

WEBVTT

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00:01:11.610 --> 00:01:28.390

Annie Fryman / SPUR: Thank you so much for joining us today. My name is Annie Freiman, and I'm. Spurs director of Special Projects for San Francisco, which thankfully includes the San Francisco. Active communities plan

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00:01:28.490 --> 00:01:38.200

Annie Fryman / SPUR: which we'll be covering today. First up. Just thank you so much for joining us in this digital discourse. I know that many of you here today are spur members. So thank you for your support.

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and if you're not already a member, I encourage you to join and support spurs ongoing work. We we use education, policy, analysis, and advocacy to make our cities and region more prosperous, sustainable, and equitable places to live one

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Annie Fryman / SPUR: and your financial support enables us to continue and expand this work, which includes the hosting of programs like Today's

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Annie Fryman / SPUR: you'll find more information about membership online@spur.org slash join, and I can put that link in the chat for everyone as well, in case you would like to follow it or pass it along to other people who are important to you.

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00:02:12.250 --> 00:02:22.870

Annie Fryman / SPUR: Our next in-person program is scheduled for tomorrow at the Urban Center, and it will be a continuation of today's discussion. It's titled equitable bike access in San Francisco

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Annie Fryman / SPUR: downtown San Francisco features, dense blocks organized around a street grid, perfect for walking and biking, dense mixed land uses create an accessible neighborhood where jobs, services and amenities are available within a 15 min walk, bike or transit ride.

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00:02:38.510 --> 00:02:50.410

Annie Fryman / SPUR: and we can expand bike lanes, bike parking and related accessible infrastructure. We can make cycling more accessible and safe for transportation, options for all san Francisco.

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00:02:50.410 --> 00:03:02.320

This benefits low-income and disadvantaged communities and reduces traffic congestion air, pollution, and carbon emissions throughout the city, and additionally creating safer biking infrastructure can encourage more people to bike

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00:03:02.320 --> 00:03:13.610

Annie Fryman / SPUR: mit ctl, and leading to a healthier and more active population that expands the traditional group of folks that we think of as our most frequent and dependent cyclists in San Francisco one.

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00:03:13.610 --> 00:03:27.960

And so today one of the things that we're going to be discussing is which strategies can be adopted to ensure this access and creating more non-car trips downtown and beyond as San Francisco improves its bike infrastructure network.

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00:03:28.010 --> 00:03:44.440

Annie Fryman / SPUR: You can join us tomorrow to hear from bike equity experts and city officials about planning equitable access to the network in downtown San Francisco and surrounding neighborhoods, and you will also see a very familiar face from today's panel. We'll put the link in the chat for tomorrow's program.

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00:03:44.440 --> 00:04:01.200

A really quick intro about today. Now that I've peppered you with the in person for tomorrow. Today we're focused on a discussion title, and you want to ride your bicycle, a look into the San Francisco Active communities plan, and a little bit of background and context on the San Francisco Acp.

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Annie Fryman / SPUR: We have a really long way to go to reach the goal of 80% of trips in the city via a low carbon mode by 2023, which is this year.

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One of those low-carbon modes is the bicycle one of many, but it's one that is

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00:04:18.240 --> 00:04:39.310

Annie Fryman / SPUR: many. San Francisco are deeply dependent on and also many more could be if we made our streets safer all throughout the city. understanding this existing bike network that has not seen a master plan update since 2,009 is critical to reconfirming our position as a national leader in act of transportation, which in many ways we've been falling behind on

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00:04:39.310 --> 00:04:51.350

the active community's plan, which has been created by Sfmta is meant to so jump, start progress toward making bicycles. And other low-carbon trips safe, accessible and preferable for all

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00:04:51.350 --> 00:05:07.430

Today we'll do a deep dive with some of these amazing experts working on this initiative into not just the ideas, but also the data and the analysis underlying the active communities plan and its community-driven approach to encouraging mode shift in a really ambitious way.

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00:05:07.430 --> 00:05:22.820

i'll quickly introduce our speakers, and then pass it on to Chris, who will be starting so just in order of speakers. Christopher is a transportation planner, 3 with the Sfmta and a project manager for the Sf. Mta. Active communities plan.

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00:05:22.830 --> 00:05:33.490

He has 13 years of experience in the transportation planning field, previously working for Alta planning and design and Arab before starting work with the Mta in 2,017.

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00:05:33.790 --> 00:05:50.610

Next after Christopher is Daniel Rodriguez, who is the Chancellor's professor of city and regional planning in that department, got so many words here in the department of City and Regional Planning, and the Director of the Institution of Transportation Studies at the University of California, Berkeley.

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He teaches courses on active transportation, sustainable mobility and transit planning. And we'll be doing a bit of context, setting for the discussion today as someone working in the more academic side of the field

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and then switching gears. We'll move over to Shada, who was a transportation planner at the Sfmta While working in the liberal Street subdivision. She led various vision 0 projects,

including the Golden Gate, quick Build, and the Bayview quick-built projects 2 really successful and recent

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00:06:19.640 --> 00:06:32.200

Annie Fryman / SPUR: updates to our infrastructure for people who walk and bike. She's now, in the parking group, applying the agency's curve management strategy towards transportation projects like mid- Valencia bikeway pilot and the Folsom streetscape implementation.

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00:06:32.410 --> 00:06:46.490

Annie Fryman / SPUR: And then, last, but not least, Mia Candy, who is an interdisciplinary planner and project manager at tool design as a consultant on active communities plan. She is supporting Sfmta to conduct thoughtful analysis and make data-driven decisions.

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00:06:46.550 --> 00:06:55.710

Annie Fryman / SPUR: So I will hand it off right now to Chris, who will give a bit of a brief intro before handing off to the other practitioners. And, Chris, you can take it from here.

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00:06:56.180 --> 00:07:14.650

Christopher Kidd, SFMTA (he/him): Great. Thank you so much. Yeah, Thank you to Annie and Jessica and the entire spur team for helping us organize this event. It's really great to be here. Share this afternoon with you. My name is Christopher Kate, the project manager for the Acp. The active communities plan. As Annie had mentioned.

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00:07:14.650 --> 00:07:21.790

Christopher Kidd, SFMTA (he/him): the city of San Francisco has not had an a updated bicycle master plan for the city since 2,009,

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Christopher Kidd, SFMTA (he/him): and there's been an enormous amount of things that have changed since 2,009 and 2,009 cheros were still an experimental device. Protected Bike lanes were not legal bike share and scooter share programs did not exist, and to a large extent. Neither did electric scooters or things like E skateboards, or one wheels, or many of the devices that we now see using our bike network today.

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Christopher Kidd, SFMTA (he/him): So our intent really is that we need to create a plan that is forward looking and accounting for some of the very ambitious goals that we have as a city. Whether it's our climate action, plan or our vision 0 strategy. We have an enormous

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00:08:01.340 --> 00:08:06.950

Christopher Kidd, SFMTA (he/him): obligation to live up to. We need a roadmap for us to get there. The active communities plan

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00:08:06.950 --> 00:08:34.570

Christopher Kidd, SFMTA (he/him): aims to represent that with a 10 to 15 year investment plan, not just for our investments for the network, but also our investments around programming, our and our priorities for policy work. And really this, this is a comprehensive effort to try to address the the many needs that we we see around adoption for for people using the bike network, using different devices like bicycles and scooters and other types of devices.

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00:08:34.570 --> 00:08:45.470

Christopher Kidd, SFMTA (he/him): And really so. So our emphasis is is kind of twofold in in this year. Long outreach work that we're doing. The first is which we we are being inclusive of all devices, because

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00:08:45.470 --> 00:08:58.150

Christopher Kidd, SFMTA (he/him): for us to hit our mode, share goals, we can't rely on bikes alone. We need to really understand how we can accommodate and welcome, and make safe and comfortable of the broad range of devices that can now legally use the bike network.

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00:08:58.400 --> 00:09:06.380

Christopher Kidd, SFMTA (he/him): We also understand that we need to do really targeted work within our equity priority communities, because it's often those communities where we see the largest disconnect

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Christopher Kidd, SFMTA (he/him): between adoption of bike modes and the bike network and opposition to bike network projects. And so we need to be able to clear those hurdles, rebuild, trust, and understand how we incorporate other elements like

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00:09:19.600 --> 00:09:32.470

Christopher Kidd, SFMTA (he/him): programming, like our policy work to be able to clear the hurdles that exist in different kinds of communities. Because if people can't access the bike network, if they can't utilize the bike network. There's no reason for us to expect them to support

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00:09:33.110 --> 00:09:35.270

Christopher Kidd, SFMTA (he/him): projects to improve the bike network.

