

WEBVTT

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SPUR Public Programs: Today's public forum is equitable bike access in San Francisco

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SPUR Public Programs: San Francisco features. Dense urban blocks organized around a street grid, perfect for walking and biking mixed use. Mixed land uses create accessible neighborhoods where jobs, services and amenities are available within a 15 min walk.

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SPUR Public Programs: bike or transit ride by expanding bike lanes.

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SPUR Public Programs: by parking and related infrastructure, we can make cycling more accessible and safer transportation option for all. San Francisco biking has numerous benefits from reducing traffic congestion to improving public health.

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00:01:18.540 --> 00:01:28.940

SPUR Public Programs: However, not every not everyone has the same opportunities to take advantage of these benefits, historically marginalized communities, low income residents and people with disabilities

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00:01:29.050 --> 00:01:40.800

SPUR Public Programs: often face significant barriers to accessing bikes, bike share programs and other back-related resources, this has created disparities in health, outcomes, economic opportunities and mobility.

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00:01:41.320 --> 00:01:51.660

SPUR Public Programs: As we think of strategies to to expand bike equity in San Francisco, it's important to consider the factors of contributing to in the factors contributing to inequitable black access.

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00:01:51.780 --> 00:02:10.509

SPUR Public Programs: Some people may not have the financial resources to purchase a bike or pay for black share membership. Others may live in areas with inadequate bike infrastructure, making riding difficult or unsafe. Our panelists today are experts in the field of bike equity and

are here to discuss the challenges and opportunities for expanding access to biking in San Francisco.

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00:02:10.680 --> 00:02:18.110

SPUR Public Programs: They will provide insight into the importance of equitable back access, addressing financial barriers.

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SPUR Public Programs: the buy thing expanding access to bike shift programs, and how the active communities plan will promote bike equity in San Francisco.

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SPUR Public Programs: So, without further ado. Let's welcome our panelists and dive into this important discussion.

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SPUR Public Programs: Our speakers today are Christopher White, Christopher White is the deputy director of the San Francisco Bicycle coalition where he's been on staff for 6 years.

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00:02:41.620 --> 00:02:48.860

SPUR Public Programs: He is passionate about expanding access to bicycling and active transportation, and historically underserved communities by weaving

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00:02:48.860 --> 00:03:01.690

SPUR Public Programs: together advocacy with programmatic work, such as free bicycle and scooter education courses say fright, safe routes to school programming and distributing bikes at no cost to the organization's back it forward program

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00:03:01.990 --> 00:03:07.440

SPUR Public Programs: before working active transportation. Chris worked in education as a theater and performance artist.

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00:03:07.770 --> 00:03:19.770

SPUR Public Programs: We also have Christopher Kidd from Chris Christopher is a transportation planner, 3 with Sfmta and Project manager for the Sfmt Active Teams Communities plan.

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00:03:20.130 --> 00:03:31.020

SPUR Public Programs: Christopher has 13 years of experience in the trans transportation planning field previously working for also planning and design and era before we starting work with Sfmta in 2,017.

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00:03:31.890 --> 00:03:34.920

SPUR Public Programs: Finally. we have Adrian Leone.

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SPUR Public Programs: Adrian works on bike share and bike parking for Sfm. T. A. He's been involved with bike, bike, pip, planning, and advocacy for 16 years of the last 20 years at nonprofits, private firms and other agencies. He's an only child and a parent.

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00:03:54.380 --> 00:03:59.570

SPUR Public Programs: We want this to be an interactive conversation and a and plan on spending as much time together.

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SPUR Public Programs: It's possible engaging with you all. We have a dedicated time at the end for Q. A. For our. With that i'll turn it over to our first presenter, Chris White.

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00:04:11.660 --> 00:04:14.590

SPUR Public Programs: Thanks. Hi. Everybody thanks for

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spending your lunch time with us today.

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00:04:18.459 --> 00:04:50.950

SPUR Public Programs: Yeah. So working at the San Francisco Bicycle Coalition, one of the main focuses that we really have is, you know, we have 50 years of experience with the bicycle coalition developing the the the groundwork for bikes to be usable for everyday transportation in San Francisco. That's really what we work towards, and that you know. I I think, that we've had a lot of success with that in San Francisco, but one of the places that we really recognize.

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we have a lot more work to do is making sure that biking is accessible to everybody in San Francisco. And

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SPUR Public Programs: so i'm going to talk a little bit about some of the work that we do to make biking more like accessible and equitable in San Francisco.

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SPUR Public Programs: and also talk about some examples of you know processes that are happening right now that I think are working towards that goal as well, so we can go into slides great, and we can just go ahead to the next one.

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00:05:27.830 --> 00:05:42.570

SPUR Public Programs: Thank you. So you know the first. the first aspect that we try to address in terms of accessibility at the San Francisco Bicycle Coalition is the financial barriers that people face to biking.

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SPUR Public Programs: All of you properly know that new bikes can be really prohibitively expensive to a lot of people, and and you know the use bike marketplace can be great, but it can also be really confusing, and it can also be problematic. This photo that's on the screen is actually from a house that I was

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invited to come to a few weeks ago, where the landlord had a fire, that that the building had a fire in. The landlord discovered that the tenant who was living there had just piles and piles of bikes in the back that were likely stolen.

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SPUR Public Programs: and it can be really difficult to to know what bikes are legitimately being sold by their owners, and which are, you know, stone bikes that are being sold and buying new spikes can contribute to the problem like theft in the city. And also

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SPUR Public Programs: one thing that people don't really realize sometimes is that formal bike shops are really inequitably distributed in the city. There are no bike shops

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SPUR Public Programs: in the southeast of the city, and the baby on Hunters Point neighborhoods, and something as simple as a flat tire can make somebody stop writing their bike all together. If they don't know how to fix it, you can go ahead.

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SPUR Public Programs: So the main way that the San Francisco bicycle Coalition addresses this issue is through our bike it forward program. The program has been around for about 11 or 12 years at this point, and basically what the program does is we take in bikes that are either donated from folks in the community, or we get the majority of our bikes actually from the Sfmta who collects abandoned bikes from their bike racks around the city, holds them for a certain amount of time to see if they're

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They are claimed, and then donates them to us where we refurbish them and distribute them to folks in the community who would have access otherwise at no cost to them. And one of their main focuses is that we have with the program is to make sure that we're meeting the needs that people have in using the bikes for everyday transportation. So for everybody. That definitely means helmets, locks, and lights to make sure that they're able to keep themselves safe and also keep their bike safe, but also making sure that, for example, if somebody is

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SPUR Public Programs: to use the bike for delivery work, that they have, like a basket on the front of the bike, like the one at the bottom right there, you know, we give a lot of focus to making sure that the bike isn't just a way to get around that can also meet people's financial economic needs as well.

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SPUR Public Programs: The other issue that people face is, as I said, the lack of support for their mechanical needs, repairs, that sort of thing. So another thing that we're really working on is doing pop up no cost for pairs, and anybody who receives a bike from the program can also come with their bike, get no cost for Paris to their bicycle. But we want to make sure that we're also providing that service where people are. So we're. We're experimenting right now with pop up like prepared.

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particularly in the main focus area of the program, which is Baby Hunter's Point.

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SPUR Public Programs: We can go into the next one thanks

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other barriers that we really try to work on at the Bicycle coalition. The first is education, and perceived safety. We have a contract with Sfmta again to deliver no cost by classes throughout the city

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SPUR Public Programs: at all different ability levels, and we also offer them multilingual. There are a lot of folks in the city who are recent immigrants or monolingual. Non English speakers, who, you know, may come from places where biking is really the norm. But biking practices and biking laws might be different from their how they are here. We offer over 50 of our classes in languages other than English, and

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SPUR Public Programs: most of our attendees, which we're really proud of. This Most of our attendees are women. Most of our attendees are bipart folks as well.

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SPUR Public Programs: We also try to send Foster a sense of belonging. And you know part of this is about recognizing that historically bike lanes have been seen as tools of gentrification, tools of displacement to the city.

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and and something that even when they're put through a neighborhood, don't feel like there's something for the neighborhood themselves. But for people traveling through the neighborhood, and so fostering that sense of belonging is really important, particularly to to develop and set the ground for sort of the organic

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arrival of biking culture that reflects the community itself. And so we we do that through

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00:10:32.630 --> 00:10:50.320

SPUR Public Programs: through the programs that we've talked about and trying to link everything that we do, whether we're doing distributions of bikes with social events, that sort of thing that reflects the character of the community, so that people can connect with other people in their community who are adopting Viking

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and also doing things like bypass, specific rides and and events that are really gear to our specific communities.

