

Question Report  
 Report Generated:

5/4/23 11:34

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question	
You Want to Ride Your Bicycle? A Look into the Active Communities Plan	876 9930 3530	5/3/23 12:20	75	32	
#	Question	Asker Name	Asker Email	Answer	Answer Name
1	Why does the SFMTA not include walking as part of their active mobility street plan? Seems odd to leave it out of core consideration and not included in the surveys.	Jeremy Stoppelman	jeremy@yelp.com	live answered	Laura Tolkoff
2	Where can you find the research/findings that Daniel is referencing?	Luke Bornheimer	LukeBornheimer@gmail.com	Thank you for this question. Some of the university transportation centers are issuing reports with these data. I can think of Portland State's, UC Davis, and San Jose State's Mineta Institute which have been publishing some of this research.	Daniel A Rodriguez PhD
3	Are we supposed to be seeing different slides? i just see "Main Points"	Anonymous Attendee		I believe Dr Rodriguez doesn't have other slides - but our other presenters do.	Christopher Kidd

<p>Is there a reason why SFMTA hasn't simply proposed (and approved) protected bike lanes on the entire bike network, especially streets that already have paint-only or "buffered" bike lanes?</p>	<p>Luke Bornheimer</p>	<p>LukeBornheimer@gmail.com</p>	<p>live answered</p>	<p>Mia Candy</p>
<p>What policies, laws, and transportation / motor vehicle code currently get in the way of protected bike lanes being proposed/approved/installed in San Francisco? Is there anyone — within SFMTA or outside the Agency — working on removing these "roadblocks" for creating a citywide network of protected bike lanes and intersections?</p>	<p>Luke Bornheimer</p>	<p>LukeBornheimer@gmail.com</p>	<p>live answered</p>	<p>Mia Candy</p>
<p>Is the survey still ongoing? If so, could you please share? I'm also curious as to the number of responses to date, especially from the East / SE side of SF.</p>	<p>Barbara Tassa</p>	<p>btassa@gmail.com</p>	<p>Yes! The survey is live and closes on July 31st:  <a href="https://survey.alchemer.com/s3/7305066/Active-Communities-Plan-Phase-2-Survey">https://survey.alchemer.com/s3/7305066/Active-Communities-Plan-Phase-2-Survey</a></p>	<p>Christopher Kidd</p>
<p>I would love to better understand how the different input metrics in the BCI are weighted. Is there a way to expose the data to allow the public adjust the weightings to their own preferences and see what changes?</p>	<p>Cyrus Hall</p>	<p>cyrusphall@gmail.com</p>	<p>We will be releasing a BCI methodology memo later this month!</p>	<p>Christopher Kidd</p>

Isn't it a general problem to pick and choose streets to be on the bike network, when cars are by default allowed on every street? For example, Whole Foods is at Franklin & California, which doesn't change even when other streets that are lower-stress than Franklin or California are chosen for the bike network.

8 Why not a City-wide plan to add a bike track to every "arterial," for example?

Barnett  
Trzcinski

btrzcinski@gmail.com

9 Is there a plan to collect quantitative 'comfort' data by, for example, having people — and ideally children — walk, bike, scoot, or skateboard on various streets and use that data to inform the comfort index, ACP map, and proposed infrastructure for each street?

Luke  
Bornheimer

LukeBornheimer@gmail.com

We have 5 different "Audit Rides" scheduled in the month of May. Please share broadly and join us when you have the time!

<https://www.sfmta.com/projects/active-communities-plan> Christopher Kidd

Will SFMTA integrate public transit and walking into active community and overall planning? It's problematic if only cycling/scooting/rolling is considered when the sustainable transportation system we need involves all non-auto modes. I hope SFMTA considers all these modes holistically in planning to maximize non-auto mode use, reduce costs and prevent unnecessary conflicts between non-auto modes.

Matt Biggar

mbiggar@connecticuttoplace.com

Yes! We are actively working with our colleagues in Transit. The ACP lives within the context of all our other work at the SFMTA to facilitate sustainable modes.

Christopher Kidd

Hi this is Ayaka. What are some new design considerations are given to the e-bikes, e-scooters, and other electric assisted two-wheelers?

Ayaka Habu

ah2924@nyu.edu

Hi Ayaka - developing facility design guidelines for the broad array of devices that can use bike lanes is one of our tasks for the ACP. We haven't started that work yet, but will include it with the Draft Plan late this year. The biggest need is to account for substantial differences in travel speed between devices using the network - and designing facilities wide enough to accommodate safe passing.