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00:09:35.300 --> 00:09:56.650

Christopher Kidd, SFMTA (he/him): And so with that we we really want to make sure that we have a a deeply data-driven process, but one that's also directly informed by our public participation, and input with with the community that we are. Have. We're in the midst of a year, long, outreach process that will be going through the end of this calendar year, and there will be many opportunities for people to to

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00:09:57.110 --> 00:10:19.790

Christopher Kidd, SFMTA (he/him): in include themselves in the process. As as I wanted to to hand things off to to Professor Rodriguez to talk about kind of how data is can be used and applied in a range of circumstances. But before that I did want to make sure I get a special shout out to Hannah Greenberg and the audience, Our our absolute superstar intern, who was an integral part of some of the data analysis work that you're going to see today.

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00:10:22.380 --> 00:10:30.480

Daniel A Rodriguez (UC Berkeley - he/him): Wonderful, Chris. Thank you very much. Let me just share my screen. Briefly here. I hope you can see it now.

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00:10:33.240 --> 00:10:33.980

Daniel A Rodriguez (UC Berkeley - he/him): Great

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00:10:34.670 --> 00:10:47.200

Daniel A Rodriguez (UC Berkeley - he/him): any. Thank you very much for the introduction, and many thanks to spur also for bringing us together and convening this meeting, so as as Christopher described, I want to provide some context

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00:10:47.200 --> 00:10:59.100

Daniel A Rodriguez (UC Berkeley - he/him): and need I for analytical tools broadly? But I want to emphasize one in particular this comfort index of but of bicycling that we will be hearing about later today, and I want to provide it

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00:10:59.100 --> 00:11:16.120

Daniel A Rodriguez (UC Berkeley - he/him): kind of a broad context of how these indices are are developed and used, and some of the strengths, and maybe some of the weaknesses that exist are in in their use in bicycle planning. So I I just want to make kind of 3 very, very broad points.

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00:11:16.120 --> 00:11:28.580

Daniel A Rodriguez (UC Berkeley - he/him): the the first one. Why an index? And why? Why does it make sense more broadly? Why this effort, and why is it so important to have an active transportation plan in place.

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00:11:28.990 --> 00:11:58.380

Daniel A Rodriguez (UC Berkeley - he/him): Then describe the applications and use of these indices with a couple of examples, and and maybe that also kind of show how it they have change over time that uses, and the the current status, and then a quick reflection of challenges and limitations that I think will help you kind of also digest what's coming up later from my other calling presenters. So let me start with the with, with why and and clearly. I'm going to describe some individual reasons, and then some societal reasons. And and this is not new.

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00:11:58.560 --> 00:12:02.340

Daniel A Rodriguez (UC Berkeley - he/him): but these are rather straightforward, but I think it's worth repeating.

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00:12:02.360 --> 00:12:18.750

Daniel A Rodriguez (UC Berkeley - he/him): and that why is it useful and important to improve the built environment for walking and cycling? But i'm focusing here on second specifically, and there's many reasons at the individual level. Of course, one that is very prominent in our in in our discourse is personal health.

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00:12:19.070 --> 00:12:29.270

Daniel A Rodriguez (UC Berkeley - he/him): and what I like to use. This is the only graph that i'm going to use today, and it's a a little busy, but i'll help describe it, because I think it's just so compelling.

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00:12:29.680 --> 00:12:38.370

Daniel A Rodriguez (UC Berkeley - he/him): and the former Cdc. The former Cdc. Director, said that if we could bottle up physical activity in a pedal

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00:12:38.510 --> 00:12:40.770

Daniel A Rodriguez (UC Berkeley - he/him): it would be a miracle drug.

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00:12:40.770 --> 00:13:07.070

Daniel A Rodriguez (UC Berkeley - he/him): And I think this issue of personal health is is really kind of a very compelling case for active transportation and for incorporating physical activity in our daily life through active transportation. What this graph shows is on the X Axis hours of bicycling, and this is kind of a rough translation from how physical activity is measured in in the

in the physical activity world and the kinesiology world. But it's kind of simple hours per week of basically

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00:13:07.070 --> 00:13:25.440

Daniel A Rodriguez (UC Berkeley - he/him): and on the Y-axis is the risk of dying for any reason, and it's index to those of us that are couch potatoes. So the left hand side of the folks up those of us that don't cycle at all kind of have an index of one, and then we compare against that other, the risk increasing, and there, so that would be a graph that's going up.

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00:13:25.510 --> 00:13:28.900

Daniel A Rodriguez (UC Berkeley - he/him): or a risk decreasing. That's what you see here, going down.

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00:13:28.990 --> 00:13:46.240

Daniel A Rodriguez (UC Berkeley - he/him): and to to help you interpret what this means roughly this says that if you engage in about 5 h of cycling a week, you will have a 25% lower risk of dying from any reason

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00:13:46.240 --> 00:13:52.810

Daniel A Rodriguez (UC Berkeley - he/him): relative to those that do not cycle. So you see, kind of the miracle drug at play Here

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00:13:52.820 --> 00:14:18.910

Daniel A Rodriguez (UC Berkeley - he/him): you also see that the slope is negative and kind of, and and continues here, it continuously decreases. And this is what we would call it those response relationship. So the more we cycle the lower the risk of of dying. And so here's the health connection very clearly and probably most importantly, for the planners in in in the audience. It's not a straight line. In fact, the biggest ban for our buck, if you will happens on the left hand side of this figure.

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00:14:19.070 --> 00:14:33.710

Daniel A Rodriguez (UC Berkeley - he/him): So if we get people to be a little more active house by cycling a little more in those W. One or 2 trips of getting half an hour, an hour now, and a half per week, you get a pretty dramatic decrease in relative risk of dying from any cost.

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00:14:33.730 --> 00:14:57.220

Daniel A Rodriguez (UC Berkeley - he/him): And bear in mind that this is any cost. So this includes crashes. This includes potentially any a excess inhalation of pollution like right now we were riding, maybe next to a busy basic road where there's trucks and maybe Diesel vehicle

Diesel buses. It includes those negative effects that sometimes give us a little pause. So the net impact is actually quite quite positive.

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00:14:58.420 --> 00:15:14.320

Daniel A Rodriguez (UC Berkeley - he/him): The other reason why this makes sense. Christopher alluded to it. It's equity. the largest segment to bicycle users, and the fastest growing segment of bicycle users, remains. People who have lower incomes.

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00:15:14.370 --> 00:15:30.160

Daniel A Rodriguez (UC Berkeley - he/him): They also continue to be over represented in our crash statistics relative to other bicycle users and relative to other modes. So equity is a big element of why we want to continue or increase our encouragement and support for bicycling.

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00:15:30.330 --> 00:15:49.340

Daniel A Rodriguez (UC Berkeley - he/him): And then there are the kind of the social benefits bicycling as an emissions reduction strategy. For as a replacement for other modes, for example, or possibly as a compliment to other modes, something that we still need to kind of fine tune in many of our metropolitan areas, including San Francisco as a potential first, last mile to some of our rail stations.

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00:15:49.340 --> 00:15:57.870

Daniel A Rodriguez (UC Berkeley - he/him): and more explicitly as a greenhouse gas mitigation strategy. It's a low-carbon mode, and using a low carbon infrastructure. In most most cases one

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00:15:58.410 --> 00:16:10.930

Daniel A Rodriguez (UC Berkeley - he/him): another social benefit to another. Social reason is that numbers matter by making it easier and safer to bicycle users, we get users. This is more concretely expressed in what

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00:16:11.270 --> 00:16:24.100

Daniel A Rodriguez (UC Berkeley - he/him): some of the other kids say. Safety numbers. We we are indeed safer in terms of crash risk, if we are a larger number of users.

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00:16:24.140 --> 00:16:36.660

Daniel A Rodriguez (UC Berkeley - he/him): and last, but not least, quality of life, right access to destinations, livability, even kind of resilience, the ability to access destinations. We have very, very different modes.

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00:16:37.110 --> 00:16:45.890

Daniel A Rodriguez (UC Berkeley - he/him): Let me move to the next point. So that's kind of the big context, right? There's health reasons. There's equity reasons there's social reasons, environmental reasons, etc., etc.