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00:11:03.610 --> 00:11:05.850

SPUR Public Programs: Yeah, let's go into the next one.

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Thank you.

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SPUR Public Programs: One of the most common things that we hear from low-income communities that is a barrier to them being able to adopt. Biking as a main mode of transportation is bike parking. San Francisco has so many neighborhoods that are primarily, you know, high density neighborhoods with low income folks that live in multi-generational households.

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and they just don't have space within their homes to keep bicycles, and you know, bike share is one solution to that as long as it's affordable right. And so historically, the bicycle coalition worked really hard to press for a bike share, for all low low cost programs for low income folks, and those are effective, but a lot of people want to have just their own, their own modes. And

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SPUR Public Programs: you know I know S. Fmta is experimenting with things like bike hangers, like the one in the photo here which we see is a really positive development, and we'd love to see those prioritized for neighborhoods that are low income and multi-generational

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SPUR Public Programs: and we can go to the next one.

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SPUR Public Programs: Finally, you know, we really in our advocacy focus on making sure that planning practices reflect community need.

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As I referred to before, there's you know, there's a real history of marginalized communities feeling that they're being planned on rather than being planned with. And that's developed a big trust gap with agencies in the city, and also with organizations like the San Francisco Bicycle Coalition, and we have work to do to sort of move out of that space and rebuild trust.

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One thing that we do know is that all communities in San Francisco want safer streets. You know the the state of affairs where the the most streets on the high injury network are in the lowest income communities

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is just not anything that folks in those communities want to maintain, but what that looks like, what safety looks like really depends on the community, and it changes from community. So it's so important for agencies and advocacy groups to go to where the communities are and learn what their needs and desires are at the start of planning processes, and you know there's there's definitely been conversation, criticism in those communities

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of

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SPUR Public Programs: of sort of shoehorning coming in with an idea of a program and doing outreach that tries to sort of steer the community towards that, or just

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00:13:40.480 --> 00:14:10.470

ignoring the actual stated needs of the communities themselves. And the other thing to that that is important to note is that simply correcting perceived inequities of the past like planning problems of the past isn't enough if the work Hasn't been done beforehand to consult with and learn from the impacted communities. A good example of this is the recent discussion around, possibly tearing down the

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SPUR Public Programs: a freeway in San Francisco, where you know the this sort of ramming through of that freeway in the city caused a huge amount of inequity in the city, but simply tearing it down. The the communities who live there have pointed out Isn't going to solve the problems. Communities themselves are not involved in solving that problem from the beginning.

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SPUR Public Programs: Going on to the next slide.

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I'll go through some of these examples really quickly, but these are examples of positive motions that we see currently in community-based planning practices. The first one that I want to call out is repsf, which is



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SPUR Public Programs: a coalition called race and equity and all planning coalition. And this is a group of, I think, almost 40 community based organizations in San Francisco that have come together to to sort of. Say, we've had enough of planning being forced upon us in a way that we perceive as being inequitable. And so we're going to just start doing our own planning processes and specifically rep Sf. Focuses on housing and land use

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and put together their own sort of proposal for the

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SPUR Public Programs: housing element for the San Francisco master Plan.

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SPUR Public Programs: I think that's a really interesting model. There's the active communities plan. I know that Chris Kid is going to talk about that shortly. But that's something that we're involved with. Also that is really based in collecting feedback from the community with a special focus on equity priority communities in San Francisco. I think that that's a really positive development.

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Another one that we're working on is working with Mtc. On their bay trail equity strategy. So they're working to recognize the areas where the bay trail has big gaps right now, and a lot of those are inequity priority communities around the bay.

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and they're starting from a place of acknowledging the historic harms that have happened in developing the bay trail and other open spaces around bay area and trying to involve communities directly by going to where they are and asking them themselves. You know, where do you want us to prioritize? What would help you to feel like a sense of ownership and belonging over these spaces.

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SPUR Public Programs: And then the final piece is the people's slow streets, proposal the People slow streets. Collaborative is a group of community-based organizations and safety advocates who came together as the Sfmta was moving towards

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SPUR Public Programs: making the slow streets program permanent in San Francisco, and saying, you know this is the way that we see to make slow streets more equitable in San Francisco, and it includes an onboarding process that really is about going out into the community and starting to pilot

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00:16:58.450 --> 00:17:12.369

open street spaces that involve the community that brings all community members out so that they can discuss it collectively. Talk about what works talk about what the space needs they have are for open space and their communities.

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and create slow suites that are responsive to those needs and really shaped in the community's image themselves while being part of a larger network across the city.

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SPUR Public Programs: So I think that that is it for me. I want to thank you all. And

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i'm gonna pass on to the next person.

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00:17:33.120 --> 00:17:35.960

SPUR Public Programs: Thanks. That's awesome. Yeah, I was. Thanks.

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Was like.

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00:17:37.450 --> 00:17:39.870

SPUR Public Programs: Yeah, I was able to hear that.

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00:17:40.690 --> 00:17:50.960

SPUR Public Programs: Yeah, I I I I was just reminding when I started by kitchen way long ago like that's a lot of that is what the type of stuff that really got me going about

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00:17:51.700 --> 00:17:53.890

SPUR Public Programs: like, basically, you know.

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00:17:54.240 --> 00:17:57.760

SPUR Public Programs: And then here I am at the after becoming a planner and

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SPUR Public Programs: advocate and all these other things. And then at this weird mezzo space with like share. Okay.

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00:18:03.870 --> 00:18:17.850

SPUR Public Programs: I I wrote this down so that then I would try to get to things. I I'm. Really thanks, thanks, for let me talk today. I really appreciate you putting this program together, and also in the middle of it. Bike share is kind of a special island within pot policy and bike advocacy.

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00:18:17.870 --> 00:18:22.950

SPUR Public Programs: People in bike share are at the corner of the public private partnership it.

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00:18:24.280 --> 00:18:42.820

SPUR Public Programs: and I think I it's nice to have another bike share practitioner in here who is like sad at the corner. and we get to learn a lot about both sectors. What they're struggling with, and what they need. And and I think the challenges in bike should reflect similar problems with like with within bicycling advocacy and also bigger problems in our city and society which are shaped by

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00:18:42.860 --> 00:18:47.970

SPUR Public Programs: similar large large economic forces like education or housing.

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SPUR Public Programs: So here's an example. There's this slide

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SPUR Public Programs: a back back back. One.

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00:18:55.920 --> 00:18:58.080

SPUR Public Programs: Yeah, Thank you.

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SPUR Public Programs: So here this is my entry into bike share. When the system expanded from the original 35 stations

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SPUR Public Programs: in the financial district, people in the mission. We're surprised by new stations. Lack of outreach, rep as I don't know if represent the rest.

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00:19:12.730 --> 00:19:15.160

SPUR Public Programs: it's even around then. But anyway.

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SPUR Public Programs: people i'm sure i'm privileged I new stations and loudly complained, saying Bike share was for gentrifiers, for techies, not for them. So Mp: I needed someone to talk to the community and get get beat up in public and keep smiling. So they got me. So I met. I. I met with mission advocates, and and they're they're amazing. They really they're really They're passionate and and

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00:19:34.190 --> 00:19:36.220

and and visionary and

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SPUR Public Programs: a lot of things. But the mission I against advocates told me my chair wasn't for the community. It was for the same people redeveloping neighborhood in a luxury. Condos

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00:19:44.400 --> 00:20:02.120

SPUR Public Programs: and I said, no bikes are for everyone by chairs for everyone there. There's also a low income program, you know. And they said, oh, that's just lip service, and they don't want it. The the bikes here, the to be clear it it wasn't just lip service like the city, said the the cities and the other bicycle people said, You have to have a low income program.

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00:20:02.120 --> 00:20:11.720

SPUR Public Programs: It needs to, you know, have this sort of threshold of of income, and a and people that are in bikes, and for all are very happy with the but like, you know, if you talk to a make sure for all

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00:20:11.780 --> 00:20:17.220

SPUR Public Programs: member they're they're like this is not the service. This is this is real really helping me.

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00:20:17.420 --> 00:20:26.260

SPUR Public Programs: Lyft has never told that story. I don't, you know, because I I worry. You know that I don't. I don't know why, but I I think it's a it's a really great story.

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00:20:28.980 --> 00:20:37.500

SPUR Public Programs: The the mission advocates are are very well organized and and Pre in sync with Supervisor Ron. And so today there's still a network gap in the mission. Can you go to the next slide?