Christopher Kidd

<p>Prof. Rodriguez, thank you! I'd like to push back on the "lower self-efficacy" language for people who prefer more comfortable bike routes.</p>				
<p>I'm very capable on a bike—I can carry my son and all our gear across the city on hills and varying terrain, etc., and also supervise other kids riding their bikes at the same time.</p>			<p>Great question! I agree, there are many reasons why users prefer separation. Not everyone who prefers more protected lanes will have low self-efficacy. The opposite is more likely -- when self-efficacy is low, there's a preference for more separation.</p>	<p>Daniel A Rodriguez PhD</p>
<p>I value safety and enjoyment and that doesn't make a person less self-efficacious.</p>	<p>Lian Chang</p>	<p>lian.c.chang@gmail.com</p>	<p>Yes! You can find it here:  <a href="https://tooledesign.maps.arcgis.com/apps/webappviewer/index.html?id=f948aa0022e246259ea899e5a4318427">https://tooledesign.maps.arcgis.com/apps/webappviewer/index.html?id=f948aa0022e246259ea899e5a4318427</a></p>	<p>Christopher Kidd</p>
<p>Is this visualization tool available to the public?</p>	<p>Anonymous Attendee</p>		<p>We used a combination of SFMTA bike counter data, manual counts from our Quick Build evaluation &amp; Slow Streets programs, data from our micromobility providers, and modeled Big Data (using our other sources to validate that data's accuracy)</p>	<p>Christopher Kidd</p>
<p>I'm curious how y'all estimated ridership/volumes. Did you use counts and/or a big data approach?</p>	<p>Eleanor Leshner</p>	<p>eleanor@leshnerplanning.com</p>		

<p>What about streets that aren't on the bike network? Like 24th St in the Mission, or Irving St in the Inner Sunset? They do have a lot of use.</p>	<p>Srinivasan Vijayaraghavan</p>	<p>srinivasanv93@gmail.com</p>	<p>live answered</p>	<p>Mia Candy</p>
<p>What about streets that aren't on the bike network? Like 24th St in the Mission, or Irving St in the Inner Sunset? They do have a lot of use.</p>	<p>Srinivasan Vijayaraghavan</p>	<p>srinivasanv93@gmail.com</p>	<p>Great question! We've modelled volumes for the entire street network. I didn't show the results but they're publicly available on the interactive map. Off-network streets with high usage are a REALLY important part of the story.</p>	<p>Mia Candy</p>
<p>Bayview came up on a lot of the issue areas in the analysis. Given that, is this area being prioritized? It really seems that there no centralized way to provide feedback on infrastructure needs and when provided, it's not actioned.</p>	<p>Barbara Tassa</p>	<p>btassa@gmail.com</p>	<p>live answered</p>	<p>Laura Tolkoff</p>
<p>Will quantitative 'comfort' data be collected on the "Audit Rides," and will that data be incorporated into the comfort index data/map? Are there plans to use devices to collect quantitative data on, for example, people's stress levels that people may not be fully aware of or be able to communicate?</p>	<p>Luke Bornheimer</p>	<p>LukeBornheimer@gmail.com</p>	<p>live answered</p>	<p>Daniel A Rodriguez PhD</p>

How is connectivity to green spaces/open spaces factored in to the plan? For example - I live in Ingleside Heights and less than a mile away from Lake Merced, one of the few green spaces in this neighborhood, but the direct route to there (via Brotherhood Way) is treacherous/quite dangerous. I'm curious to hear how you are thinking about connecting equity priority

18 areas to these open spaces.

Alyssa Cheung [cheung.alyssa@gmail.com](mailto:cheung.alyssa@gmail.com) live answered

Laura Tolkoff

To what degree will this plan work to create a network that prioritizes bicycle infrastructure on commercial corridors and streets with destinations, instead of putting bike infrastructure on streets where it will not conflict with already dedicated car space? (i.e. having a bike lane on kirkham, which is hilly and doesn't have many destinations on it, vs putting one on Irving or Lincoln, which have much gentler inclines, and many actual destinations)

19 destinations)

Alice Duesdieker [alice.dues@gmail.com](mailto:alice.dues@gmail.com)  
Duesdieker ail.com

