



## Slow Triangle – Part 1

Jamison Wieser <jamison@fattrash.com>  
To: slowtriangle@dtna.org  
Cc: Frank Tizedes <president@dtna.org>

Sat, Jul 16, 2022 at 11:45 AM

Hello,

Thank you for hosting last week's Slow Triangle workshop.

I had some additional thoughts, ideas, and I'm a designer so I made drawings to illustrate.

### 1 – Add a mid-block crosswalk on Noe & Beaver

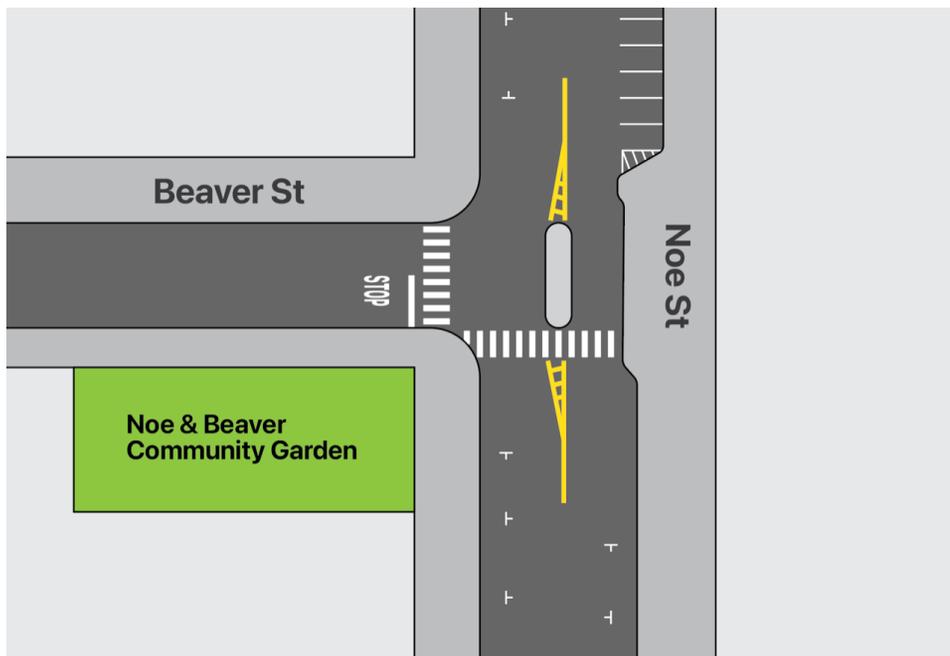
I live on the east side of Noe Street, but I have to cross the street a lot using the mid-block using the traffic island as a safety buffer.

I think a mid-block high-visibility crosswalk placed just before the traffic island could improve safety, visibility, and act as a traffic calming mechanism that tells motorists coming north from Market they are existing the Noe Street commercial core and entering a quiet residential neighborhood.

### 2 – Add a crosswalk to Beaver at Noe

A little more basic, and with or without a mid-block crossing, I'd also like to see a crosswalk added to Beaver at Noe street to tell motorist this is a pedestrian crossing and maybe help discourage drivers from ignoring the stop sign and rolling through slowly only looking left for oncoming traffic.





**3 – Slow Street signs and traffic safety**

During the meeting last week, a man spoke angrily about the Noe Slow Street and "road closed to thru traffic signs" telling him he couldn't drive on his own street.

I think part of the problem is that SFMTA has been unwilling to installed proper signs on Noe Street. On page street, SFMTA has installed both slow street signs and "local traffic only" signs that tell motorists what is actually going on.

My roommate told me he witnessed someone maliciously overturn one of the "Road closed to through traffic signs" that aren't fixed to the street.



#### 4 – Daylighting

There's a lot of places in Duboce Triangle where motorists park right up to the edge of the crosswalk, maybe even in the crosswalk a little, which obstruct sightlines for motorists, cyclists, pedestrians at intersections. Across the City, SFMTA has installed beige-painted clear zone with plastic post to physically prevent motorists from parking in red zones.



#### 5 – Marking Parking Spaces

During last week's workshop meeting, I was seated with a woman who felt the parklets should go because they were removing parking space.

