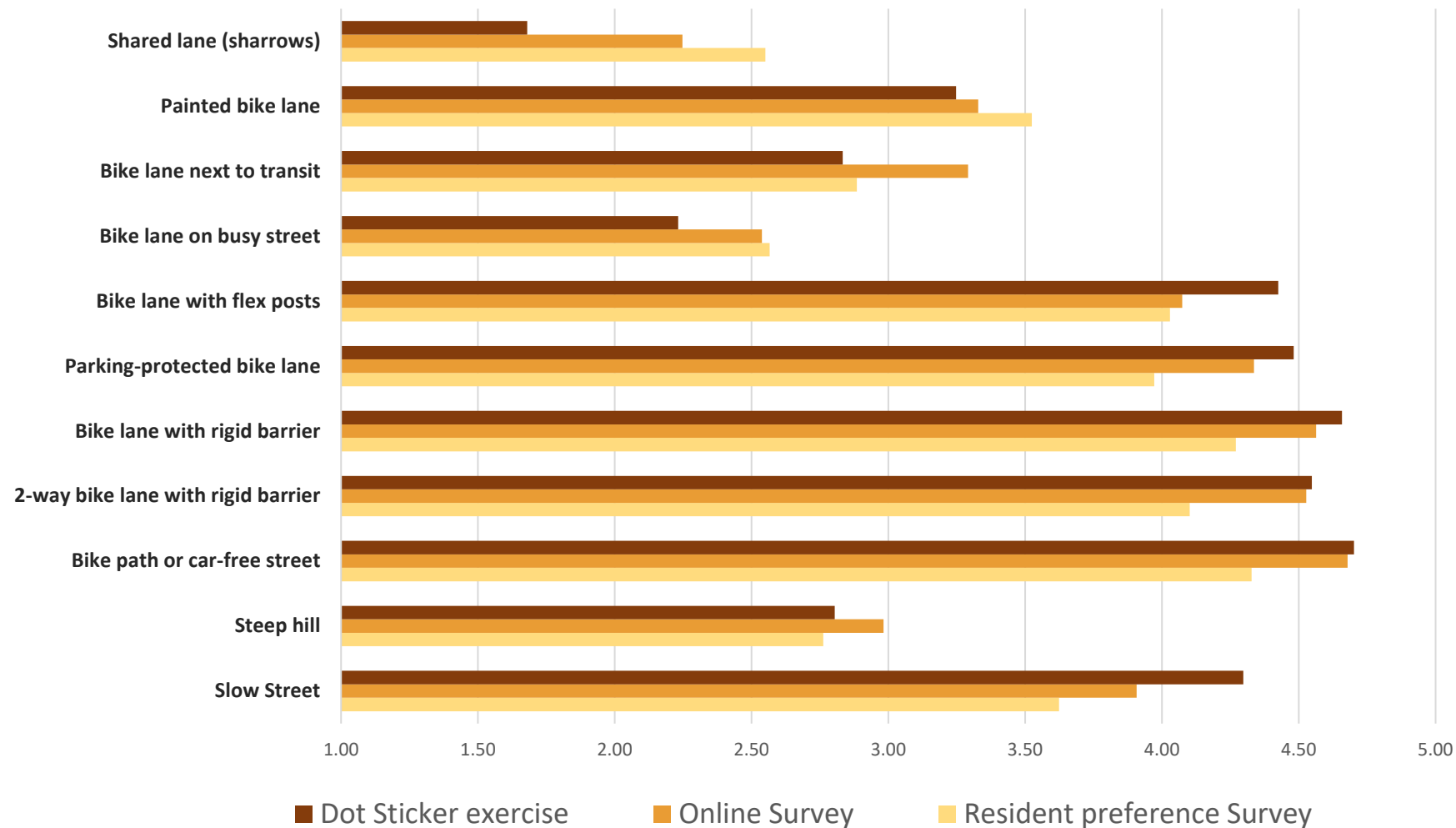
SURVEY COMPARISON

Findings:

Significantly **less comfortable** with network facilities with less separation from vehicles

Significantly **more comfortable** with separated bike lanes, car-free streets, and Slow Streets

How comfortable would you be riding a bike or scooter on a...





WHAT'S NEXT



SOMA Workshop, 7/1



D7 Community Ride w/ Supe Melgar, 6/23

SURVEYS, EQUITY ANALYSIS

Better understand demographics by geography, race/ethnicity, disability status

Recalibrate comfort index by lived experience of people on bikes & scooters

Finalized Equity Analysis memo in September

PARTNER EVENTS

Phase 2 – July/August Community Discussions

Sharing information, analysis, survey results, and building a shared vision for active transportation

Phase 3 – October Community Mapping

Co-developing projects, programs, and policies that support each community's shared vision

Phase 4 – January Community Action Plan

Validate plan recommendations with community prior to adoption at SFMTA Board

THIS FALL

Phase 3: Fall Draft citywide network recommendations

MTAB input & public engagement on network/map

“North star” goal, Equity Analysis, Connectivity Analysis

Step 2 Towards Adoption: Draft goals and network



Thank you!

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[SFMTA.com/projects/active-communities-plan](https://www.sfmta.com/projects/active-communities-plan)

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