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00:16:45.980 --> 00:16:59.340

Daniel A Rodriguez (UC Berkeley - he/him): Let me move to some of the applications and describe them very, very quickly. This idea of a a index for cycling comfort, and the idea is to summarize the built

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00:16:59.340 --> 00:17:12.800

Daniel A Rodriguez (UC Berkeley - he/him): environment. The social environment in some ways, because there there will be people, perhaps walking. There's traffic. There's cross areas, there's land uses, there's density. So this is this melding of urban activity. How can we

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00:17:13.410 --> 00:17:16.710

Daniel A Rodriguez (UC Berkeley - he/him): bring all this together into a

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00:17:16.710 --> 00:17:35.550

Daniel A Rodriguez (UC Berkeley - he/him): unified concept that transmits how, say, how comfortable, maybe, how stressful is it to use a bicycle in this environment and moving a bicycle from Point a to Point B in an environment that has X characteristic. So that's the idea of a bicycle index. And

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00:17:35.640 --> 00:17:47.080

Daniel A Rodriguez (UC Berkeley - he/him): I wanted to highlight some applications here, mostly as an analytical tool. You'll see it as a descriptor. It describes it kind of an existing environment. And then how it helps

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00:17:47.080 --> 00:18:13.880

Daniel A Rodriguez (UC Berkeley - he/him): decision making. The first one is as a spot, safety warning, and that's one of the first uses and more the original users of these types of comfort index. So, especially at intersections. Maybe you see an issue, you detect an issue because your index is is low, that area is low, performing. So through that you address the concern not unlike maybe, what we've been doing with 0 vision. You detect a problem. You address it.

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00:18:13.950 --> 00:18:27.070

Daniel A Rodriguez (UC Berkeley - he/him): I would say that this is more tactical than strategic in the sense that you're finding a problem. It's spot based. But you're You're kind of losing a site of the network. You're not having kind of a a broad view. It's a little myopic.

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00:18:27.650 --> 00:18:44.330

Daniel A Rodriguez (UC Berkeley - he/him): The second approach that really kind of developed, maybe over the last 1015 years is the idea of identifying islands disconnected places right that you cannot reach by bicycle, or that you can not get out of

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00:18:44.330 --> 00:18:56.210

Daniel A Rodriguez (UC Berkeley - he/him): in a bicycle because they. They're served because of infrastructure limitations because of built environment or social limitations. And so you you have these islands in in the sea of of development.

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00:18:56.460 --> 00:19:07.560

Daniel A Rodriguez (UC Berkeley - he/him): So these indices are used to identify these isolated places and identify spot on network improvements that maybe will provide the connectivity, then that one would like to have

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00:19:07.560 --> 00:19:27.340

Daniel A Rodriguez (UC Berkeley - he/him): a third and more, I think novel and newer way of using it is to just to use it, to describe access via multiple modes of transportation. This stage cycling, for example, using access metrics like, how many opportunities do I have within 10 within 15, within 20 min, very consistent with how Christopher was describing

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00:19:27.340 --> 00:19:41.330

Daniel A Rodriguez (UC Berkeley - he/him): kind of the the the importance of of liability. So can I get to these places in a a high comfort or in a low stress network bicycle network. And if not, how do? What do I need to do to achieve that?

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00:19:42.940 --> 00:19:55.600

Daniel A Rodriguez (UC Berkeley - he/him): And then you can layer some of these uses? This last one, for example, with concerns about equity, so are they occurring in areas where there have been historical disinvestments.

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00:19:55.600 --> 00:20:08.560

Daniel A Rodriguez (UC Berkeley - he/him): or were there as a concentration of marginalized community members. And so that helps you think about this islands and this disconnection in the context also of other social determinants of of health and of other outcomes.

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00:20:09.320 --> 00:20:15.100

Daniel A Rodriguez (UC Berkeley - he/him): So let me move to to the challenges. I've summarized kind of 4 applications that I think move

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00:20:15.130 --> 00:20:20.840

Daniel A Rodriguez (UC Berkeley - he/him): from the spot, I think, to the network, from the tactical to the strategic

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00:20:21.070 --> 00:20:30.070

Daniel A Rodriguez (UC Berkeley - he/him): and some of the challenges and and shortcomings. I think that we're still struggling with, and and there are some solutions emerging. You'll hear some of them in a minute

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00:20:30.150 --> 00:20:49.870

Daniel A Rodriguez (UC Berkeley - he/him): have to do with intersections versus streets. So clearly intersections are an area of concern. That's where a lot of the conflicts happen. There's cross traffic. Visibility is not always great. There's obstructions that lighting might not be very good. It's where a lot of conflict emerges in most indices.

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00:20:49.870 --> 00:21:07.200

Daniel A Rodriguez (UC Berkeley - he/him): First focus on street segments, and not in your section, partly because that complexity, but conveying that complexity of the intersection in in an index that that is kind of brought bringing all these dimensions into maybe a single score. A set of scores is is rather complicated.

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00:21:07.200 --> 00:21:21.600

Daniel A Rodriguez (UC Berkeley - he/him): Recent applications have tried to disentangle both, and so you have kind of an intersection versus segment type of representation. Both are important. They clearly deserve different attention and different types of interventions. But this is work in progress.

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00:21:22.280 --> 00:21:42.150

Daniel A Rodriguez (UC Berkeley - he/him): A second big challenge and limitation has to do with engaging with the public around these indices. And this is actually very timely right. So the good news is, our our publics are experience, and have very strong opinions. The bad news is that one, too.

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00:21:42.180 --> 00:21:53.280

Daniel A Rodriguez (UC Berkeley - he/him): How? What engages with these indices is difficult, because any effort to reach a consensus of what is or what isn't comfortable or stressful, will most likely fall short.

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00:21:53.290 --> 00:22:08.530

Daniel A Rodriguez (UC Berkeley - he/him): But maybe I don't think it's about reaching consensus around what's comfortable or stressful. But maybe it's just about thinking about relative scores right, which are the areas that need attention, regardless of how we rate them in terms of comfort or stress.

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00:22:08.540 --> 00:22:10.900

Daniel A Rodriguez (UC Berkeley - he/him): In my experience, for example.

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00:22:11.070 --> 00:22:28.440

Daniel A Rodriguez (UC Berkeley - he/him): a critical segment that is isolating areas and laden with conflict for bicyclists will pop up, regardless of how we think you said high scoring or medium scoring or low scoring. It will be a relative to the other ones will be a segment or an area that will deserve attention.

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00:22:28.790 --> 00:22:41.620

Daniel A Rodriguez (UC Berkeley - he/him): Similarly reflecting different users is really hard. So we have a panoply of different users. Some are very tolerant to traffic, maybe, are not concerned about proximity to fast moving cars or noise.

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00:22:41.620 --> 00:22:56.010

Daniel A Rodriguez (UC Berkeley - he/him): and some are very sensitive to that. Maybe they are a little less experience. Maybe they are just have less a lower self-efficacy. But we want to have all of those users out there. We don't want to design a CD for only one type of, user and I think those different

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00:22:56.170 --> 00:23:15.780

Daniel A Rodriguez (UC Berkeley - he/him): perspectives and values means that a single index probably won't. Reflect what you each of us think should be in in infrastructure should be comfortable or shouldn't be stressed. And so I don't think we should advertise these indices as objective reflections of reality or of people's preferences, but simply as a decision tool.

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00:23:15.920 --> 00:23:18.460

Daniel A Rodriguez (UC Berkeley - he/him): My last point keeping with time

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00:23:18.560 --> 00:23:36.600

Daniel A Rodriguez (UC Berkeley - he/him): is is the idea of calibration. So how do we take all these dimensions and kind of try to melt them into 1 2 3 different scores, or different values, I think, in in many ways the practice of transportation, planning, of active transportation planning of bicycle planning has been ahead

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00:23:36.600 --> 00:23:41.390

Daniel A Rodriguez (UC Berkeley - he/him): of the research, I would say, about 10 years ahead overall, which is fantastic.

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00:23:41.970 --> 00:23:58.530

Daniel A Rodriguez (UC Berkeley - he/him): but I also think that it doesn't mean that practice should look back and kind of adjust and and incorporate the newer results, especially, for example, around calibration that could help you bring together all these different attributes, like the with and the noise, and the heights, and the site nice

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00:23:58.530 --> 00:24:14.900

Daniel A Rodriguez (UC Berkeley - he/him): into what could be this single score? And I think this is particularly important that you're kind of weighing all these different attributes. There are already pieces of evidence that could help us kind of weigh these a little differently. Again, I don't think they would be representative of how we all.

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00:24:14.900 --> 00:24:38.660

Daniel A Rodriguez (UC Berkeley - he/him): I think it's probably representative of this average person that probably does not exist, but it gives us a sense of how these segments and these intersections are performing relative to each other, and that's ultimately what I think a planner needs in terms of next steps a decision support to one. Thank you, everyone. I look forward to our conversations, and I will pass it on to our next presenter.

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00:24:42.250 --> 00:24:54.270

Annie Fryman / SPUR: All right. I will be passing the microphone prover really to Sheda. Now, who will be presenting further on the Acp. Thank you so much, Daniel, for the excellent presentation.