As I write this, there are easily 3 additional spaces to be had if motorists didn't park with a five foot buffer while La Mediterranee is only occupying 2 spaces.



Up the block, this space between 2 driveways can fit two cars, but motorists sometimes park in the middle.



On the next block of Noe just north of 15th Street there are lines marking out 3 parking spaces on the west side of the street which motorists seem to be able to understand.



On the East side of the street, without markings or even a sign, motorists often can't figure out whether they should park perpendicular, at an angle, or what angle to park at.



A 3 foot gap from the curb isn't necessary.



I've got more that I'm writing up in a second email.

Thank you,

Jamison Wieser  
[237 Noe Street](#)  
[San Francisco, CA 94114](#)



Hans Galland &lt;hansgalland@gmail.com&gt;

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**Slow Triangle – Part 1**

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**Jamison Wieser** <jamison@fattrash.com>

Mon, Jul 18, 2022 at 1:04 PM

To: Hans Galland &lt;hansgalland@gmail.com&gt;

Cc: Eugene Lau &lt;eugenewlau@berkeley.edu&gt;, Martine Kushner &lt;martinekushner@berkeley.edu&gt;, Rose Linke &lt;roselinke@gmail.com&gt;, Erik Honda &lt;erikhonda49@gmail.com&gt;, Kevin Riley Jr &lt;kriley82@gmail.com&gt;, Frank Tizedes &lt;frank.tizedes@gmail.com&gt;

I did have a few more suggestions:

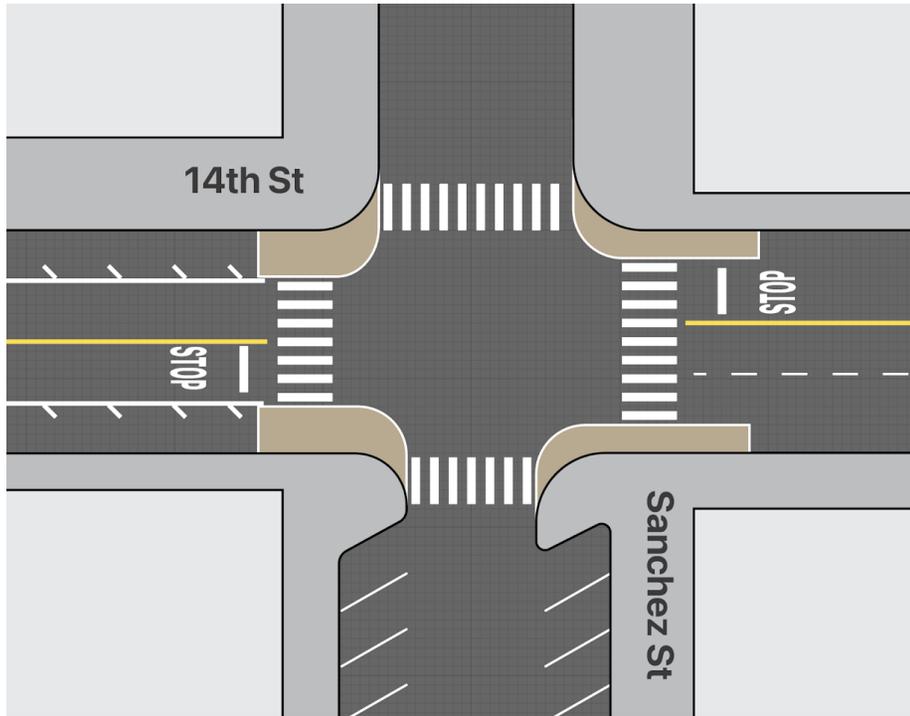
**6 – Daylighting and beige painted safety zones**

Sanchez is a speedway. The removal of the second eastbound lane has calmed traffic to a degree, but 14th & Sanchez is still a mess.

The beige painted clear zones with plastic posts are part of the City's "vision zero" toolkit and I wonder if they could added to 14th & Sanchez to improve sightlines and physically block motorists from parking in the red zones.

Because it's just paint, it will not interfere with SFFD access and if anything would improve safety by keeping the fire hydrants clear from obstructions.

