Get to know the ACP

Mayor’s Disability Council
May 19, 2023
What is the ACP?

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

Plan will be adopted in 2024
How does the ACP fit in larger City goals?

**ConnectSF**
A collaborative process for the future vision of SF’s transportation system

**Vision Zero**
Achieve zero roadway fatalities and serious injuries

**Climate Action Plan**
SF’s plan to achieve net-zero greenhouse gas emissions with other community benefits

**Active Transportation Study**
SFTP 2050

**SFMTA Vision Zero Action Strategy**

**Transportation Element**
SF’s Transportation Policy & Plan

**Active Communities Plan**
Existing programs & guidance

Guidelines for Accessible Building Blocks for Bicycle Facilities
Ensuring bike lanes keep curb access

Scootershare Permitting
Reducing sidewalk conflict & introducing adaptive scooters

BORP
Increasing access to adaptive bikes in Golden Gate Park & Great Highway

Active Communities Plan
Plan Goals

• Advance equity
• Support safety for all road users
• Support climate action
• Support access for all
• Deliver real results
• Develop new approaches
Focus on Equity Priority Communities

• The ACP focuses on engagement and projects in neighborhoods where past bike network projects have been particularly divisive.

• These communities have higher percentages of residents with a disability (especially low-income) than San Francisco at-large.

• We are working with the following community partners:
  • **Bayview-Hunters Point:** Bayview Hunters Point Community Advocates
  • **Mission District & Outer Mission/Excelsior:** PODER Bicis del Pueblo
  • **Tenderloin:** Tenderloin Community Benefit District
  • **Western Addition & Fillmore:** New Community Leadership Foundation
  • **SoMa:** SoMa Pilipinas
  • **Interethnica:** Chinese-language communities
What the ACP will produce:
10-15 year investment plan

| New Network       | – Develop a new mobility network based on community needs, building on the existing bike network
|                   | – Prioritization & cost estimates for network recommendations |
| Parking + facilities | – Device parking recommendations to accommodate a diversity of needs
|                     | – Support facilities, like Mobility Hubs, to link active mobility and transit |
| Programmatic Recommendations | – Bike/mobility education classes
|                     | – Supportive, community-building events
|                     | – Partnerships with community institutions, like libraries |
| Policy Recommendations | – Identify policies to encourage mode shift, like TDM or incentive programs
|                     | – Identify policies to improve project delivery
|                     | – Identify policies to improve & grow community relationships |
Where We’ve Been & What We’ve Heard

20+ Events Across the City

• Public outreach started January 2023
• 1,500+ residents reached
• Project materials in English, Chinese, Spanish & Filipino

Outreach with stakeholders with a disability

• November 2022 MDC presentation
• March 20, Lighthouse for the Blind presentation
• March 23, Senior & Disability Working Group presentation
• Representation at Equity Priority Community events
What We’ve Done: Analysis

Existing Conditions

Comfort Analysis

Modeshare Analysis

Collision Analysis

Micromobility Analysis

Network Analysis

https://tooledesign.maps.arcgis.com/apps/webappviewer/index.html?id=f948aa0022e246259ea899e5a4318427
Where We’re Going: Phase 2

**Goal:** Gather input to directly inform Plan Recommendations

30+ Outreach Events through July

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

**Survey open until July 31st!**

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

**Needs, Barriers, & Comfort**

- What do people need to bike, scoot, or roll more?
- What kinds of streets make people comfortable enough for active transportation?
Survey: Identify Needs & Barriers

- Better information
- Events & Celebrations
- Education & Enforcement
- Better parking
- Affordability & Access
- Facility design
Survey: Rate your Comfort for Different Streets

<table>
<thead>
<tr>
<th>How comfortable would you be using these facilities?</th>
</tr>
</thead>
<tbody>
<tr>
<td>How comfortable would you be using these facilities?</td>
</tr>
<tr>
<td>12</td>
</tr>
</tbody>
</table>

| A street where cars and active transportation devices share the same lane |
| Una calle en la que automóviles y aparatos de transporte activo comparten el mismo carril |
| 車道和活躍行車工具共享同一車道的道路 |
| Kalye kung saan magka sama sa lane ang mga koto at mga kagamitan para sa aktibong transportasyon |
| A regular painted bike lane |
| Un carril normal pintado para bicicletas |
| 自行車道以塗示標出 |
| Regular na pinto(urang) lane para sa biklleta |
| A bike lane next to a transit lane |
| Un carril para bicicletas al lado de un carril para el transporte público |
| 自行車道緊臨公交車道 |
| Lane para sa biklleta na katabi ng lane para sa pampublikong transportasyon |
| A street with a more rigid barrier between the bike lane and car traffic |
| Una calle con una barrera más rígida entre el carril para bicicletas y el carril para automóviles |
| 門欄上的自行車道與汽車通行道之間有較堅硬的護欄 |
| Kalye na may mas matibag na hadlang o rigid barrier sa pagitan ng lane para sa biklleta at dumaraang sasakyan |
| A street with a two-way bike lane with a rigid barrier |
| Una calle con un carril para bicicletas de doble sentido con una barrera rígida |
| 門欄上有雙向自行車道以及堅硬護欄 |
| Kalye na may magkakabasaan o two-way na lane para sa biklleta at mayrong matibag na hadlang |
| A bike path completely off the street or a car-free street like JFK Drive |
| Un sendero para bicicletas completamente fuera de la calle o una calle sin automóviles como JFK Drive |
| 自行車道完全不在馬路上或位於無車街道，例如JFK Drive（甘迺迪大道） |
| Daanan ng biklleta na labisang wala sa kalye o nasa kalyeng bawal ang koto sa tulad ng JFK Drive |
Schedule: What’s Next

Phase 1: Now
• Understanding Community Concerns
• Data Collection, Mapping Frameworks

Phase 2: Spring- Summer (now)
• Community Discussions
• Where are people going, what works/doesn’t work
• Resident Preference Survey, Collision Analysis

Phase 3: Fall (next)
• Draft recommendations
• Public feedback on recommendations
• Equity Analysis, Connectivity Analysis

Phase 4: Winter
• Draft Plan
• Refine Plan, including network, policies and programs
How do we make active transportation inclusive, accessible, and welcoming for people with a disability?

How do we design the active transportation network to be a mobility asset for people with a disability?

How do we overcome barriers to participation for people with a disability?

How should we continue engaging residents with a disability?
Thank you!

ActiveCommunities@SFMTA.com

SFMTA.com/projects/active-communities-plan