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00:24:55.580 --> 00:24:57.640

Shayda Haghgoo: Thank you. Can you all see my slides?

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00:24:59.090 --> 00:24:59.700
Shayda Haghgoo: Right?

107
00:25:00.720 --> 00:25:01.550
Shayda Haghgoo: What? He?

108
00:25:01.580 --> 00:25:02.610
And again.

109
00:25:04.160 --> 00:25:04.950
Shayda Haghgoo: All right.

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00:25:05.860 --> 00:25:15.720
Shayda Haghgoo: Good afternoon. Thank you for for inviting me here to speak with you today. My name is Jada Haku, and today i'll be discussing our progress

111
00:25:15.790 --> 00:25:24.250
Shayda Haghgoo: and updating San Francisco bicycle Comfort Index. and how it can be used as a proactive tool for transportation, planning, and decision making.

112
00:25:24.660 --> 00:25:27.240
Shayda Haghgoo: This is definitely the agenda on what to expect.

113
00:25:27.360 --> 00:25:34.460
Shayda Haghgoo: Let's get into it. When I was told that i'd be working on updating the 217 bicycle Comfort index. Last year.

114
00:25:34.520 --> 00:25:37.130
Shayda Haghgoo: My first thought was, Wow, by 17.

115
00:25:37.200 --> 00:25:46.740
Shayda Haghgoo: That's when I first started working on active transportation projects. Why have I never heard of or seen at this comfort index map? In the 5 years I worked at lovable streets.

116
00:25:46.900 --> 00:25:58.840

Shayda Haghgoo: the only recurring 2,017 map that was a source of prioritizing where we implement bicycle, pedestrian and craft charter coming improvements in San Francisco was a city vision 0 high injury network.

117

00:25:59.130 --> 00:26:12.660

Shayda Haghgoo: The Hn. Which you can see the latest 2,022 version of the map here on the slide is based on police and hospital records and identifies and streets where a majority of the city's crashes are concentrated over the last 5 years

118

00:26:12.880 --> 00:26:23.300

Shayda Haghgoo: since the vision 0 for both program began in 2,019 most. It's not all of the vision 0. Quick of projects we've pursued or are currently pursuing, involves there on the high injury network.

119

00:26:23.530 --> 00:26:28.300

Shayda Haghgoo: It makes sense prioritize finding and resources on streets that see the most crashes.

120

00:26:28.540 --> 00:26:33.140

Shayda Haghgoo: However, this strategy is taking a reactive approach to transportation planning.

121

00:26:33.220 --> 00:26:40.280

Shayda Haghgoo: It uses historical data of people getting seriously hurt or killed to quickly identify where we should focus our efforts.

122

00:26:40.330 --> 00:26:47.840

Shayda Haghgoo: This made the 2,017 possible comfort, index. Not all the more puzzling of the map was inspired by the another institute level of traffic stress

123

00:26:47.870 --> 00:26:54.470

Shayda Haghgoo: And this really could be a proactive data-driven approach for identifying what streets need better active transportation infrastructure.

124

00:26:54.550 --> 00:26:58.610

Shayda Haghgoo: But once I found the map, I soon understood why we never ended up using it.

125

00:26:59.620 --> 00:27:11.300

Shayda Haghgoo: I'm not turning salt. And you the very confident staff that work on this map, I actually really appreciate their efforts, and the 2,017 Bci has served as a great foundation for our letters, our latest iteration.

126

00:27:11.580 --> 00:27:21.850

Shayda Haghgoo: Upon cluster examination, however, it became clear that the model lack sufficient nuance to usefully assign a level of comfort to any given street in San Francisco

127

00:27:22.330 --> 00:27:26.610

Shayda Haghgoo: to start and try 17 model only accessories that are on the city's bicycle network.

128

00:27:26.920 --> 00:27:39.730

Shayda Haghgoo: Many would agree that it is important to evaluate projects after they're implemented, especially as the city landscape evolves. But in order to expand the bike network, which is what we hope to do with the Acp. It's.

129

00:27:39.740 --> 00:27:46.980

Shayda Haghgoo: and also important to know the existing conditions of the network's, gaps, and surrounding streets. Among those streets that had an lts assigned.

130

00:27:46.990 --> 00:27:56.890

Shayda Haghgoo: There are some inaccurate designations on how stressful or not stressful it really is to write a bike on that corridor which inevitably let us investigate the formula and inputs used on the map.

131

00:27:58.110 --> 00:28:05.250

Shayda Haghgoo: Well, the 2,017 Bci was inspired for them in edit study. The formula and its inputs were not as sophisticated.

132

00:28:05.540 --> 00:28:10.680

Shayda Haghgoo: They did not take into consideration interception criteria, and the inputs were also not detailed enough.

133

00:28:11.080 --> 00:28:33.800

Shayda Haghgoo: For example, the lowest speed limit threshold to do any points in the score was 35 miles per hour. which is way too high for the context of San Francisco. We know the likelihood of getting seriously injured from the significantly higher, when the vehicle is going

faster than 20 miles per hour. And we also know that if you're riding 10 to 12 miles per hour. It can be really uncomfortable to be next to cars to one at 25 to 30 miles per hour.

134

00:28:34.170 --> 00:28:42.390

Shayda Haghgoo: additionally the proxy used for whether it was a truck. Conducive route was based on poly lines provided to us by computer shut up company

135

00:28:42.820 --> 00:28:48.530

Shayda Haghgoo: which may not really reflect the commercial truck routes or the Ross that even the community channels themselves in real life.

136

00:28:48.720 --> 00:28:53.180

Shayda Haghgoo: No one has been accurate to use today. Given how much traffic has changed since Covid.

137

00:28:54.220 --> 00:28:57.490

Shayda Haghgoo: So we mentioned all this digital design. When we started working with them

138

00:28:57.630 --> 00:29:07.560

Shayda Haghgoo: we told them that we wanted this to be useful to our work beyond the sum app that we could show up on Twitter, and then saving a deeply embedded self-holder nowhere to be seen that or part of again.

139

00:29:07.850 --> 00:29:26.070

Shayda Haghgoo: Well, there was some interest, and possibly providing it to the public as a way to do route planning. We eventually mixed that idea, because one that would still creep the hell out of this plan to dictating whether it's we will be comfortable to write as soon as no diversity and perspective feel sets age and other characteristics of people who ride bikes.

140

00:29:26.100 --> 00:29:32.720

Shayda Haghgoo: and that that the comfort of some streets may be totally different If you're writing with kids, or if you're on a traditional bike versus an invite

141

00:29:32.750 --> 00:29:42.890

Shayda Haghgoo: and 3 signing this Pci can help you comfortably get to any given destination, regardless of time of day season conference schedule would be a huge liability concern.

142

00:29:43.300 --> 00:29:53.490

Shayda Haghgoo: We eventually landed on creating a decision, making tool that can give us insight on whether or what the smta can do to improve bicycling comfort conditions on any given street

143

00:29:53.850 --> 00:29:59.250

Shayda Haghgoo: full them presented us with this new framework with 10 different inputs made up of 18 different data sources

144

00:29:59.310 --> 00:30:01.940

Shayda Haghgoo: that not only incorporates level of private stress.

145

00:30:02.130 --> 00:30:20.700

Shayda Haghgoo: but also includes pavement conditions. Well, intersection facility types, and a more extended list of bicycle on traffic coming infrastructure. Those inputs are also divided into 3 steps, set up scores loosely organized by the impactability of Smm. Ta. To improve the street in terms of possible comfortability.

146

00:30:21.070 --> 00:30:32.370

Shayda Haghgoo: For example, what was it included in the land. Use context some sort of category which is at the lower end of the spectrum in terms of things with me as an agency, and realistically you about moving the brain on the screen.

147

00:30:32.400 --> 00:30:40.200

Shayda Haghgoo: whereas on the other end of the spectrum we have much more control over bicycle infrastructure, as we are the agency that legislates and installed active transportation.

148

00:30:40.300 --> 00:30:40.870

Thanks.

149

00:30:41.980 --> 00:30:49.050

Shayda Haghgoo: We're now in the model validation phase of this effort. We're running some preliminary vet checks internally to see if it makes sense.

150

00:30:49.240 --> 00:30:52.330

Shayda Haghgoo: But we also want to hear from the San Francisco community, as well

151

00:30:52.570 --> 00:31:08.480

Shayda Haghgoo: as part of it, calibrating the weights, thresholds, and confirmations of the right inputs. We also included questions on our residential preference survey that asks is specifically significant. Sandals, like the San Francisco to provide their levels of comfort running it by along 15 or so different tree types.