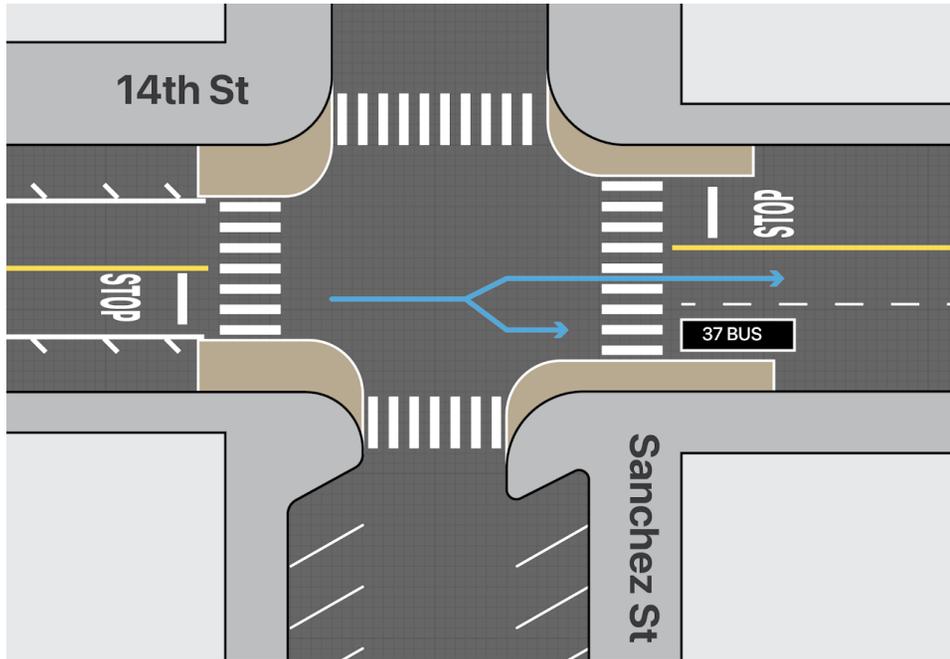




**7 – Move the eastbound 37 stop to the far side of 14th & Sanchez.**

Now that there only one eastbound lane on the west side of 14th Street before Sanchez, the 37 blocks traffic when it stops to board.

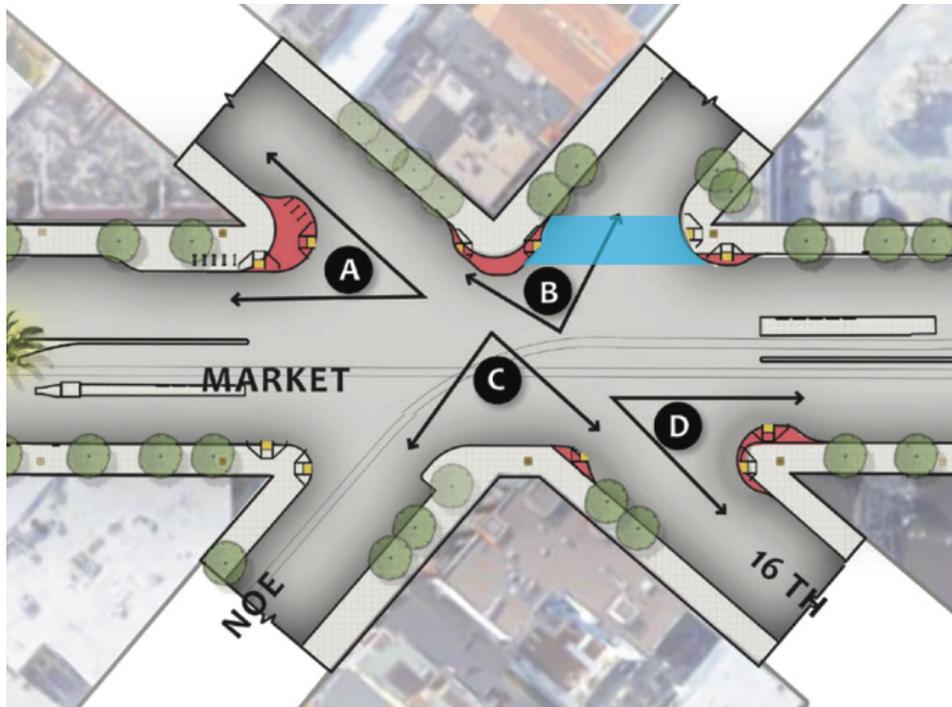
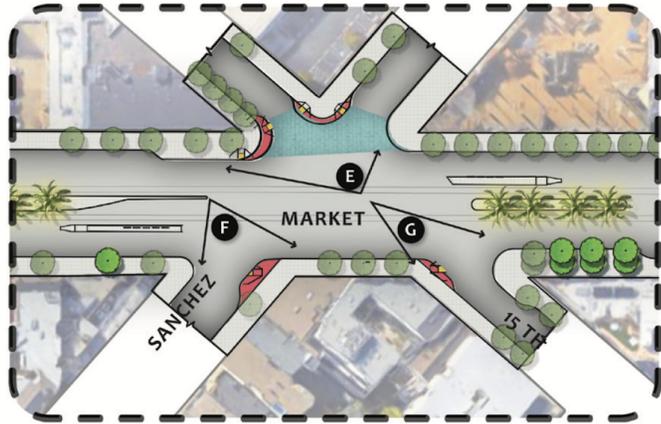
If the stop was moved to the east side of the 14th, any traffic behind would be able to use the second lane.



