



Active Communities Plan



Creating Equitable Access to the Bike Network

SPUR
May 4, 2023





What is the ACP?

- The Active Communities Plan (ACP) will create a new plan for active mobility in SF for the first time since 2009, including:
 - 10-15 year investment plan for active transportation
 - A new Proposed Active Transportation Network
 - New supportive programs/policies
- Extensive outreach throughout 2023 will:
 - Be inclusive of all devices that can use the bike network
 - Center needs of priority communities & vulnerable users

Plan will be adopted in 2024



How does the ACP fit in larger City goals?

ConnectSF

A collaborative process for the future vision of SF's transportation system



Active Transportation Study

SFTP 2050

Vision Zero

Achieve zero roadway fatalities and serious injuries



SFMTA Vision Zero Action Strategy

Climate Action Plan

SF's plan to achieve net-zero greenhouse gas emissions with other community benefits



SFMTA Climate Roadmap

Transportation Element

SF's Transportation Policy & Plan



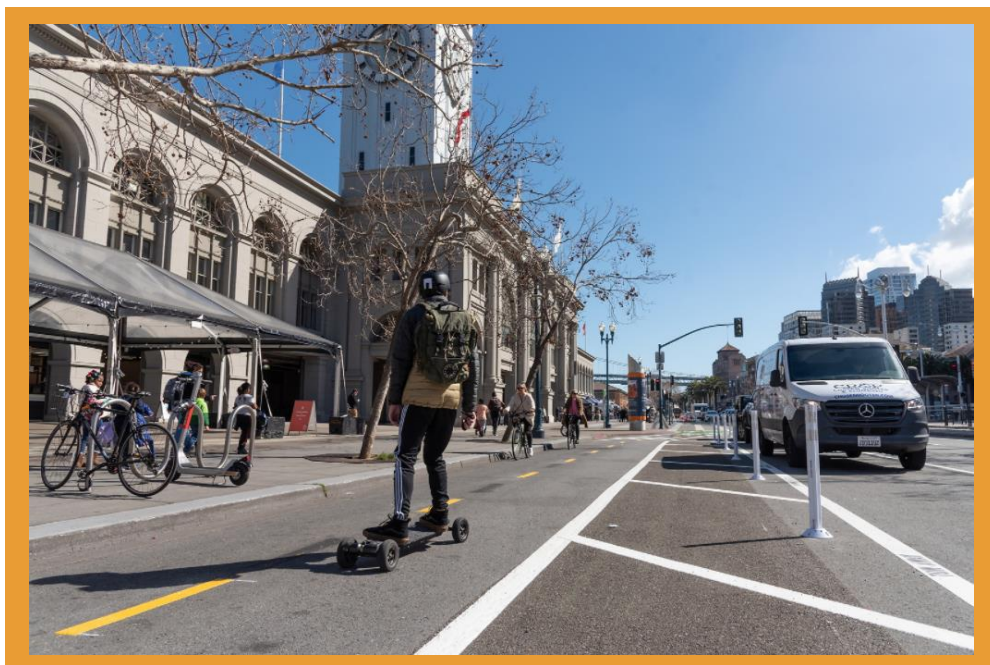
Active Communities Plan



BIKE SHARE FOR ALL

Plan Goals

- Advance equity
- Support safety for all road users
- Support climate action
- Support access for all
- Deliver real results
- Develop new approaches





Focus on Equity Priority Communities



- The ACP focuses on engagement and projects in neighborhoods where past bike network projects have been particularly divisive
- Our goal is to rebuild trust and align future projects with community values
- We are working with the following community partners:
 - **Bayview-Hunters Point:** Bayview Hunters Point Community Advocates
 - **Mission District & Outer Mission/Excelsior:** PODER Bicis del Pueblo
 - **Tenderloin:** Tenderloin Community Benefit District
 - **Western Addition & Fillmore:** New Community Leadership Foundation
 - **SoMa:** SoMa Pilipinas
 - **Interethnica:** Chinese-language communities