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00:20:38.550 --> 00:20:49.930

SPUR Public Programs: So that this is, you know it's like very flat. It's very bikeable. And actually I I when I was out to my kitchen it's it's on the edge of this this this whole. So maybe the leverage, and being there, means is kind of like

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00:20:50.100 --> 00:20:56.210

SPUR Public Programs: We're good. We don't need, You know we have a a program we have. We have a way of of a good supply of bikes.

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00:20:58.390 --> 00:21:05.640

SPUR Public Programs: So there's still a gap in the mission. This is still my biggest failure for bike share, but also for my efforts to try to connect my skill into equity.

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00:21:05.860 --> 00:21:21.190

SPUR Public Programs: When I go to work in class immigrant neighborhoods, people say it's for a rich people placing those for a tree ball or a bike shares for rich people, and we go to rich neighborhoods. Residents say bike shares is dirty or likely to bring criminals, which is the elite way of saying, Poor people!

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00:21:21.310 --> 00:21:28.820

SPUR Public Programs: That's really done like bicycling is for everyone, and even more than that, it grows. The middle class like like you said

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00:21:28.840 --> 00:21:37.170

SPUR Public Programs: the it aligns the getting around. It's not just for getting around. It's also for financial economic needs and

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00:21:37.660 --> 00:21:43.830

SPUR Public Programs: a in a economic sense it gives people more people a chance to align spatial mobility with social mobility. Right?

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00:21:44.110 --> 00:21:49.130

SPUR Public Programs: I really like San Francisco, but I worry. Our language around. Equity has become just rhetoric to be used by

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00:21:49.290 --> 00:21:56.260

SPUR Public Programs: the elites in City Hall or grassroots, community organizers, and and I think we have to try harder to imagine what we like, what he looks like

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00:21:56.490 --> 00:22:03.520

SPUR Public Programs: for bike advocates. Equity means not just echo chambering their wealthy bicyclists right like there's so much more work to be done like.

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00:22:04.920 --> 00:22:11.400

SPUR Public Programs: There there needs to be a better forum that pushes back on binary rhetoric of equity that is used to preserve the status quo.

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00:22:11.520 --> 00:22:23.950

SPUR Public Programs: Equity is about making us all more middle. and and one of my favorite things about bicycling is how it spatially is right in the middle of walking and driving. You know bicyclists are all in the middle, you know.

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00:22:24.200 --> 00:22:27.750

SPUR Public Programs: That's That's right. Same up. Thanks.

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00:22:34.790 --> 00:23:03.430

SPUR Public Programs: Yeah. Well, thank you. Chris and Adrian and and everyone i'm coming today to to your speaker. Really appreciate the opportunity. My name is Christopher Kidd, and I'm. The project manager for the S. Fmta: Active communities plan, and I wanted to kind of talk to you about today about what that work represents, and how we're trying to kind of change our approach towards planning for active transportation to to directly. You know, uplift, you know, disadvantaged communities and and

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SPUR Public Programs: and center our work around equity, so we can for the next slide.

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SPUR Public Programs: So just a a brief explanation of the active communities plan. It is our first update to our citywide bicycle master Plan since 2,009, which is a long time ago, and for those that have been in San Francisco. Since then you may have remembered the very acrimonious sequel, lawsuit, and injunction placed on the city. So there is a reason why we Haven't revisited since then, but a lot has changed since 2,009. There's been a lot of change.

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SPUR Public Programs: and we need a plan that can be visionary and forward looking that can help us achieve our our citywide goals that around things like vision, 0, climate, action, and we need something to to

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00:23:53.680 --> 00:24:23.670

SPUR Public Programs: kind of be pushing us towards the city, we that we need to become to and able to accomplish those goals. The active community plan, though, is, is, you know, different than a traditional bike plan, and really in 2 respects. The first is is with that we are being intentionally inclusive of what we call all devices that can use the bike network. We have a lot of new devices out there. We have scooters, we have e scooters. We have sit down, scooters. We have one wheels, we have electric skateboards. We have trikes in electric trikes, and then.

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SPUR Public Programs: Now there's a whole range of emerging devices, adaptive devices for people with mobility, disabilities. And if we want to accomplish some of our goals that we have, especially around things like mode, shift, advancing equity and mobility for people. We need to look beyond just the bicycle and think about every device that can use that network. And how do we change our networks? How do we change our approaches to making sure that those spaces are comfortable, safe.

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00:24:48.870 --> 00:25:26.100

SPUR Public Programs: and also welcoming and inclusive? And that also gets the other element of our work, which is really centering the needs of our equity priority community. and really ensuring that the work that we do is centered around. How do we uplift mobility overall for those communities and improve their access to critical destinations, to opportunity, to to to jobs and my financial opportunities. This is a plan that will be adopted in the spring of next year. We are about 3 to 4 months into our outreach process. That will span the entire calendar year of 2,023 into 2,024.

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00:25:26.100 --> 00:25:28.330

SPUR Public Programs: Yeah, and we can go to the next slide.

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00:25:29.500 --> 00:25:58.910

SPUR Public Programs: So just very quickly. You know this is a plan that sits within a hierarchy of a lot of other plans and policies that the city does. We are also right in the midst of updating our city's transportation element which is supposed to dictate our policy and direction for all transportation, not just a bicycles and the bike network. And so the active communities plan fits within that, but it also is drawing on a lot of for work that's already been done around things like Connect Sf for our long range planning for vision 0 to help us reach 0 fatalities and serious injuries.

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00:25:58.980 --> 00:26:14.280

SPUR Public Programs: And our climate Action plan, which has a goal of reaching 80% low carbon trips by 2,030, which is not very far away, and all of those things need to to be able to be reflected within the active communities plan and inform how those recommendations are put together.

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00:26:14.450 --> 00:26:16.060

SPUR Public Programs: so we can go to the next slide.

129

00:26:16.720 --> 00:26:29.870

just really briefly around our project goals first. We really are at that, trying to lead with equity, ensuring that that all of our outcomes are advancing equity for our, you know, most vulnerable to challenges in in transportation.

130

00:26:29.870 --> 00:26:58.800

SPUR Public Programs: but that involves a supporting safety for road users, especially our vision 0 policy supporting climate action through our climate, action, roadmap, increasing access for all, and that it includes a lot of different things that includes not just increasing access to to bicycles and access to the bike lane, but also increasing the the the pool of people to which active transportation is something that is, is a viable option within their lives.

131

00:26:58.800 --> 00:27:16.080

SPUR Public Programs: I think that especially when we look at the disability community and others like. We really want to make sure that how do we create recommendations and networks that can be inclusive of their needs and their little comfort levels. We also want to focus on a plan that can deliver real results. I hate plans to sit on shelves there.

132



00:27:16.080 --> 00:27:37.560

SPUR Public Programs: not fun. And then, lastly, when we talk about developing new approaches, it's it's we need to kind of have a twofold change in the way that we look at our work. One is, how do we create more efficiency? And in a streamline process for our works that we can get projects on the ground. We have real urgency for our work. There are people that die every you know, not every day, but there are people that are dying on the streets right now.

133

00:27:37.560 --> 00:27:51.650

SPUR Public Programs: and we need to, you know, give urgency to our work. We this is a this is the primary way that we we come back. Climate change and and emissions within the city. Transportation is the top emissions source within our city, and

134

00:27:51.650 --> 00:28:13.020

SPUR Public Programs: we need to be able to find ways to enact that work with the urgency that it demands. At the same time we need to have better processes for ourselves, for our agency, and how we do that work within communities, and we need to ensure that we're building a process where communities feel like they are represented, they are visible that the projects that are being put in place are meant for their benefit.

135

00:28:13.020 --> 00:28:15.690

SPUR Public Programs: And so we can go to the next slide

136

00:28:16.440 --> 00:28:39.270

SPUR Public Programs: to kind of briefly touch on our our focus, especially for work and equity priority communities. We had brought in local community based organizations. At the very beginning of this project, when we were first developing a grant application to fund this project in the first place, and we wanted to bring them in at that foundational level. They could directly inform the work that we do, and how that work is done.