152

00:31:09.620 --> 00:31:18.840

Shayda Haghgoo: So people who live in San Francisco are not the only users of San Francisco streets. That's why we've been put in a call to action to take the online version of the survey on our interactive map.

153

00:31:18.950 --> 00:31:31.530

Shayda Haghgoo: The online serving survey questions are similar to those us in the residential preference survey. And we're also working with our Cdo partners to get the word out, and they've been distributing paper copies in various languages to expand our reach.

154

00:31:31.540 --> 00:31:35.300

Shayda Haghgoo: If you have any thoughts about our draft, Pci, please take a survey.

155

00:31:36.600 --> 00:31:43.610

Shayda Haghgoo: Once we validate and calibrate the bicycle Comfort index. We can use the model to provide recommendations as part of the final active communities plan.

156

00:31:43.650 --> 00:32:01.990

Shayda Haghgoo: for example, because the scores are composite of 3 different sub sports. We can quickly identify streets like raga, which support is 0 on bicycle infrastructure that exhibits high traffic and land use and context for indicating that the street lacks bicycle infrastructure, but instead of slow traffic stress and has great street conditions like

157

00:32:02.110 --> 00:32:03.140

Shayda Haghgoo: you, the quality

158

00:32:03.680 --> 00:32:14.170

Shayda Haghgoo: Morav is currently not on the active transportation network, but it could serve as a connection to the Sunset Recreation Center from the Twentieth Neighbor way, making it a potential candidate for a network expansion.

159

00:32:15.310 --> 00:32:21.230

Shayda Haghgoo: The Bci can also be used to set the effects of the city's past land, use decisions and street interventions.

160

00:32:21.260 --> 00:32:30.550

Shayda Haghgoo: Almost every street segment in the tender lines is on the high and green network, and not surprisingly, the Vci indicates that the streets in the tender line, and by I, as stood on the red and the top left

161

00:32:30.770 --> 00:32:45.290

Shayda Haghgoo: a very, very low and bicycle cover index because of their low contacts and traffic scores. Some of the score I could be attributed to the complete recirculation of the downtown street grid and rating many streets in the Tl. And by that into one way streets back in the mid twentieth century

162

00:32:45.720 --> 00:32:56.010

Shayda Haghgoo: it was a bold move that may have led to some negative impacts we still feel. Today I include a picture of a rendering a better market sheet of the better market. She designed from 2,019, because it

163

00:32:56.100 --> 00:33:07.500

Shayda Haghgoo: and we pursued that the market in the orange in the center. we would not only have it ped as a as a much more comfortable street. It's actually a bold move that we end up having to dilute

164

00:33:07.880 --> 00:33:12.700

Shayda Haghgoo: so like those who made the call to comfort. So my downtown streets in the tender one, and Friday

165

00:33:12.770 --> 00:33:19.580

Shayda Haghgoo: polls like the Vci, could allow us to fully propose a complete reimagination of how the street is used, like even

166

00:33:19.610 --> 00:33:31.280

Shayda Haghgoo: maybe transit, and by only streets to address traffic stress and maybe one day achieve vision 0. But if we want the recommendations to reflect San Francisco, then we need to hear from you as well.

167

00:33:31.310 --> 00:33:42.300

Shayda Haghgoo: If you've ever travelled alongside this to the streets, please love the service. or you have high hopes for this iteration of the Pci, and it's not it's silver. Pull it, and it does not replace what we learn from the height and doing that.

168

00:33:42.320 --> 00:33:50.390

Shayda Haghgoo: we must also incorporate the analysis that on other transportation trends, etc., throughout the city. Luckily we will tell you all about that in the next presentation.

169

00:33:50.610 --> 00:33:57.790

Shayda Haghgoo: Thank you for all of your attention. If you have any further questions or comments outside this panel, you know me on the address on this slide.

170

00:34:00.050 --> 00:34:10.250

All right. Thank you very much, Sheda. Next up we are going to have Mia Candy, who is a consultant to the city on the active communities plan. And yeah, you can take it from here.

171

00:34:11.219 --> 00:34:12.590

Mia Candy, Toole Design (She/Her): hey? Can you see my screen?

172

00:34:14.190 --> 00:34:32.739

Mia Candy, Toole Design (She/Her): All right? Thank you so much, Annie and Shada. So you know we Vci is one of the many analyses that we're doing for the active communities plan. And I am going to use our newly launched interactive map to show you some of the analysis that we're doing and talk about how we are using the information that we're finding to make decisions about

173

00:34:32.739 --> 00:34:35.429

Mia Candy, Toole Design (She/Her): network policy and program recommendations.

174

00:34:35.460 --> 00:34:41.920

Mia Candy, Toole Design (She/Her): And before I dive into the data, I just want to talk a little bit about why we even decided to do this interactive map. So

175

00:34:41.920 --> 00:35:05.480

Mia Candy, Toole Design (She/Her): for an agency like Sfmta, a city like San Francisco, the active transportation landscape evolves so quickly and so does the associated data. And so you know, it really is best practice for agencies like this to have a data clearing house that can be

updated in real time throughout the lifetime of the project. You know, as data changes like, we just got a new layer for the Soy streets network. We can change it in real time.

176

00:35:05.480 --> 00:35:34.220

Mia Candy, Toole Design (She/Her): And then the other thing that reason we decided to do this is because it allows us, as an agency or smt as an agency, to lay a different data to understand how factors like safety, comfort, access, network, coverage, network quality may be influencing where people ride or choose not to ride, and we can do that as a project team. But the public can also explore the data to see whether it actually reflects lived experience. And I want to just really hit on this idea of that data

177

00:35:34.220 --> 00:35:40.970

Mia Candy, Toole Design (She/Her): does not tell the full story, and this is one of the reasons we really want everyone here and everyone in the public to complete our survey

178

00:35:41.210 --> 00:35:51.520

Mia Candy, Toole Design (She/Her): so that this interactive map can be used in really close coordination with with community perceptions and community. Input okay, let's get into the data.

179

00:35:51.620 --> 00:36:02.670

Mia Candy, Toole Design (She/Her): So at a very baseline. What do we have on our map? We show the existing network. We've got our slow streets. We've got pipeline projects. So projects that Sfmta has already approved.

180

00:36:02.670 --> 00:36:15.750

Mia Candy, Toole Design (She/Her): but have to move forward. We've got a map of every single bicycle parking location in the city, and then you can also click in the top right to watch a video of how the San Francisco bike network has evolved over the last 10 years.

181

00:36:16.310 --> 00:36:17.030

Mia Candy, Toole Design (She/Her): And

182

00:36:17.070 --> 00:36:45.910

Mia Candy, Toole Design (She/Her): this shader talked about the Bci. So this is one of the key layers that you can explore in the interactive map, and you can explore the data both for the network itself, but also for the entire street network. And so, when you look just at the network, we can see that streets that tend to score really high, for Bci include the slow streets, and so that's great. That's what we want to see. But if there are slow streets that are scoring, perhaps lower,

relative to other slow streets. That's an indication to us that maybe that street isn't performing as we want it to be.

183

00:36:45.910 --> 00:37:04.000

Mia Candy, Toole Design (She/Her): And and so that's an indication to Smta that we need to make decisions around potentially improvements on those particular slow streets. I'll also say that in general there is a there is an association between high quality facilities like protected bike lanes and off street parts, and car free streets

184

00:37:04.000 --> 00:37:18.770

Mia Candy, Toole Design (She/Her): and places where there is a high like high comfort school, but not always. And so this is a really important performance, metric for us. If we see a high quality facility that has a low comfort school, that's an indication to us that something might not be working.

185

00:37:18.930 --> 00:37:39.560

Mia Candy, Toole Design (She/Her): So in like an example that we have, we see that there are these possible bike lanes in the tenderloin, and they're getting a low comfort school. And so what we do is we dive in. We understand what exactly is going on there, and some of the data that Shada talked about that make up the Dci include things like, is there debris in the bike lane, based on 311 complaints?

186

00:37:39.560 --> 00:37:53.220

Mia Candy, Toole Design (She/Her): Things like, you know, damage to next post, high code side turnover, double parking. And so we see that maybe in this particular location the type of vertical delineation isn't really standing up to the surrounding context.

187

00:37:53.230 --> 00:37:59.150

Mia Candy, Toole Design (She/Her): And so again, this is something that we start to use to make decisions about when network improvements to be used.

188

00:37:59.420 --> 00:38:23.540

Mia Candy, Toole Design (She/Her): I also want to say that once when you get into exploring the Bci at the city wide level, you really start to see the impact of the overall context. So on this map you'll see a lot of orange. That's a low Bci school, and if you toggle back and forth between the Vci map and the map of elevation in San Francisco. You can see that using our current model elevation is really driving down comfort scores in a lot of locations.