**8 – Special crosswalk paving**

As part of the Upper Market Safety project, the Sanchez & 15th & Market intersection is receiving a special paving that will act like something of a rumble strip for motorists.

I'm pretty sure the brick-textured patch at my corner is the test strip. So why not add this same treatment at the Noe & Market intersection?





Jamison Wieser  
237 Noe Street  
San Francisco, CA 94114

On Jul 16, 2022, at 12:17 PM, Hans Galland <[hansgalland@gmail.com](mailto:hansgalland@gmail.com)> wrote:

Jamison: amazing!!! We love the constructive input. Copying Martine, Eugene and the slow triangle team at DTNA. If you have additional thoughts or want to be more involved in the design stage with Martine and Eugene, pls let us know.

Hans Galland  
+1.650.282.0399

Begin forwarded message:

**From:** Jamison Wieser <[jamison@fattrash.com](mailto:jamison@fattrash.com)>  
**Date:** July 16, 2022 at 11:45:42 AM PDT  
**To:** [slowtriangle@dtna.org](mailto:slowtriangle@dtna.org)  
**Cc:** Frank Tizedes <[president@dtna.org](mailto:president@dtna.org)>  
**Subject:** Slow Triangle – Part 1

Hello,

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<Screen Shot 2022-07-10 at 2.15.58 PM.png>

<Screen Shot 2022-07-16 at 11.38.12 AM.png>

### 3 – Slow Street signs and traffic safety

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<IMG\_2774.jpeg>

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<IMG\_2846.jpeg>

## 5 – Marking Parking Spaces

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As I write this, there are easily 3 additional spaces to be had if motorists didn't park with a five foot buffer while La Mediterranee is only occupying 2 spaces.

<IMG\_2677.jpeg>

Up the block, this space between 2 driveways can fit two cars, but motorists sometimes park in the middle.

<IMG\_2786.jpeg>

On the next block of Noe just north of 15th Street there are lines marking out 3 parking spaces on the west side of the street which motorists seem to be able to understand.

<IMG\_2872.jpeg>

On the East side of the street, without markings or even a sign, motorists often can't figure out whether they should park perpendicular, at an angle, or what angle to park at.

<IMG\_2871.jpeg>

A 3 foot gap from the curb isn't necessary.

[Quoted text hidden]



Hans Galland &lt;hansgalland@gmail.com&gt;

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## Slow Triangle – Part 1

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**Bob Bush (VP)** <vicepresident@dtna.org>  
To: Jamison Wieser <jamison@fattrash.com>  
Cc: Frank Tizedes <president@dtna.org>, slowtriangle@dtna.org

Sun, Jul 17, 2022 at 10:41 AM

Hi Jamison,

Your suggestions for the Noe-Beaver intersection are well taken. And would apply to the Henry-Sanchez intersection as well. Both end at traffic islands placed there to slow traffic.

One could also add "Yield to Pedestrian" signs. Beaver and Henry are somewhat hidden from Noe & Sanchez Street traffic.