137

00:28:39.270 --> 00:28:59.010

SPUR Public Programs: When we look at this map, it's the the bike network with our equity priority communities overlaid on it, I think, especially when we're looking at downtown and thinking about access to downtown downtown is ringed on all sides by equity priority communities. And when we are trying to create networks connected networks across the city. We have to recognize

138

00:28:59.090 --> 00:29:14.690

SPUR Public Programs: what what neighborhoods these networks are passing through. And if we're not creating networks that are inclusive and accessible for the people who live in those

neighborhoods we are, we're furthering the inequities and the harms that have been visited on these communities in the past

139

00:29:14.690 --> 00:29:42.750

SPUR Public Programs: for the the neighborhood specifically that we have have these pay partnerships with with these community-based organizations is Baby Honors point the mission district and outer Mission excel here tenderloin Western addition fill more. And Soma. For each of these neighborhoods we're doing a targeted work with these organizations through a 4 stage process throughout the year, which really is about centering the specific needs of these communities and co-creating solutions within the larger active communities plan

140

00:29:42.750 --> 00:30:11.400

SPUR Public Programs: to create individualized community action plans within these neighborhoods, and that can then allow us to get the opportunity to create the types of programmatic and project recommendations that are directly reflecting the specific challenges and values and needs of these communities basically looks different in different places. And so we, when we have a community where bicycling is, is much more seen as a recreational opportunity, it's something based around family that's based around

141

00:30:11.400 --> 00:30:30.340

SPUR Public Programs: around community building that looks very different than a community where bicycling is largely based around commuting. And we need to have to be able to bring the types of projects and programs and investments that can reflect those priorities so that people can see themselves in that work rather than wondering. Who is it for

142

00:30:30.340 --> 00:30:32.280

you can go to the next slide.

143

00:30:33.490 --> 00:30:55.790

And again, just to kind of reinforce the the 4 areas which the IQ communities plan represents is over a 10 to 15 year. Investment plan is our recommendations for our network. What are we actually building on the street? What types of supporting facilities we provide, especially in terms of parking, but also things like charging infrastructure, or maybe even looking to the future things like mobility hubs.

144

00:30:55.790 --> 00:31:09.520

SPUR Public Programs: We also have our programmatic recommendations a lot of what Chris has talked about in our education work, but also how do we create programmatic partnerships? They can kind of uplift, and celebrate the ways that people use active transportation within their own community

145

00:31:09.520 --> 00:31:20.450

SPUR Public Programs: to be able to better create those connections and have themselves be able to identify with with this type of work, and also our policy recommendations of things like, how do we

146

00:31:20.600 --> 00:31:35.570

SPUR Public Programs: regulate our relationship with micro mobility providers? How do we set specific types of standards for the work that we do to align. The types of projects with the the demands that we see based on things like are the analysis that we conduct. We can go to the next slide.

147

00:31:36.700 --> 00:32:05.200

SPUR Public Programs: We, as I've mentioned, we have a year's worth of outreach. We have a whole lot going on. It's bike month right now. So we are going to be out and about in the community. We have a new survey that we've just recently launched. We're trying to get that as as widely distributed as possible available in 4 different languages. And really we're trying to at this point to to come down on really trying to understand the the needs and the barriers that people experience. And I think, especially from a geographic perspective, how those things differ depending on what community

148

00:32:05.200 --> 00:32:07.280

SPUR Public Programs: working in. We go to the next slide.

149

00:32:08.080 --> 00:32:37.250

SPUR Public Programs: And I think that especially we're talking about from the lines of what Chris was talking about. We're really trying to understand. How do we reflect that work within the types of policies and actions that we can recommend within the plan. And so that is trying to understand how how and where do people need better information, whether it's way, finding phone directions, other types of information about accessing bicycle resources. But it's also about how do we create a framework for for events and celebrations and partnerships within communities that can uplift

150

00:32:37.260 --> 00:32:55.580

SPUR Public Programs: the the organic culture that exists within those communities around active transportation. We also there's also, you know, broad and different needs and perspectives on education and enforcement. You know, enforcement is always a very difficult conversation within different types of communities, especially with, as it relates to policing.

151

00:32:55.580 --> 00:33:24.980

SPUR Public Programs: But we also see a broad need and desire for within a lot of these communities around certain types of Enforcement work, I think, especially the thing we all over here the most often is, is scooters on sidewalks, and and that's always a challenge, you know, because it already talked about about parking needs. I think you know the most layering example is for people living in in the tender line and sro housing, that there is literally nowhere to put a bike, and so we can't create those types of solutions. We can't expect them to support our projects.

152

00:33:25.190 --> 00:33:54.420

SPUR Public Programs: We also need to look at, and how we it can for affordability and access to active transportation. I'm. Very excited about the the rebate program that the Denver did for for e bikes. I understand there's a a new Air Resources Board program looking at incentivize for it sense of programs for E bikes. I think getting adoption of electric mobility is going to be a real potential game changer for this city. But we need to ensure that it is kind of uplifting those

153

00:33:54.420 --> 00:34:09.449

SPUR Public Programs: who would both benefit the most from it, and and have the least access to it. And then, lastly, we do need to look at how we're designing our facilities differently, to be more inclusive, whether that is just as simple as adding a stencil for a

154

00:34:09.449 --> 00:34:34.670

SPUR Public Programs: scooter in addition to a stencil for a bike to let people know that visibly, that that is a place that's meant for them, or is also, you know, looking at. How do we rethink how we design our facilities to accommodate things like different site lines, different seat heights, because there's all these different types of devices, different speed differentials. If you are trying. If you're expecting or trying to plan for someone who maybe is in a power chair to use a bike facility.

155

00:34:34.940 --> 00:34:49.260

SPUR Public Programs: How do we need to accommodate that? So that other devices can safely pass them in a way where they will not feel frightened or or scared, or at risk of collision and and creating those types of guidelines, for for

156

00:34:49.489 --> 00:34:55.880

broadly accessible and comfortable facilities is a really big part of how we create a a more inclusive network.

157

00:35:00.000 --> 00:35:10.960

SPUR Public Programs: Another piece of the work that we're doing is asking people to kind of rate their comfort on different types of streets, so that we can really understand and tie back, especially community by community.

158

00:35:11.160 --> 00:35:23.140

SPUR Public Programs: What what is, what do people actually need to be able to use active transportation? I think the worst outcome that we can have is that we build something that no one uses, and then you either have, you know.

159

00:35:23.140 --> 00:35:49.600

SPUR Public Programs: complaints that that it's that it's meant for somebody else, because clearly no one in the community uses it, or that we shouldn't be having these facilities at all in the first place, and so by being able to to directly reflect back the the needs and priorities and comfort levels of these communities, to not just say this is Mta coming in and dropping this on you, we can be and say, this is something that you yourselves have said you need.

160

00:35:49.600 --> 00:36:03.120

SPUR Public Programs: in order to. I feel physically comfortable enough to use active transportation in your community. And then we figure out within that framework within that context. How do we build this in the way that works go to the next slide.

161

00:36:04.490 --> 00:36:35.580

SPUR Public Programs: And so for our schedule. Right now we're in in the top of this orange box Phase 2, we are. We're kind of really trying to move our survey as much as possible, and you use those results to directly inform our plan recommendations which we're hoping to bring back to the public in August of this year that'll lead to another whole round of of outreach and input around the recommendations themselves. Before we bring our draft plan to the public near the end of this year on our path to getting to a final plan in the spring.

162

00:36:36.450 --> 00:36:41.100

SPUR Public Programs: and I think that's my last slide. So thank you.

163

00:36:47.740 --> 00:36:55.910

SPUR Public Programs: Thank you all for your presentations and your insight I like to open for for our questions and answers, as are there any questions

164

00:36:56.970 --> 00:36:58.100

SPUR Public Programs: for our panelists?

165

00:37:01.220 --> 00:37:05.210

SPUR Public Programs: I I can reject this right. It's a question of my.

166

00:37:05.480 --> 00:37:09.200

SPUR Public Programs: I sure has the opportunity to be an amazing

167

00:37:09.640 --> 00:37:22.830

SPUR Public Programs: So what's your name? No, thanks. But when it's time to private companies that hinders is really truly accessible to.

168

00:37:24.610 --> 00:37:33.100

SPUR Public Programs: And I would say, let's have done a fair job with My!

169

00:37:35.020 --> 00:37:41.330

SPUR Public Programs: We've seen their fortunes drop recently. and that

170

00:37:43.120 --> 00:37:49.470

SPUR Public Programs: is there that forward to public control over by sharing the area or the city, whether that's

171

00:37:49.500 --> 00:38:00.190

SPUR Public Programs: like by the city. No, this is an awesome question, because I was here with Justin

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00:38:00.450 --> 00:38:11.610

SPUR Public Programs: 3 4 years ago, and I and I was delivering a panel with the then exact Brian and of Sfi collision.