189

00:38:23.830 --> 00:38:33.780

Mia Candy, Toole Design (She/Her): And why is that important? So when San Francisco, when we get into network development and recommendation development, we need to understand what is driving comfort, safety and ridership.

190

00:38:33.780 --> 00:38:51.980

Mia Candy, Toole Design (She/Her): and if all else is perfect, you know the pavement condition is great. It's a quiet residential. Streets and people are really enjoy writing there, but the issues. It's a really steep slope, and that's an indication to us that we maybe need to be looking outside of infrastructure upgrades and at things like you know, Ebi or E. Scooter policies and programs.

191

00:38:53.800 --> 00:39:16.310

Mia Candy, Toole Design (She/Her): We also mapped the equity priority communities as they are defined by Mtc. And so this is one of the really interesting ways that you can go in and explore the data. We are currently analyzing the ways that the equity priority communities overlap with things like network coverage on network quality. And so one thing that we know is that in in our 6 Epcs that we're analyzing.

192

00:39:16.310 --> 00:39:34.890

Mia Candy, Toole Design (She/Her): all of them have relatively good network coverage, but relatively low quality network coverage. So we actually see a lower rate of protected by claims and plus one by parts in some of our Epcs. And again, this is all about like where we ultimately make decisions about prioritizing network improvements.

193

00:39:34.890 --> 00:39:42.020

Mia Candy, Toole Design (She/Her): I'll also, you know, in a similar way, just like quality facilities maybe have a different distribution and equity. Priority communities.

194

00:39:42.020 --> 00:40:05.210

Mia Candy, Toole Design (She/Her): comfortable facilities are the same case. And so you can kind of zoom in. And this this is an example in Baby Hunter's Point, where there are a number of bicycle facilities, including classical by claims. But we see low comfort schools. And so again, we have to kind of evaluate these on a case by case basis to understand exactly what's driving that, but it's so. It's sort of a red flag for us that we need to to dive into that location a little more closely.

195

00:40:05.720 --> 00:40:23.330

Mia Candy, Toole Design (She/Her): Obviously, one of the main things we're looking at is collisions and the crash data. And so we matched pre pandemic data to current to pandemic data because we knew that those those trends would be really different. And we see, you know a a a really a steep decline in crashes overall between the pandemic years and free pandemic.

196

00:40:23.330 --> 00:40:28.930

Mia Candy, Toole Design (She/Her): but some other interesting changes in trends. So if you kind of toggle back and forth between pre-pandemic

197

00:40:29.080 --> 00:40:50.770

Mia Candy, Toole Design (She/Her): and pandemic data. You see that the way that bicycle collisions and scooter collisions happen in San Francisco now is a lot more reflective of what we see. We we expect to see on weekends, of course, because, like commute rates are down, and so, being able to look at how some of these things compare. It can help us make decisions about like the new landscape of collisions in San Francisco.

198

00:40:50.880 --> 00:41:07.850

Mia Candy, Toole Design (She/Her): We also mapped the parties involved in collisions. And so, you know, you can see that the vast majority of collisions involve a car as well. It's a bike and scooter. 12% or solar bikes, and then only 5% are people on bike. So scooters and and people who who are walking.

199

00:41:08.210 --> 00:41:38.090

Mia Candy, Toole Design (She/Her): And I want to mention this because this is really important. So we're working really closely with the Department of Public Health to integrate their their vision 0 data into our analysis. So they've provided us with the it was data on under reported collisions at the neighborhood level. And so this is places where there is a bicycle or a scooter crash that is reported at a hospital. So the person takes takes their goes to the hospital with an injury, but it is not reported to the police, and so we see that that the highest ratio of that in the city is in baby

200

00:41:38.090 --> 00:41:42.140

Mia Candy, Toole Design (She/Her): to this point and come, you know, outside of the procedure which is.

201

00:41:42.140 --> 00:41:59.900

Mia Candy, Toole Design (She/Her): which is its own thing, because it's sfp doesn't it doesn't cover that area and again, so this this is to just open up a conversation about policies and trends as they relate to equity, priority communities and collisions, and to help us as a decision making group start to think about how to address those.

202

00:42:00.790 --> 00:42:13.380

Mia Candy, Toole Design (She/Her): And this last thing i'll say before I kind of open it up to questions is that as we move into network development, it's really important for us to understand how the network itself is performing. Yep, one to 2 min I got you

203

00:42:13.400 --> 00:42:25.890

Mia Candy, Toole Design (She/Her): how the network is performing. And so one of the things we did is we modeled bike and microbility activity for every single street in San Francisco, and then we compared ridership against things like network, coverage and facility type.

204

00:42:25.890 --> 00:42:46.060

Mia Candy, Toole Design (She/Her): And so in general we find that there is an association between ridership and bike facilities that have more protection from cars. And so, you know, even though most trips take place off network. If we normalize by center line mileage protected by kes, actually have far and away more ridership than than any other facility type. And and of course there's lots of things that influence ridership.

205

00:42:46.060 --> 00:43:04.800

Mia Candy, Toole Design (She/Her): So land use, density, proximity to destinations. But in places where there is a quality, facility and dense surrounding land Use if we see no ridership again. This is something that flags to us as a decision making team that maybe there's an issue there, and we need to understand what's going on in order to make recommendations.

206

00:43:04.810 --> 00:43:09.080

Mia Candy, Toole Design (She/Her): We also did the reverse analysis, so we looked at places where

207

00:43:09.340 --> 00:43:17.690

Mia Candy, Toole Design (She/Her): It is a class, 2 or class 3 by claim that actually has high ridership, and in places and neighborhoods that have no overall density.

208

00:43:17.690 --> 00:43:41.570

Mia Candy, Toole Design (She/Her): Hi Ridership to us is an indication that that actually may be an appropriate facility type for the context. I think there was a question in the chat about. You know Why, doesn't the city Just make everything across? Well, by claim, Chris, and shade? I might be able to answer that. But there are some places where comfort and land use and pay. Some quality is so good that it costs to our cost to you by claim they actually be great, and people may be enjoying writing writing that.

209

00:43:41.570 --> 00:43:48.240

Mia Candy, Toole Design (She/Her): But again, this requires a little bit of a case by case analysis as to why people might be writing or not writing on certain segments.

210

00:43:48.350 --> 00:44:08.880

Mia Candy, Toole Design (She/Her): So that's just high level. Look at some of the initial data. We also have data on micro mobility ridership on micro ability service areas. You can go into the map kind of take a look at how ridership relates to service areas we have data on by commuting who's biking to work and where they are, where this load vehicle

211

00:44:09.120 --> 00:44:28.540

Mia Candy, Toole Design (She/Her): ownership. So this is all in there. I'll skip over it for now, and just close with the final plug. To say, all of this is kind of it's not meaningless, but it's it's really really important that we use it along with public input and public perception. And so please take our survey. Help us calibrate this data. And with that I will close out and and open up to questions

212

00:44:30.780 --> 00:44:41.160

Annie Fryman / SPUR: All right, First off. Thank you everyone who has put questions in the Q. And a. And also to the panelists who have been multitasking and answering questions by text

213

00:44:41.190 --> 00:44:55.020

Annie Fryman / SPUR: throughout. I will, I guess, Kick these off. Maybe panelists can determine who the best speaker for each of these is given. Your all's unique expertise. I want to first ask a question from Jeremy Stopelman, which is.

214

00:44:55.020 --> 00:45:22.560

Annie Fryman / SPUR: why does the Fsfmta not include walking as part of the active Mobility Street plan, particularly as it's a bit odd or perceived to be out by the community, that it's not a core consideration of an active communities plan right? Obviously, many people who bike also walk. There's so many different ways that we can have the patchwork of non-car dependent mobility. And so what's the thinking behind focusing on bicycles specifically as opposed to active mobility broadly and

215

00:45:22.560 --> 00:45:23.130

okay.

216

00:45:24.380 --> 00:45:43.120

Christopher Kidd, SFMTA (he/him): Yeah, Hi. So I can answer that question. I think most in the in the measures of practicality conducting a pedestrian master plan is a very different task than

doing a bicycle master plan, and it requires a whole different scope of work and budget. And you know

217

00:45:43.400 --> 00:46:02.350

Christopher Kidd, SFMTA (he/him): we we wanted to make sure that we were able to kind of conduct the work for a bicycle master plan that's necessary. I think that in in addition to that, there is a a lot of overlap between the 2, and there's there's opportunities to create an enormous amount of code benefits for pedestrians.