<p>Thanks to Dr. Rodriguez for the infomative data and research you shared? Can you share a list of sources or links for advocates to cite and use for their work?</p>	<p>Luke Bornheimer</p>	<p>LukeBornheimer@gmail.com</p>	<p>On mortality risk (open access):</p>	<p><a href="https://ijbnpa.biomedcentral.com/articles/10.1186/s12966-014-0132-x">https://ijbnpa.biomedcentral.com/articles/10.1186/s12966-014-0132-x</a></p>	<p>Daniel A Rodriguez PhD</p>
<p>What are some of the key challenges (politically, staffing, etc) in getting the city to adopt, fund and build the recomendations from this plan? I've seen other cities adopt master bicycle plans, but simply ignore them such as during a paving project</p>	<p>Justin Hu-Nguyen</p>	<p>justin@bikeeas.tbay.org</p>	<p>live answered</p>	<p>Laura Tolkoff</p>	
<p>Are there common design patterns that can be made default? For example, curbside lanes everywhere. It's seems like such an obvious win for safety and comfort that it should be the standard.</p>	<p>Barbara Tassa</p>	<p>btassa@gmail.com</p>			



<p>It was implied that the % grade may be a major factor in the current rating of rider comfort, sicne there is a correlation. I'd like to push on that a bit. Do we know if % grade is causative, or have roads that have traditionally been hard to bike seen less infrastructure work? How does this change with e-bikes?</p>	<p>Cyrus Hall</p>	<p>cyrusphall@gmail.com</p>	<p>Great Q. Our BCI is broken into three subscores so that we can distinguish the impact elevation is having on comfort, separate from whether there is bike infrastrcuture or not. In places where slope really is the driving factor, the BCI does not currently account for e-bikes. Our current survey will identify comfort perceptions for people who ride e-bikes vs non e-bikes. We'll need to use the BCI in coordition with the survey results to make policy and network recommendations for electric devices.</p>	<p>Mia Candy</p>
<p>It was implied that the % grade may be a major factor in the current rating of rider comfort, sicne there is a correlation. I'd like to push on that a bit. Do we know if % grade is causative, or have roads that have traditionally been hard to bike seen less infrastructure work? How does this change with e-bikes?</p>	<p>Cyrus Hall</p>	<p>cyrusphall@gmail.com</p>	<p>Great question, partly because slope and poor facilities tend to co-occur. I'd look at empirical evidence; it shows pretty convincingly that slope (independent of facilities) has a pretty good impact on bicycle route choices -- again a generalization. It will be different for different users.</p>	<p>Daniel A Rodriguez PhD</p>

Not a question, but wanted to highlight that SlowSanchez members are running their own survey about Sanchez Slow Street. It may be helpful to see the impact of how "Slow Street" design is changing behaviors of people biking and walking.

Ayaka Habu

ah2924@nyu.edu

I'd also like to understand the connection questions - it's very hard to get to different neighborhoods safely!

Barbara Tassa

btassa@gmail.com

Thank you Chris for your answer about ACP staying connected with transit and overall planning at SFMTA. I'm still concerned that ACP is a fragmentation in planning, however much communication takes place, gets in the way of substantive progress with mode shift. For example, a more visionary plan in the Mission could involve priority modes on parallel streets: Guerrero-cars, Valencia- bikes and Mission-public transit.

Matt Biggar

mbiggar@connectedtoplace.com

Thanks Matt - that's where we plug into the Transportation Element Update - where the full range of transportation modes are accounted and planned for.

Christopher Kidd

Is it possible to discuss, within San Francisco, a "Youth Bicycling mode" ? Because school age children are often in conflict with electric bicycles, amongst others.

Stephen Ferrero

steve.ferrero@gmail.com

Thanks for this discussion! Similar to the above question, will there be a staffing/vacancy analysis included in (or done parallel to) the plan? How will SFMTA ensure that there's enough capacity to do this work?

28

Angie Chen      angiechen@berkeley.edu

Given that much of the city has little-to-no protected bike infrastructure and — as a result — has little-to-no people using active transportation there, how is SFMTA finding and prioritizing protected bike infrastructure projects in parts of the city where few people use active transportation currently (but where we need many more people to use active transportation there)?

29

Luke Bornheimer      LukeBornheimer@gmail.com

The CBOs are doing very little in Bayview for active transit!!

30

Barbara Tassa      btassa@gmail.com

Check out the city of Portland's EV delivery zone pilot. Also many cities in Europe are changing their delivery patterns to keep streets open for non-vehicular traffic when commuters are out in numbers

31

Kathy Dervin      dervin.kathy@gmail.com

Thanks Prof. Rodriguez. Where does the idea of “self efficacy” related to urban bicycling come from? I find the term unsatisfying in missing dimensions of why and how people may be on a bike and would like to learn more about that.

Lian Chang

lian.c.chang@gmail.com