The painted virtual island extension of the Noe-Beaver island could also be repainted.

Also with the upcoming No Left Turn from eastbound 16th Street onto Market going to divert that traffic to 15th Street, the crosswalk treatment at Noe&15th Streets should be upgraded like Noe&14th was.

All this involves just some paint and should not be an expensive undertaking.

Thanks for pointing this out.

Best,  
Bob  
[Quoted text hidden]



Hans Galland &lt;hansgalland@gmail.com&gt;

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## Recommendations for 15th St at Noe

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'Zach Waterson' via Slow Triangle Committee <slowtriangle@dtna.org>  
Reply-To: Zach Waterson <zachwaterson@mac.com>  
To: slowtriangle@dtna.org

Sun, Jul 17, 2022 at 5:36 PM

Hey Slow Triangle folks!

I wanted to reach out regarding some suggestions for possible Slow Triangle initiatives around the area where I live: 15th and Noe.

This area has decent car and truck traffic, and current measures often don't sufficiently calm traffic to the goals of residents and passerby. Currently, there are two main measures in the area:

1. Slow Noe St
2. Speed bumps along 15th St

Slow Noe is awesome, and if anything needs stronger signage/enforcement, since the block between 15th and Henry still gets through traffic.

The speed bumps on 15th are more of a mixed bag. I'm not sure how successful they are at slowing traffic, and the noise they cause when trucks and freight travel over them is significant and intrusive. I'm not sure if there are ways to modify the speed bumps to reduce that noise, but that's my #1 complaint of the area since moving in at the beginning of the year.

The other challenge is at the 15th and Noe intersection. The Slow Noe signage leads to folks barreling through the intersection, and the slope of 15th St contributes to high speeds through the area, which is rough for pedestrians and dog walkers. The bulb-outs on 15th and Market seem extremely promising—if there is an option to bulb-out 15th and Noe, that would go a long way toward protecting pedestrian traffic in this intersection, I think, while also providing opportunities for additional planters and greenery.

I don't know if you have other proposals cooking in the oven for 15th St, but I wanted to throw these in your inbox just in case.

Thanks again for your patience and enthusiasm in the committee meeting last week—local politics is often quite the hodgepodge, and you folks have handled it in stride. See you at the next meeting!

Best,

Zach Waterson  
2178 15th St



**image0.jpeg**  
4021K



Hans Galland &lt;hansgalland@gmail.com&gt;

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## I am interested

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**Moyra Trigueiro** <triggermoy@icloud.com>

Tue, Jul 19, 2022 at 4:08 PM

To: Eugene Lau &lt;eugenewlau@berkeley.edu&gt;

Cc: Martine Kushner &lt;martinekushner@berkeley.edu&gt;, Hans Galland &lt;hansgalland@gmail.com&gt;, Frank Tizedes &lt;frank.tizedes@gmail.com&gt;, Rafael Mandelman &lt;Rafael.Mandelman@sfgov.org&gt;, SlowStreets &lt;SlowStreets@sfmta.com&gt;, "mandelmanstaff@sfgov.org" &lt;mandelmanstaff@sfgov.org&gt;, Carolyn Casey &lt;moonbeam120@comcast.net&gt;

Hi. Today we had the opportunity to share the many concerns we have and to voice our opposition to Slow Streets on Noe.

My husband and I, and our neighbor/DTNA member, Carolyn Casey appreciate the opportunity to have met with Eugene and Martine in our yard.

I've included Supervisor Mandelman and staff as this is an opportunity to further share our concerns for what we face and continue to deal with each day as we try to deal with the challenges of Sanchez Street traffic.

We voiced our clear understanding of just how lovely it must be to live on the few blocks of Slow Noe. Lovely, indeed...if you are the very chosen few living there. The funneling of traffic onto the surrounding streets with no plan already in place to deal with the traffic changes is thoughtless, careless, exclusionary and dangerous. Not just for the firefighters, but for all of us trying to navigate getting in and out of our own driveways, it's become a hazard and an accident waiting to happen. The gridlock caused by the slow passage in both directions on Sanchez St from Duboce all the way across Market Sts. has created impossible passage for our firefighters. On any given day during commute hours, the congestion has been multiplied by the funnel of traffic onto Sanchez.