173

00:38:11.760 --> 00:38:18.060

SPUR Public Programs: Yeah, and and curvy from these. And I said the words meaning like that: Does anybody want a Muni bike?

174

00:38:18.070 --> 00:38:28.570

SPUR Public Programs: And the crowd is like. No, we don't want mute bike, but you know, I think the reality is like people are starting to wonder like, hey? I really like by trip right here is cool like how to.

175

00:38:29.310 --> 00:38:33.550

SPUR Public Programs: Is it going to exist? Because I and I said this in the Prep. Never! That

176

00:38:33.780 --> 00:38:35.230

SPUR Public Programs: lecture has a lot of

177

00:38:35.360 --> 00:38:50.570

SPUR Public Programs: value like incredible value, but is not profitable. And then there's sort of this crisis of like funding, because we've like left it up to the the private industry so long, and the private industry is like, but it's not profitable, and i'm like you know your your your brand is better than Uber.

178

00:38:50.740 --> 00:39:02.910

SPUR Public Programs: You're never going to be profitable, especially when over like starts becoming profitable, and it's like your brand is nothing. Now. So I think that I think that's that? That's the right question.

179

00:39:04.000 --> 00:39:10.300

SPUR Public Programs: You also like Trigger. This thought I had recently about how we've all been indoctrinated to think that like

180

00:39:10.300 --> 00:39:28.020

SPUR Public Programs: when when I said, meaning bike. Everybody is like that's terrible, and it's like, Why is that terrible? You know what like? Cause then, by transit, it's like, yeah, but we should have better transit to like we should be like it's not. It's not like we should be resigned about. It's not like a 0 sum. Game like you could have better transit and like like

181

00:39:28.020 --> 00:39:40.180

SPUR Public Programs: we could do it more, you know. Just call them defense, and then we'll fund it like boom, like you know, create money, creation, right like. So I I I I think there is a question there of whether we're telling that story or not, and

182

00:39:40.690 --> 00:39:52.920

SPUR Public Programs: that that's exactly where bicycle, if by sure doesn't get popular enough. If people don't start seeing that, like Mike, you actually grow in the middle for everyone, and is a process of social mobility and and spatial mobility that

183

00:39:53.930 --> 00:40:02.530

SPUR Public Programs: bikes will have lost the like. You know the problem right? And and so, if we don't see that dream that we don't. We don't imagine that future.

184

00:40:02.820 --> 00:40:06.590

SPUR Public Programs: That meeting by could be awesome and meeting could be awesome.  
And

185

00:40:06.600 --> 00:40:16.070

SPUR Public Programs: it it'll never happen is the library is the library, the post office like.

186

00:40:16.280 --> 00:40:36.310

and these are conversations that are happening at the advocacy level as well, and one of the challenges for us is to make sure that we are all talking to each other and advocating for a regional system that you know, that works in all of the different parts of the Bay area, because that's

187

00:40:36.310 --> 00:40:47.420

SPUR Public Programs: you know, so many people live in the East. They live in the South Bay, but work in San Francisco, and they want the system to be able to work at either end, right? And so.

188

00:40:47.420 --> 00:40:57.420

SPUR Public Programs: you know, as we start to do advocacy to explore possibilities around a public option for bike share. We have to make sure that we are talking regionally, not just locally.

189

00:40:59.460 --> 00:41:17.850

SPUR Public Programs: Yeah, that's the other joke about me. It might as it would just be, but it'd be cool to ride a me like, yeah, but it'd be cool to have a mute bike just like labeled Mini Bike in San Jose, you know, like I want to meet you like some of you road this year. My name is Amy Herman. I lived in Denver for 7 years, and moved here during the

190

00:41:17.850 --> 00:41:35.250

Covid pandemic to support arts and cultural work, and i'm always very interested in having a wider conversation about quality of life and bikes, as it relates to supporting small business, supporting arts and cultural work. I was wondering if you could speak a little bit more about

191



00:41:35.250 --> 00:41:50.760

SPUR Public Programs: your vision in sort of bringing public access and the democratic qualities of bike share programs into the fold of supporting small businesses or anything around community engagement.

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00:41:53.320 --> 00:42:00.650

SPUR Public Programs: Yeah, I mean, I can Sure, Chris, you have some things to say as well. Yeah, I think that that one of the things that

193

00:42:00.760 --> 00:42:19.800

SPUR Public Programs: that we're really focused on for the active communities plan really is to reinforce and and celebrate and express, like the the joy of active transportation. You know that that this is not just this kind of like cut and dried bureaucratic subject, but that it's it's fundamentally a way to bring.

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00:42:19.800 --> 00:42:29.070

SPUR Public Programs: you know, joy and enjoyment and fulfillment to people in this city. and that we need to find ways to to celebrate

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00:42:29.170 --> 00:42:37.910

SPUR Public Programs: that that those outcomes and and all of the the kind of the the spillover benefits that those things create.

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00:42:37.910 --> 00:43:04.600

SPUR Public Programs: you know. And there's certainly plenty of, you know, research and and papers that have been done on kind of the economic impacts of of bicycling and and shopping locally. And you know the the dollars spent per trip of people arriving on bike versus people arriving on car. And there's there's many different ways to to kind of reinforce those arguments, but I think that you know at the same time

197

00:43:04.620 --> 00:43:09.720

SPUR Public Programs: we we have to pair that with the the stories that we tell.

198

00:43:10.010 --> 00:43:28.800

SPUR Public Programs: because people understand things, and largely through stories and narrative and experience rather than statistics. And so, You know, we really as part of our work. We want to really focus on uplifting those stories, I think, especially from a broad array of different communities and people.

199

00:43:28.800 --> 00:43:38.780

SPUR Public Programs: And I think that is when when we're able to do that, that's when we see, you know, people being able to to see themselves in the work, and to to see how

200

00:43:39.020 --> 00:43:44.270

SPUR Public Programs: how the the projects that we do do create benefits in their in their communities for their needs.

201

00:43:46.430 --> 00:43:56.680

SPUR Public Programs: Yeah, I completely agree with Chris, and really like learning how to tell the story that you know, putting in bike infrastructure.

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00:43:56.990 --> 00:44:11.720

SPUR Public Programs: You know the statistics show doesn't hurt businesses. It helps businesses, but that's counterintuitive to a lot of business owners. So telling those stories, I think, is is absolutely key in terms of supporting sort of like

203

00:44:11.720 --> 00:44:30.520

SPUR Public Programs: arts and culture and the cultural life of the city. I think a lot of it is about. You know the reason that I feel so passionately about our streets and transportation. Isn't just about getting from a to B. It is that our streets are the biggest civic space that we have in the city. Right. And so it's like.

204

00:44:30.520 --> 00:44:47.650

SPUR Public Programs: How do we think about using that space in a way that reflects the city? And so, you know, I talked a little bit about the people Slow street proposal that we had, and a lot of that is about creating activations on streets that you know

205

00:44:47.650 --> 00:45:11.440

SPUR Public Programs: aesthetically and and culturally reflect the the local communities, and a lot of that is about sort of bringing in like, who are the cultural institutions in this neighborhood? How can we involve them in developing this into a space that really reflects the people who live here and making into cultural experience. Not just a transportation experience. So that's that's one thought about them.

206

00:45:11.710 --> 00:45:25.430

SPUR Public Programs: Just a quick follow up question. Do you include startup communities in that conversations, for example, you know there's a lot of conversation around like tier, one and tier, 2 kinds of transportation tier, one being like

207

00:45:25.430 --> 00:45:43.510

SPUR Public Programs: anything that might be a small robotic device that could move goods and services. There's a lot that's coming out in the startup world around the intersection of transportation and food delivery. So I just want to ask questions like that as well.

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00:45:45.070 --> 00:45:53.990

SPUR Public Programs: What do you do? You include innovation? Yeah, like innovations in the startup community as part of ours and cultural work, I mean, just point blank.

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00:45:54.840 --> 00:45:58.530

SPUR Public Programs: Oh, that's a very different question for you.

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00:45:58.740 --> 00:46:17.630

SPUR Public Programs: Well, I say that because in Denver that's actually the conversation that's happening is that the startup communities are part of the creative economy at large, and and that they are the key partners in a lot of development. So i'm just curious as experts in this category. Here, you know, is that, included or not?

211

00:46:17.990 --> 00:46:22.720

Never really. I mean, I I like that. You use the word startup, because that very much clarifies kind of like

212

00:46:22.890 --> 00:46:34.340

SPUR Public Programs: the perspective of the question, I think, because I think in I don't know if you all feel this. But in San Francisco it's a startup. It's like. Oh, that's like a high paying sound like that's like a a wealthier thing.