218

00:46:02.590 --> 00:46:15.350

Christopher Kidd, SFMTA (he/him): So when we do things like, you know, intersection daylighting to improve site lines for for bicyclists that improves sight lines for pedestrians when we create better facilities that can get scooter riders off of the sidewalk

219

00:46:15.350 --> 00:46:29.940

Christopher Kidd, SFMTA (he/him): mit Ctl, and that reduces the potential for conflicts with pedestrians on the sidewalk. And when we create really successful and robust slow streets and carfree streets, and other types of facilities that can those those are facilities that can accommodate 150,

220

00:46:29.940 --> 00:46:36.230

Christopher Kidd, SFMTA (he/him): not just people on bikes and devices, but also pedestrians in in safe and comfortable ways

221

00:46:40.560 --> 00:46:47.010

Annie Fryman / SPUR: terrific. And I just actually personally wanted to build on that a little bit, Chris, with a follow up question which is.

222

00:46:47.010 --> 00:47:17.010

Where does intersection daylighting fit in the broader toolkit that you have for bike and pedestrian safety? For example, the most extreme and somewhat argued necessary solution is obviously pretty extreme intersection daylighting on every single street corner. That's not what we have today, and so i'd love to hear from you all, both in the design as well as policy side, where that fits in the toolkit and sort of justifying a prioritization for it. Given what we know about the impact on safety and visibility for people walking.

223

00:47:17.010 --> 00:47:19.640

Christopher Kidd, SFMTA (he/him): biking, biking, strolling, etc.

224

00:47:19.710 --> 00:47:29.800

Christopher Kidd, SFMTA (he/him): Yeah. So I think that that is absolutely something that's that's within the toolkit. I think that when we look at what the active communities plan produces, you know we are not getting to the level of

225

00:47:29.800 --> 00:47:40.570

Christopher Kidd, SFMTA (he/him): designing individual intersections, designing individual corridors, but we are at the level of providing policy direction for how we need to pursue these types of projects into the future.

226

00:47:40.570 --> 00:48:09.160

Christopher Kidd, SFMTA (he/him): So there is an opportunity for us through the Acp. To do things like establish minimum types of design guidelines for future project work, specific types of considerations that we need to approach when we approach new projects. And I think that there's one other element to this in that. The city right now is also in the midst of updating its transportation element, and the active communities plan will fit within the larger transportation element. But when we look at things like daylighting specifically, or other types of projects and improvements.

227

00:48:09.160 --> 00:48:12.410

Christopher Kidd, SFMTA (he/him): There is a level of of mode overlap

228

00:48:12.460 --> 00:48:42.330

Christopher Kidd, SFMTA (he/him): whether we're overlapping with transit needs or curve management needs or pedestrian needs, and when we start to get outside the realm of things strictly within within the bounds of the active communities plan. We really need to be looking kind of up the ladder towards the transportation element, and the transportation on can render very transformative things. The reason why we have car Free Market Street is because it was in the transportation element. And so really, when we're looking at the the truly transformative things across multiple modes.

229

00:48:42.330 --> 00:48:53.220

Christopher Kidd, SFMTA (he/him): that's really the place that we need to be looking for, so that when we try to accomplish those things in the future, we have something to fall back onto, to point back to from a legal basis to allow us to enact those things

230

00:48:57.560 --> 00:49:13.950

Annie Fryman / SPUR: terrific. Another question that came up this one is from Luke Bornheimer in the Chat, which is, which policies, laws, or parts of the just different codes, both local and state that we have

231

00:49:13.950 --> 00:49:21.600

get in the way of protective bike lanes being adopted throughout the bicycle network. Obviously we know

232

00:49:22.130 --> 00:49:32.780

Annie Fryman / SPUR: that we don't have that citywide. And obviously there are a lot of contextual reasons that we sort of hear about, but would love to know more and flesh out how much of this is sort of

233

00:49:32.780 --> 00:49:45.390

Annie Fryman / SPUR: how much of this is part of the community, engagement, process, and pushback that might happen there, and how much of these are more firm and rigid, legal and structural issues, because each of those require very different solutions, particularly from advocates. One.

234

00:49:49.120 --> 00:50:00.200

Shayda Haghgoo: Yeah. And then, yeah, if you wanted to jump in on that, please, do

235

00:50:00.290 --> 00:50:01.470

Shayda Haghgoo: you know.

236

00:50:02.000 --> 00:50:15.180

Shayda Haghgoo: doing as a city or things like doing city wide speed limit reductions or ha, installing red light cameras which could actually remove some of the the biases that come from providing tickets to people. And then, also, like

237

00:50:15.220 --> 00:50:28.050

Shayda Haghgoo: we have an interesting situation with like double parking, for example, like if you were in. If if you were in your car in your double part, the cop has that the police has to pull you over. But if you leave your car on mine

238

00:50:28.140 --> 00:50:35.460

Shayda Haghgoo: and you go for something, then we then our parking control officer can issue a ticket. So there's this kind of like this connect of like.

239

00:50:35.510 --> 00:50:39.710

Shayda Haghgoo: who is because jurisdiction is what in terms of like.

240

00:50:39.770 --> 00:50:45.800

Shayda Haghgoo: even just enforcing the that we have, including on Valencia right now

241

00:50:46.110 --> 00:51:04.170

Shayda Haghgoo: and then in terms of the the political will. So we actually try to get the road like camera on legislated at the State level, and we couldn't succeed at that, and we just succeeded doing some of the the speed limit reductions on some streets in the city, but not all of them. We don't have complete control over that, either.

242

00:51:04.170 --> 00:51:06.240

Shayda Haghgoo: And actually another thing that

243

00:51:06.600 --> 00:51:18.590

Shayda Haghgoo: that we can't really. But we don't really typically like to do is install speed humps at streets that are less than 20 with, yeah, that are less than 25 miles per hour, or even 30 miles per hour, because it just

244

00:51:18.600 --> 00:51:23.570

Shayda Haghgoo: it may not make sense. But if we, if we can't really reduce the speed limit, then we can't.

245

00:51:23.630 --> 00:51:32.970

Shayda Haghgoo: We can't do much to the street other other than like the self enforcing bicycle infrastructure that we could put in like barriers or or daylighting, and things like that.

246

00:51:33.020 --> 00:51:33.740

Shayda Haghgoo: So

247

00:51:33.760 --> 00:51:52.430

Shayda Haghgoo: it there's a lot I mean I i'm kind of holding back in terms of the political. Well, I I really hope that the people who come to this this Webinar actually are more more active in their local politics because oftentimes we get. We get a lot of people who don't want something, and the people who don't want something come out, and then that's the majority of the voices.

248

00:51:52.430 --> 00:51:54.230

Shayda Haghgoo: And then that's how things get.

249

00:51:54.290 --> 00:52:01.030

Shayda Haghgoo: pass or not pass, so that that is a big hurdle that we have to overcome is just like the the

250

00:52:01.450 --> 00:52:03.230

Shayda Haghgoo: the political will of the people.

251

00:52:04.960 --> 00:52:23.870

Christopher Kidd, SFMTA (he/him): Yeah, just just to I mean, briefly add on that as well. I mean that we certainly do Have you know, some constraints, You know, things like the Fire code can provide constraints upon like, how, how and where we can design certain types of facilities. And that's an evolving conversation that we that we have with with the San Francisco fire department.

252

00:52:23.870 --> 00:52:30.860

Christopher Kidd, SFMTA (he/him): And of course, you know other other needs and considerations, with other modes, I think, especially with with transit and transit operations.

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00:52:30.860 --> 00:52:50.570

Christopher Kidd, SFMTA (he/him): I think sometimes when we, especially for our overhead. Catenary wires having to sometimes relocate those given the changes to street geometry can become very expensive very quickly sometimes, and so it sometimes becomes a matter of of being able to prioritize where our investments go, so that we can have the most impact possible.