What the ACP will produce: 10-15 year investment plan

New Network

- Develop a new mobility network based on community needs, building on the existing bike network
- Prioritization & cost estimates for network recommendations

Parking + facilities

- Device parking recommendations to accommodate a diversity of needs
- Support facilities, like Mobility Hubs, to link active mobility and transit

Programmatic Recommendations

- Bike/mobility education classes
- Supportive, community-building events
- Partnerships with community institutions, like libraries

Policy Recommendations

- Identify policies to encourage mode shift, like TDM or incentive programs
- Identify policies to improve project delivery
- Identify policies to improve & grow community relationships



Upcoming Outreach

Goal: Gather input to directly inform Plan Recommendations

30+ Outreach Events through July

- Online & in-person events
- Activity boards & surveys

Needs, Barriers, & Comfort

- What do people need to bike, scoot, or roll more?
- What kinds of streets make people comfortable enough for active transportation?

Survey open until July 31st!

<https://survey.alchemer.com/s3/7305066/Active-Communities-Plan-Phase-2-Survey>



Survey: Identify Needs & Barriers



Better information



Events & Celebrations



Education & Enforcement



Better parking



Affordability & Access



Facility design



Survey: Rate your Comfort for Different Streets

How comfortable would you be using these facilities?
 ¿Qué tan cómodo se sentiría usando estos espacios?
 您對於使用這些設施感到的放心程度如何?
 Gaano ka komportable sa paggamit ng mga pasilidad na ito?



A street where cars and active transportation devices share the same lane

Una calle en la que automóviles y aparatos de transporte activo comparten el mismo carril

汽車和活躍行進工具分享相同車道的街道

Kalye kung saan magka sama sa lane ang mga kotse at mga kagamitan para sa aktibong transportasyon



A regular painted bike lane

Un carril normal pintado para bicicletas

自行車道以漆示標出

Regular na pininturahang lane para sa bisikleta



A bike lane next to a transit lane

Un carril para bicicletas al lado de un carril para el transporte público

自行車道緊臨公交車道

Lane para sa bisikleta na katabi ng lane para sa pampublikong transportasyon

How comfortable would you be using these facilities?
 ¿Qué tan cómodo se sentiría usando estos espacios?
 您對於使用這些設施感到的放心程度如何?
 Gaano ka komportable sa paggamit ng mga pasilidad na ito?



A street with a more rigid barrier between the bike lane and car traffic

Una calle con una barrera más rígida entre el carril para bicicletas y el carril para automóviles

街道上的自行車道與汽車通道之間有較堅硬的護欄

Kalye na may mas matibay na hadlang o rigid barrier sa pagitan ng lane para sa bisikleta at dumaraang sasakyan



A street with a two-way bike lane with a rigid barrier

Una calle con un carril para bicidetas de doble sentido con una barrera rígida

街道上有雙向自行車道以及堅硬護欄

Kalye na may magkabilaan o two-way na lane para sa bisikleta at mayroong matibay na hadlang



A bike path completely off the street or a car-free street like JFK Drive

Un sendero para bicidetas completamente fuera de la calle o una calle sin automóviles como JFK Drive

自行車道完全不在馬路上或位於無車街道，例如JFK Drive（甘迺迪大道）

Daanan ng bisikleta na lubusang wala sa kalye o nasa kalyeng bawal ang kotse na tulad ng JFK Drive



Schedule: What's Next



Phase 1: Now

- *Understanding Community Concerns*
- Data Collection, Mapping Frameworks

Phase 2: Spring- Summer (now)

- *Community Discussions*
- Where are people going, what works/doesn't work
- Resident Preference Survey, Collision Analysis

Phase 3: Summer-Fall (next)

- *Draft recommendations*
- Public feedback on recommendations
- Equity Analysis, Connectivity Analysis

Phase 4: Fall - Winter

- *Draft Plan*
- Refine Plan, including network, policies and programs

Thank you!



ActiveCommunities@SFMTA.com

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

SFMTA