213

00:46:34.600 --> 00:46:37.750

SPUR Public Programs: I don't know if you feel like that. But for me

214

00:46:37.810 --> 00:46:43.510

SPUR Public Programs: that it when I think about equity like I'm not like oh, the we need to make like more.

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00:46:43.830 --> 00:46:48.850

SPUR Public Programs: you know, room on the sidewalk, for you know, really rich people's robots, and that's

216

00:46:48.900 --> 00:46:50.000

SPUR Public Programs: that's not what I

217

00:46:50.380 --> 00:46:52.930

SPUR Public Programs: see as like a a challenge.

218

00:46:54.320 --> 00:47:19.700

SPUR Public Programs: But you're saying like Denver is like, hey? This start up like, hey? Maybe often the language that's used in the community to talk about equity projects for the creative economy at large. So i'm still new here, and i'm just asking challenging questions to understand what the tone of the conversation really is. I want to learn more because this is an area of growth in startup community, and it intersects with public transportation, and it's a product. But they're kind of also.

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00:47:19.980 --> 00:47:20.730

SPUR Public Programs: you know.

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00:47:21.550 --> 00:47:28.690

SPUR Public Programs: It is ours and cultural work. It is design work.

221

00:47:28.860 --> 00:47:48.470

SPUR Public Programs: so I mean it's. It's also even just down south in Silicon Valley, so different kinds of electron electric vehicles that move our people movers, but also like robotics that so i'm sorry. But you when you say so, you're talking about geography and Silicon Valley versus different. Okay.

222

00:47:48.470 --> 00:48:04.790

SPUR Public Programs: Yeah, I mean, I I am. I I work in an industry where I travel a lot. And so i'm often seeing these things happen in real time, these innovations that are deployed in public space, and they are often

223

00:48:06.180 --> 00:48:19.160

SPUR Public Programs: the cities that I have lived in. Often tether startup communities in the wider ecosystem of the creative economy and arts and cultural work. So i'm trying to tease out.

224

00:48:19.250 --> 00:48:22.040

SPUR Public Programs: you know, is that part of a plan or not.

225

00:48:22.060 --> 00:48:34.790

SPUR Public Programs: and you know what is the role of the city in developing public and and private partnerships, to create innovative pathways for for different kinds of businesses to survive here.

226

00:48:34.850 --> 00:48:37.170

SPUR Public Programs: that relate to

227

00:48:37.210 --> 00:48:42.360

SPUR Public Programs: the infrastructure of public space and public access and bike equity.

228

00:48:42.460 --> 00:49:01.280

SPUR Public Programs: Well, I mean we, you know we certainly do have a there's there's an innovation section within S. Of Mt's planning subdivision which works, you know a lot on AV work because we have a lot of permitted AV vehicles in San Francisco, but I think that they also cover kind of the range of other types of

229

00:49:01.340 --> 00:49:10.210

SPUR Public Programs: delivery devices. I think, just within the context of of active transportation and the transportation network. You know there's there's

230

00:49:10.340 --> 00:49:15.790

SPUR Public Programs: already, right now a lot of of conflict and demand, for.

231

00:49:15.850 --> 00:49:33.770

SPUR Public Programs: you know, loading curb space versus versus mic facilities. And there's on the top and the point of most conflict, and where we see things like double parking and other things of that nature. And so I think that you know within, You know, as we look towards this plan we are looking towards. What is the future, you know

232

00:49:33.770 --> 00:49:50.150

SPUR Public Programs: Likely transportation, ecosystem look like. And how does that change the way that we look at? How curb space is used. I think you know the other element to this, that that especially when you're talking about about, you know robotic delivery devices. It's just ensuring that we're creating

233

00:49:50.280 --> 00:49:56.040

SPUR Public Programs: spaces for active transportation where people feel safe and and comfortable.

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00:49:56.380 --> 00:49:58.910

SPUR Public Programs: especially if there's going to be

235

00:49:58.990 --> 00:50:17.420

SPUR Public Programs: the devices in in that space. And so like i'm not, you know, just just off the cup. I'm not sure how I feel about robots in the bike, and that's why I ask it. So there could be a there could be a future where there could be a future. Where there's

236

00:50:17.420 --> 00:50:34.180

SPUR Public Programs: there's only robots. There's no humans anymore that that's that's it would be equitable if there were, if we were all just robots, you know, like I I I think it's actually awesome question. And sorry. Really, can I can it is that okay? We Sorry. Sorry. I think it's an awesome question. I think

237

00:50:34.420 --> 00:50:52.370

SPUR Public Programs: there's a lot of room for innovation in in outreach, and I, and it's awesome to work you sitting next to 2 people who are trying to innovate on it. And and I've because bike share has been has been complicated by lots of devices and people trying to like it's still going on right like. What is the scooter? What is it like? When, where does it belong on the street like?

238

00:50:52.370 --> 00:51:06.000

SPUR Public Programs: Is it? Is it? You know? How do we use this? I and I think that there's so much room for the private industry and the invaders to figure out better equitable outreach and discussion communities. And and I would love to see that, and and I'm excited about it, and

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00:51:06.120 --> 00:51:12.250

SPUR Public Programs: I the like, cause I we the city is excited for those partners. I I can't say I've seen a lot of partners

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00:51:12.380 --> 00:51:26.730

SPUR Public Programs: to me with like when I meet with people they're like. Oh, how do you know what you need? As I say, you don't. You need something to like? Explain the road better. I'm like No, I need somebody that I need somebody who empowers the you know communities out there that don't have voice and amplifies their input so that

241

00:51:26.740 --> 00:51:29.100

SPUR Public Programs: you know we incorporate a fast, and we incorporate it better

242

00:51:29.640 --> 00:51:34.760

SPUR Public Programs: when when the when an innovative company steps up, i'm sure that that company is going to do. Awesome.

243

00:51:35.210 --> 00:51:36.390

SPUR Public Programs: I'm excited to see it.

244

00:51:38.900 --> 00:51:56.460

SPUR Public Programs: I am Lea. I thought I was actually going to ask a really hard question, but that that seems like a harder question. So maybe this one's easier. I actually wanted to scooters and other rideables like one wheels. I know we're not. We we don't have golf cards yet. But Arizona and Florida have a lot of golf cards. So

245

00:51:56.890 --> 00:52:14.290

SPUR Public Programs: scooters, how are you thinking about demographics and scooters? I know there's definitely an age and racial component at play. We don't hear a lot of people complaining about bicycles on sidewalks. So how are how are you thinking about that? Have you done much research? Who are the users of scooters, and how how can we help them?

246

00:52:16.580 --> 00:52:33.960

SPUR Public Programs: I mean, i'm sure, Adrian, you. You also have lots to to say about this, I mean at least so when we talk about scooters, you there's there's a few different buckets of what you're talking about, because we have our micro mobility service providers, you know, like Scooter share.

247

00:52:33.960 --> 00:52:48.890

SPUR Public Programs: you know, limes, and like all of those folks. But then there's also a a very much growing pool of privately owned scooters. And then, in addition to that, we're also seeing an emergence of new device, types

248

00:52:48.890 --> 00:53:05.640

SPUR Public Programs: like the Bayo scooters that are now sit down, scooters, and now there's an emerging field of adaptive scooters that can accommodate people with different mobility disabilities. And so you know, at least when we talk about scooter share. We do have pretty good data on that, because

249

00:53:05.640 --> 00:53:19.030

SPUR Public Programs: they have in. You know, they have a membership base, and they collect that data. They share it with the Sfmta and it. But what we don't have a nearly to that same level is information on

250

00:53:19.370 --> 00:53:25.490

SPUR Public Programs: who who who was using scooters in other capacities. You know, I think, that that

251

00:53:25.660 --> 00:53:30.970

SPUR Public Programs: we're definitely seeing a a broadening of of the use of scooters, and you're seeing it

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00:53:30.990 --> 00:53:43.610

SPUR Public Programs: more and more people doing, using it, and a broader demographic of people using it. But I think there's also a lot of gray area into the future, I think, especially when we look at

253

00:53:43.900 --> 00:53:45.010

SPUR Public Programs: you know

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00:53:45.080 --> 00:53:47.550

what can and can't use

255

00:53:47.860 --> 00:54:07.150

SPUR Public Programs: technically legally active transportation facilities, because we also now, see electric scooters that can hit 45 miles an hour, and you know there's been regulation passed at the State level, regulating e bikes and what can and can't qualify for use within a bike facility. I don't know that we necessarily seen that

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00:54:07.430 --> 00:54:15.270

SPUR Public Programs: to the same extent with scooters, and I think that when we talk about and think about how we create an inclusive network.