254

00:52:50.570 --> 00:52:53.580

Christopher Kidd, SFMTA (he/him): And then I think you know beyond that, you know

255

00:52:53.660 --> 00:53:11.620

Christopher Kidd, SFMTA (he/him): part of of our work for the active communities plan as well in going through this kind of very robust public process that we are, is for the purpose of being able to build the you know the level of of public support around these types of projects, and especially work through our equity, priority communities, and to to create

256

00:53:11.620 --> 00:53:14.520

Christopher Kidd, SFMTA (he/him): kind of those types of of

257

00:53:14.810 --> 00:53:28.880

Christopher Kidd, SFMTA (he/him): logical connections between between the projects and the outcomes that we want to to be able to generate, and and by doing so to create a a better. You know pipeline for ourselves and and a better process to ensure that that we can actually

258

00:53:28.880 --> 00:53:39.850

Christopher Kidd, SFMTA (he/him): ere

259

00:53:39.910 --> 00:53:54.400

Christopher Kidd, SFMTA (he/him): deliver things now, and so we' there's always a parallel process going on in Sfmta with our quick build program. But you know, we want to be able to to really leverage this as a plan process to be able to create the conditions for success into the future

260

00:53:56.540 --> 00:54:13.150

Annie Fryman / SPUR: great. We only have a few more minutes. And so I think what i'm gonna do, because there's so many terrific questions in the chat. I have picked a few that I like to read all at once, and then panelists can sort of pick and choose how best to answer. I think that might be most efficient with our time. Tried to get a good sampling here

261

00:54:13.150 --> 00:54:31.590

first. One is from Barbara about Bayview specifically. So. Bayview came up on a lot of the issue areas in the analysis, and would love to know more on one how the area is being prioritized, and to how implementation can be sped up on the bay. View specific parts of the plan. I know that there's

262

00:54:31.590 --> 00:54:50.190

Annie Fryman / SPUR: obviously public engagement that's concentrated in certain areas of the city. So I would love to know more about how that's going to apply in the baby specifically. The next question that I would like to cover is from Melissa, which is, how is connectivity to green spaces and open spaces factored into the plan.

263

00:54:50.190 --> 00:55:09.990

Annie Fryman / SPUR: For example, if you, you know, live in one neighborhood, and one of the few green spaces in the neighborhood is a little bit further away. What is the connectivity strategy between the 2 of those? And is, where is that fitting in the logic of designing the broader master plan to make sure people can access that green open space and parks.

264

00:55:10.090 --> 00:55:15.000

And then the last one i'll ask is from Justin, which is.

265

00:55:15.000 --> 00:55:43.420

Annie Fryman / SPUR: what are some of the key challenges in getting from adopting this plan to actually executing, on delivering the physical infrastructure and policy changes that the writers experience in real life often. That's a frustration both between users and advocates, and oftentimes people in government as well. And so what are some of the key challenges that we can focus on in closing that gap between having a perfect plan and then swiftly having that plan delivered on it.

266

00:55:44.040 --> 00:56:00.580

Annie Fryman / SPUR: So between Bayview green spaces and open spaces, and then speedy and precise implementation. I'll just open this up to the panelists to answer. However, you see fit for the next couple minutes for attendees, we might run a few minutes over just a heads up. If anyone needs to leave, it is 1, 29.

267

00:56:02.330 --> 00:56:03.730

Shayda Haghgoo: I can answer the last question.

268

00:56:05.240 --> 00:56:19.890

Shayda Haghgoo: Great Kick it off. Okay, great. So Justin's question again is worth some some of the key challenges, politically staffing, etc. And getting the city to adopt fund and build recommendations from the plan. So one thing that we haven't mentioned is that, like

269

00:56:19.950 --> 00:56:22.840

Shayda Haghgoo: there are some staff at the agency that still have, like.

270

00:56:23.820 --> 00:56:43.790

Shayda Haghgoo: you know, and I don't want to say PTSD. But like they won't you to talk to us about what happened with the 2,009 bike plan, because of the fact of the injunction that was put. And then there was so much hard work. But on this plan, and then we couldn't implement it for a few years because someone decided to protest the the

271

00:56:43.790 --> 00:56:45.960

Shayda Haghgoo: the recommendations using sequence.

272

00:56:45.970 --> 00:57:03.810

Shayda Haghgoo: Luckily, a supervisor winner actually implemented a new Senate bill that allows us to be able to do something like this without the kind of instruction. So at least we were able to overcome that hurdle, and then really happy about that. And that's also helped us a lot with our football programs as well is that people can't use sqa

273

00:57:03.810 --> 00:57:18.020

Shayda Haghgoo: to solve our projects for quickly. And what's interesting that I. I also want to kind of address Luke's question about like, Why can't we install class 4 bike lanes everywhere, and the the beauty of the pupil program is that we actually pre-approved

274

00:57:18.030 --> 00:57:37.420

Shayda Haghgoo: some of the tools that we can do to improve the streets, so that we can overcome these instructions. But context really matters, and that's why we have things like the Dci. That's why we have all these other kinds of trends, analyses to see what else plays a factor into it. And so, for example, with things like shared spaces with loading with commercial districts.

275

00:57:37.420 --> 00:57:56.740

Shayda Haghgoo: a lot of different users use the street, and while we I would. Well, I personally would love to just change the way, the destination, not as anymore. We we, you know that's not how everybody is free. And so, as public servants. We have to hear the voice of everybody, and be able to try to make a compromise which often dilutes

276

00:57:56.740 --> 00:58:05.090

Shayda Haghgoo: design and things that maybe I would not want to be, you know, but you have to serve everybody when you want to be able to take the street function and circulate safely.

277

00:58:08.770 --> 00:58:24.730

Christopher Kidd, SFMTA (he/him): just to to answer Barb's question in particular. In the Bay view, You know, baby is one of our our focus. Neighborhoods that where we have, you know, a partnership with with community based organizations to do targeted outreach work also includes outer mission excel here the mission district.

278

00:58:24.730 --> 00:58:31.600

Christopher Kidd, SFMTA (he/him): a tenderloin Soma in Western addition to fill more. I think we have a particular interest in.

279

00:58:31.600 --> 00:58:46.430

Christopher Kidd, SFMTA (he/him): and not just figuring out how to create a a better and more connected network for those communities, but also in understanding and and coming up with the the complementing set of of policies and programs that can help better connect

280

00:58:46.430 --> 00:58:56.820

Christopher Kidd, SFMTA (he/him): those communities in their residents to active transportation opportunities which I think is is we found for for those communities in particular, is is one of the largest challenges that people have

281

00:58:57.060 --> 00:59:15.110

Christopher Kidd, SFMTA (he/him): is not even necessarily the the network on the ground, but their ability to to access it and utilize it. I think one of the most compelling versions of this or examples of this is in the Tenderloin, where people live in Sro housing, and they literally don't have room to store bicycle within their apartment.

282

00:59:15.110 --> 00:59:25.360

Christopher Kidd, SFMTA (he/him): and if we can't provide safe and overnight operative spaces for people to be able to park bicycles, we can't. They? They literally have no access to the bike network.

283

00:59:25.390 --> 00:59:43.710

Christopher Kidd, SFMTA (he/him): And so, when we look at what are the types of policies and programs we need to be bringing to overcome barriers, we that really is another very important piece outside of the network discussions themselves, and whether that's overcoming access barriers, affordability barriers, cultural barriers, these are all

284

00:59:43.710 --> 00:59:48.830

Christopher Kidd, SFMTA (he/him): just as relevant and necessary for solutions as what we build on the street.

285

00:59:58.110 --> 01:00:04.380

Annie Fryman / SPUR: All right. We are at 133. Any final comments from our panelists before we

286

01:00:04.380 --> 01:00:21.440

check out. I also just wanted to thank the attendees again and again for so much engagement today, and thoughtful discussion. There's going to be so much more coming from sfmta Specifically, the public outreach that they're doing is, I think, going to be really game-changing for having

287

01:00:21.490 --> 01:00:32.940

Annie Fryman / SPUR: work that is, both ambitious and able to be implemented and also really meeting the needs of mobility users in each of these neighborhoods. So if anyone has any closing comments, I will hand it off to you.

288

01:00:34.780 --> 01:00:37.020

Annie Fryman / SPUR: Yeah. that's all. I got.

289

01:00:39.190 --> 01:00:41.380

Daniel A Rodriguez (UC Berkeley - he/him): Excellent questions. Thanks, everyone.

290

01:00:42.670 --> 01:00:50.590

Mia Candy, Toole Design (She/Her): and you will be get a will. You be able to keep the questions that we can use the feedback that we got during this session to

291

01:00:50.820 --> 01:00:53.950

Mia Candy, Toole Design (She/Her): calibrate things and make adjustments.

292

01:00:55.410 --> 01:01:06.090

Mia Candy, Toole Design (She/Her): Yes, we have a way to download them and just to triple-check. I will screenshot them as well. So we've got, but we'll get them to you one way or another.

293

01:01:06.090 --> 01:01:15.950

Jessica Peyton / SPUR Public Programs: Great yeah, we'll. We'll distribute everything to everyone, and we'll let everybody know when a copy of the recording is available as well, so we will be in touch.

294

01:01:17.080 --> 01:01:22.650

Jessica Peyton / SPUR Public Programs: Thank you, everybody. We appreciate it. We'll see you at the next spur digital discourse.

295

01:01:23.030 --> 01:01:25.910

Mia Candy, Toole Design (She/Her): Thank you.