We have struggled to accommodate the 1000's of new units over the past 10 years; far more than many other neighborhoods have had to accept. We've had to deal with the implementation of "The Wiggle" through our streets. Now, bulbouts have narrowed access to several intersections. Add in humps/bumps and allowing private use of public streets for parklets and car/bike share profit companies. Don't forget how we have now encouraged and supported poor pedestrian skills by allowing walking in the middle of the street. Our little neighborhood has given so much.

We continue to ask and strongly request a thorough look at the cost of the Slow Noe St: in congestion, in delayed response times for SFFD in emergencies, in the extreme burden for neighboring streets. And, please include a thorough look at the exclusion of city access to city streets to city dwellers for the joy of the few on Noe.

Moyra Trigueiro  
12A Henry Street  
[triggermoy@icloud.com](mailto:triggermoy@icloud.com)

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

Eugene W. Lau

[Quoted text hidden]

<image.png>

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Eugene W. Lau  
UC Berkeley | Master of City Planning | 2022  
[eugenewlau@berkeley.edu](mailto:eugenewlau@berkeley.edu) | 510-697-2437  
he/him/his  
<image.png>



Hans Galland &lt;hansgalland@gmail.com&gt;

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## post-charrette thoughts

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**David Peters** <david94117@gmail.com>

Sat, Jul 9, 2022 at 8:46 PM

To: slowtriangle@dtna.org

Hello,  
Your workshop provocation was quite interesting to experience.  
If I understood, you are open to additional thinking of "solutions".

It did encourage me to notice the neighborhood differently.  
I do have some additional ideas I hope to share via email.

Separately, I am sharing a pdf about Cybernetics & Design that you might appreciate?  
Or not, but take a look.  
High quality thinking in there.

Best,  
David

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David Peters | [david94117@gmail.com](mailto:david94117@gmail.com) | 415 652 8781 mobile  
To design is to imagine.

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 **Dubberly+Pangaro\_Conversations-For-Design\_January2019.pdf**  
366K

## Chapter 3

# Cybernetics and Design: Conversations for Action

Hugh Dubberly and Paul Pangaro

**Abstract** Ranulph Glanville came to believe that cybernetics and design are two sides of the same coin. The authors present their understanding of Glanville and the relationships they see between cybernetics and design. They argue that cybernetics is a necessary foundation for 21<sup>st</sup> century design practice: *If design, then systems*: Due in part to the rise of computing technology and its role in human communications, the domain of design has expanded from giving form to creating systems that support human interactions; thus, systems literacy becomes a necessary foundation for design. *If systems, then cybernetics*: Interaction involves goals, feedback, and learning, the science of which is cybernetics. *If cybernetics, then second-order cybernetics*: Framing wicked problems requires making explicit one's values and viewpoints, accompanied by the responsibility to justify them with explicit arguments; this incorporates subjectivity and the epistemology of second-order cybernetics. *If second-order cybernetics, then conversation*: Design grounded in argumentation requires conversations so that participants may understand, agree, and collaborate on effective action – that is, participants in a design conversation learn together in order to act together. The authors see cybernetics as a way of framing *both* the process of designing *and* the things being designed – both means and ends – not only design-*as*-conversation but also design-*for*-conversation. Second-order cybernetics frames design *as* conversation, and they explicitly frame “second-order design” as creating possibilities for others to have conversations.

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Hugh Dubberly

Dubberly Design Office, 2501 Harrison Street, No. 7, San Francisco, CA 94110, USA, e-mail: hugh@dubberly.com

Paul Pangaro

Human-Computer Interaction Institute, Carnegie Mellon University, 5000 Forbes Avenue, Pittsburgh, PA 15213, USA, e-mail: paulpangaro@pangaro.com

### 3.1 A Conversation about Conversations-for-Action

This paper began as a conversation with Ranulph Glanville about the relationships between cybernetics and design.