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00:54:15.310 --> 00:54:17.750

SPUR Public Programs: we we have to think about those types of things.

258

00:54:23.270 --> 00:54:23.950

SPUR Public Programs: Question.

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00:54:24.900 --> 00:54:44.430

SPUR Public Programs: Yeah. The question I had is, I thought, equity is often like as a response to narratives, and like, how do we better own the narrative by thinking about Lake Sheet or Valencia, or all these different projects? It seems to be led by well-meaning white advocates, more or less, and even the central free way. Right it wasn't led by

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00:54:44.430 --> 00:55:00.960

SPUR Public Programs: a white techie right? It lives in Haze Valley right? It's like, and they're always saying what they're doing wrong, and how they're not being included like, how do we better elevate community voices and having equity, as like in the leading conversation point around these projects around the initiative in that sense of like

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00:55:01.140 --> 00:55:08.290

SPUR Public Programs: what has to be added later on. We seems to be even narratively where, like similar press, who's being interviewed is this, you know.

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00:55:08.320 --> 00:55:17.020

SPUR Public Programs: another white bike advocates being app, is being in the press, and being quoted by the standard or or by the streets blog and stuff. So I think, like, yeah, how do we better

263

00:55:17.080 --> 00:55:27.480

SPUR Public Programs: elevate those voices in this conversation of equity, where it seems to be like intentional part of that can be a change plan, but simply not into the narrative backbone of San Francisco.

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00:55:33.090 --> 00:55:39.410

SPUR Public Programs: Yeah, I mean, I a 100% agree with that. And it's something that

265

00:55:40.460 --> 00:55:50.030

SPUR Public Programs: that we I mean, as you know, we did talk about a lot of the bicycle coalition of you know

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00:55:50.050 --> 00:55:54.240

SPUR Public Programs: how. Yeah, how do we?

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00:55:54.350 --> 00:56:19.600

SPUR Public Programs: I mean, first of all, you know, for for all of us, I think both agencies and advocates that historically have represented, You know, a largely white demographic, largely privileged demographic in San Francisco First, how do we rebuild that trust with communities that might look a scance at us, and I think that's you know, even more true

268

00:56:19.600 --> 00:56:25.780

SPUR Public Programs: with agencies as well, and you know, and then from there it's like

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00:56:26.770 --> 00:56:32.870

SPUR Public Programs: starting every conversation from the point of view of equity like.

270

00:56:33.140 --> 00:56:41.560

But the challenge is that very often the people with the most privilege have the biggest bull horns, and

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00:56:41.920 --> 00:56:44.110

SPUR Public Programs: and it is.

272

00:56:44.340 --> 00:56:51.970

SPUR Public Programs: you know I know that for us as an organization it's like, how do we balance our capacity to

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00:56:51.970 --> 00:57:13.610

SPUR Public Programs: engage in the conversations with like where people are talking, which is often around the noisiest people, while also lifting up other voices as well into that conversation; and I will freely admit that we have not totally figured that out yet. But it is it. That's the project, I think

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00:57:14.560 --> 00:57:15.930

SPUR Public Programs: I mean. I'm

275

00:57:16.040 --> 00:57:34.840

SPUR Public Programs: only what you say. But I think the the one thing that's that as well is that I I think it largely just ends up coming down to being a capacity issue, and especially in low income and equality. Communities like this is not their number one issue. There are so many other problems that these communities are facing that are very life and death.

276

00:57:35.030 --> 00:57:52.940

SPUR Public Programs: and then much more pressing than in other high resource neighborhoods and like that's where people are focusing their time. And so if you're not finding ways to address or tackle some of those things in the work that you're doing like You can't expect a lot of attention, and then I think beyond that it's like there's a capacity issue in that.

277

00:57:52.940 --> 00:58:07.370

SPUR Public Programs: People are absorbed into that work in it also, having fewer resources in these communities. And so you have fewer people that have the type of time and the resources to dedicate to this type of work as community-based advocates and you know one

278

00:58:07.370 --> 00:58:21.400

SPUR Public Programs: part of our work that we need to figure out is, how do we build into our project work? The ability to build capacity for local advocacy and local organizations and create the capacity for staffing, for funding, for continuous

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00:58:21.600 --> 00:58:27.460

SPUR Public Programs: work and representation within those communities, so that they can build up their own capacity to become.

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00:58:27.470 --> 00:58:33.380

SPUR Public Programs: you know, have the have the type of resources and attention on par with other high resource neighborhoods.

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00:58:35.830 --> 00:58:53.560

SPUR Public Programs: I think that's right. Yeah, I think I I like that. You said noisy people, because I i'm like a really loud person, so like I try not to talk as much, but on the flip side of people kind of self facilitating and learning to like, make room for the the larger discussion about equity and my thing, and like learning how like languages of of other communities.

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00:58:53.650 --> 00:59:00.260

SPUR Public Programs: I think, on the funding like on the Government, you know, institutional side. It's fund equity, you know, like

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00:59:01.420 --> 00:59:04.950

SPUR Public Programs: they like Chris, has, said he. They are looking for a space

284

00:59:05.010 --> 00:59:12.560

SPUR Public Programs: for their their build of like program. He's like, oh, we have to like, get money. We have to like, find a private location, and it's like, Well.

285

00:59:12.850 --> 00:59:14.540

SPUR Public Programs: we're government. Why, Don't, we?

286

00:59:14.550 --> 00:59:18.110

SPUR Public Programs: We have land, you know. We control a lot of land. Why, Don't, we

287

00:59:18.260 --> 00:59:27.350

SPUR Public Programs: fund this idea of this program that is providing equity with them. Basically you know, it's not. It's not just bike share it's bike share. And yes, I am right.

288

00:59:28.080 --> 00:59:30.210

SPUR Public Programs: So yeah, there's a lot of opportunity there.

289

00:59:32.950 --> 00:59:38.720

SPUR Public Programs: Just a comment. I My name is Jim. I live on Polk Street.

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00:59:38.930 --> 00:59:49.350

SPUR Public Programs: and I've watched the change over the last 25 years. It used to be a very taxi cab. Rich Street, that's all disappeared.

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00:59:49.410 --> 00:59:53.880

SPUR Public Programs: The bicycle lanes have gone in. I'm a bicycle, so I do the whole thing.

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00:59:55.280 --> 00:59:57.880

SPUR Public Programs: There are a lot of

293

00:59:57.970 --> 00:59:59.310

kitchen staff

294

00:59:59.360 --> 01:00:14.470

SPUR Public Programs: who use scooters. and I don't think they're going to be represented in your survey. If there's a way you could go around to some of the restaurants and interview them that might help include their voices.

295

01:00:14.880 --> 01:00:21.050

SPUR Public Programs: The other thing on Polk is that getting back to these

296

01:00:21.300 --> 01:00:30.160

SPUR Public Programs: different modes of transportation on the bicycle path. You have e bikes, regular bikes, scooters.

297

01:00:30.240 --> 01:00:36.330

SPUR Public Programs: They all have different dynamics. They all queue up differently at the intersections

298

01:00:37.510 --> 01:00:48.370

SPUR Public Programs: the bikes pass you on the left. Scooters pass you on the right. Are you incorporating some of these rather than just

299

01:00:48.450 --> 01:00:50.640

saying it's a bicycle path?

300

01:00:50.760 --> 01:01:02.280

SPUR Public Programs: Are you incorporating. How are you incorporating the different dynamics of these? And as Cold Street gets more crowded you're gonna have more conflicts.

301

01:01:02.520 --> 01:01:03.230

So

302

01:01:03.540 --> 01:01:19.450

SPUR Public Programs: yeah, that's that's a that's a great question, I think, to to your point about about restaurant workers using Scooter is, yeah. We definitely seen a huge rise in that, and especially these are folks that a lot of the times end up actually commuting into the city from somewhere else, and they work 2 to 3 jobs, and

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01:01:19.450 --> 01:01:36.430

SPUR Public Programs: they we do they? They've discovered very quickly, and we now see it. Is it using a scooter? Is the fastest, easiest way to get around a city between these different jobs, especially at night, that these guys are working, and I think that finding ways to to support that and and represent that is is really important.

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01:01:36.430 --> 01:01:54.570

SPUR Public Programs: I think, regarding you know, all these different devices and the ways they they behave differently on these facilities. I think one of the things we are looking at. For this plan is, how do we need to revise our design guidelines? For how we look at bike facilities to be inclusive of these different types of modes, and whether that means we need to have

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01:01:54.570 --> 01:02:03.840

SPUR Public Programs: wider facilities to allow for safer and more comfortable passing, whether we need to change the way that we look at at site lines for drivers, so that we can ensure that

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01:02:03.840 --> 01:02:15.220

SPUR Public Programs: people are visible on those facilities because they are going to be at different heights, you know there's a there's a lot of different considerations that we need to be taking into account, and

307

01:02:15.380 --> 01:02:27.810

SPUR Public Programs: we need to to make sure that as we move projects forward into the future that we're we're accommodating this. You know. This desired future, especially when you're talking about having more and more traffic on on these facilities like

308

01:02:27.980 --> 01:02:44.220

SPUR Public Programs: we need to start looking at. What kind of facilities do you need when you have a lot, or really high volumes of of active transportation traffic, and that looks very different than like the standard. You know. Cal. Trans me Tcd. Set designs that we have today for what a bike facility. Looks like

309

01:02:49.450 --> 01:02:52.860

SPUR Public Programs: any any considerations for the 7 Heels.

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01:02:57.380 --> 01:03:11.920

SPUR Public Programs: the 7 Hills neighborhood, i'm not familiar with. There are 7 hills in the city. Oh, I see for topography, I see. Yeah, absolutely. You know, I think that electric mobility provides a Really.

311

01:03:11.920 --> 01:03:31.670

SPUR Public Programs: some of the hills are pretty steep. Yeah, it's it's it. Does it provide a really interesting change in how we think about active transportation, and before it's always the active transportation like water, it just seeks out the lowest point, and that's what we plan around. I think that we now, with electric mobility, have an opportunity to kind of take a fresh look at that

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01:03:31.670 --> 01:03:38.430

SPUR Public Programs: about how and where we can look at potential parts of the network that we would have otherwise

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01:03:38.440 --> 01:03:57.530

SPUR Public Programs: not considered, because there's now this opportunity, and it the it doesn't represent the barrier that it that it used to the same time. There's always people that are going to be on regular bikes, regular scooters. We need to make sure that we're planning around that as well. But I think that yeah, I mean topography is

314

01:03:57.530 --> 01:04:13.150

SPUR Public Programs: It's a challenge, and I think that it also influences what types of trips people take as well. And so you know we can't, I think, depending on where we're looking in the city. You know we we can't and shouldn't be expecting people to be doing commute trips.

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01:04:13.370 --> 01:04:27.020

SPUR Public Programs: as the primary use of of bike and scooters. You know, when we look at at places like Baby Hunters Point, or down in like outer mission. Excel here, Crocker, Amazon. That's a very long ride to get to downtown.

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01:04:27.070 --> 01:04:32.240

SPUR Public Programs: And so when we think about trips in those neighborhoods? Is it? Are we trying to connect people to transit

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01:04:32.330 --> 01:04:49.470

SPUR Public Programs: to, especially to rapid muni or regional transit? Are we trying to connect people to neighborhood destinations or neighborhoods surveying locations, and that influences the discussion About what kind of network do we build within those communities? And how do we create programs that can support those kinds of trips

318

01:04:49.940 --> 01:04:56.480

SPUR Public Programs: grocery shop? Absolutely. No. You live on a hill.

319

01:04:56.580 --> 01:05:10.070

SPUR Public Programs: Yeah, so I it's it's Nina who just left. She lives in Berkeley Hills. She grew up in Berkeley Hills, and we have this conversation going. So, Matt, she's so she's not here, cause we talk about Bike here in, and Berkeley, and she's like how we we don't have like.

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01:05:10.170 --> 01:05:13.610

SPUR Public Programs: How can we not bite you up in the Berkeley Hills, you know, and and

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01:05:13.700 --> 01:05:17.340

SPUR Public Programs: I was like, well. those people

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01:05:17.490 --> 01:05:23.980

SPUR Public Programs: like Berkeley Hills. It's like pretty wealthy. It's like those people move up there so that they wouldn't be around more people talking about you.

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01:05:24.100 --> 01:05:38.630

SPUR Public Programs: And I, said, Brickley, I I didn't get to say this to you ever in person, but because because talking to somebody who really. Did you hear me when you're nothing? Yeah. So I was like I was like people in Berkeley Hills just didn't want to live

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01:05:39.230 --> 01:05:43.060

near other people like it's not as what Well, they actually had. It's very walk away

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01:05:43.220 --> 01:05:44.970

SPUR Public Programs: like with this. There's stuff, but

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01:05:45.270 --> 01:05:51.890

SPUR Public Programs: people chose to live up there to to get away from. You know, other people like have that more space.



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01:05:52.060 --> 01:05:53.200

SPUR Public Programs: and

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01:05:54.390 --> 01:06:03.960

SPUR Public Programs: it's like. But at the same time, now you know, people want to go. We we should be figuring out how to get there. And and so there's a question of the bike coming up now, right and and everybody's like

329

01:06:04.000 --> 01:06:19.670

SPUR Public Programs: what we do. How do we incorporate it? And just i'll tell you like when I was on my chair, and you bikes were coming on. It was like, oh, these e Mikes. They're not real bikes, you know. I I was like totally guilty as this like judgmental person, but they're you know. It's like oh, it's electrification. It. It has his experience in like

330

01:06:19.730 --> 01:06:33.450

SPUR Public Programs: makes it so. You can bike longer older, farther. Everything right, My dad. My dad is 84 this year, and he rides the bike around, and i'm so happy that he's like on it. So it's a huge gateway, and when we had no fee, e bikes and bike share

331

01:06:33.450 --> 01:06:51.580

SPUR Public Programs: the the the usage exploded like week after week, so we had 4 4 4 months. That we didn't have, you know, fees on on Ebikes right when they're introducing them, and the it exploded, and we were like, oh, this is this is this is great, you know, and you could

332

01:06:51.580 --> 01:07:05.520

SPUR Public Programs: you could see a future. Just imagine this with me, where, like e bikes are super cheap on a bike share, and, like everyone is like, oh, should I get in this car or or this, You know this crowded place, and and wait for something, or trig it on you, bike

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01:07:05.520 --> 01:07:22.560

SPUR Public Programs: that's super cheap, that I don't have to think about. I don't have to maintain it. It's just here for me to use up for this one trip, and I can go see, like fantastic San Francisco, and and you can see it in the future where everybody is like cruising around on a bike, and that they don't have to own at the same time, you know, and it's it's like Why, Don't, we do that.

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01:07:22.990 --> 01:07:31.500

SPUR Public Programs: I know we do that. One last interesting aspect of that is that you know, because of the topography of San Francisco. Historically.

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01:07:31.630 --> 01:07:46.670

SPUR Public Programs: it's been like, okay, If you do delivery work, you have to do it in a car, right? And now that's changing, except the problem is that you bikes are can be prohibitively expensive for somebody who you know who needs to do delivery work.

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01:07:46.670 --> 01:08:15.630

SPUR Public Programs: There's a great program that Sf: Environment, the Department of the environment is running right now where they are. They have 2 cohorts of delivery drivers that they are now giving e bikes to with the agreement that they will do their deliveries by by E. Bike now. And you know, really studying how they can transition people to this, to this new device. Cut down the number of cars that are on the road cut down. The number of cars are

337

01:08:15.630 --> 01:08:37.149

SPUR Public Programs: blocking by claims to pick up, you know, food or whatever, and I think it's a program that has real potential and real possibility because it just changes the dynamic to be able to get up hills on your bike and do deliveries. Yeah, there's a there's a lot of stuff going on, I know Ss: environment and Sfc. Both. Have you bike programs that you're trying to say? Hey, You know, how does this

338

01:08:37.149 --> 01:08:52.090

SPUR Public Programs: shift? How people use transportation? So I I think I think the the topography, the 7 hills. I love the way you phrase it. What do you think about 7 hills and we're all like? How many hills? I thought it was 48 hills, you know. So thank you so much. Yeah.

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01:08:52.720 --> 01:08:53.540

SPUR Public Programs: I said

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01:08:53.590 --> 01:08:54.340

so.

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01:08:57.170 --> 01:09:08.020

SPUR Public Programs: Well, we're at time, and I actually want to thank our panelists for coming today, and sharing their their insight on by excess in San Francisco, and thank you all for joining us today.

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01:09:08.069 --> 01:09:11.720

SPUR Public Programs: And finally, I would be remiss, and may the fourth be with you.