Some background: Glanville studied architecture and taught at the Architectural Association for many years. He also studied with cybernetician Gordon Pask, who developed “Conversation Theory” [33] and was among the first to recognize connections between cybernetics and design. Pask was involved with designers – working with Cedric Price on the Fun Palace, contributing to Nicholas Negroponte’s *Soft Architecture Machines* [25], and participating in an early design methods conference. Also, Pask’s approach to science and theory might be described as “designerly”: he was a “maker” throughout his most prolific period from the 1950s through the 1980s [26], experimenting with “machines for conversation” including, among many others, Musicolour, Self-Adaptive Keyboard Instructor, and Colloquy of Mobiles, [34]. Pask’s student Glanville saw the deep connection between cybernetics and design in Pask’s work and was among the first to forefront that cybernetics and design are not just connected, they are two sides of the same coin.

This paper is not a review of Glanville’s extensive writings, and we may not fully understand his views. However, we would like to report on points he made to us, sometimes quite vehemently – and we would like to comment on the many places where we feel we concur and the few where we do not.

The catalyst for our conversation was Glanville’s masterful presentation at the RSD3, Relating Systems Thinking and Design 2014 Symposium in Oslo [15]. Glanville argued that first-order cybernetics, far from being mere mechanics or calculation, provides a necessary alternative to linear causality: it brings us circular causality, critical to understanding and realizing (making) interactive systems that evolve through recursion, learning, and co-evolution. Second-order cybernetics is fundamental to design because it gives us an epistemological framework for designing. Second-order cybernetics moves us from a detached, “objective” pose, where we can duck responsibility, right into the messy middle of things, where we must take responsibility for our actions.

Second-order cybernetics frames design *as* conversation. This creates the conditions for learning together and thus better-directed, more-deliberate actions: hence the second half of our title, “Conversations for Action.” And because it is conversation that leads to learning and effective action, the key focus for designers must ultimately be to design *for* conversation.

Sadly, Glanville’s passing cut short our conversation with him. We strive to present his views as best we understand them, quoting him when possible. We appreciate his gifts, and we miss him. We invite continued conversation, especially with others who have collaborated with him and who may see his intentions differently. Together let us learn and evolve the field.

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An earlier version of this paper first appeared in *Cybernetics and Human Knowing* 22(2-3):73–82. The authors and editors gratefully acknowledge permission to develop this revision based on that original.

### 3.2 The Context for Cybernetics and Design

To connect design with cybernetics is not new.<sup>1</sup> Both Christopher Alexander (in 1964) [1] and Horst Rittel (in 1965) [36] acknowledge the influence of cybernetician Ross Ashby's *Design for a Brain* (written in 1952) [2]. Rittel notes in his "Universe of Design" lectures, "The explicit view of Ashby is of the designer as regulator." [36, p. 91]. Rittel explains, "Design has been defined as a purposeful and goal seeking activity" [36, p. 124].

Framing the design process as a single feedback loop can be a useful first approximation; it emphasizes several key aspects of the process – iteration; error correction; information flowing from designer through environment and back again; and perhaps even convergence on a goal, as Simon suggested (in 1969), "changing existing situations into preferred ones." [39, p. 111].

Yet, framing the design process as a single feedback loop is a gross simplification. Even simple design situations involve multiple levels of structure, meaning, and goals – nested components and subcomponents, networks of signs (in the semiotic sense), and hierarchies of goals and means for achieving them. While the design process may seek a sort of homeostasis, it is less like the self-regulation of a thermostat and more like autopoiesis, the self-generation of a living organism. Far from being unitary (controlling a single variable, e.g., heat), the system is "fractal", in the sense that feedback loops operate across a range of scales, in the large and in the small, and these feedback loops are connected in a vast web.

Framing the design process as a feedback loop also raises questions at another level. Feedback measures difference from goal. So: Where does the goal come from? Who sets the goal? Who controls the system itself?

What is more: Outside of classes in design schools, very few design situations present with clearly defined goals. Fundamentally, the designer's main challenge is to understand the situation, its constituents, and their context, and from that understanding help facilitate agreement on shared goals. A peculiar aspect of designing is that the process of formulating (and reformulating) goals proceeds not only by explicit discussion of possible goals, but also by making artifacts related to the possible goals. In other words, as designers act to achieve a goal, they often discover the need to change the goal. (Separating goal-formulation from action is also misleading.) Designing requires making goals explicit, otherwise they cannot be examined, critiqued, or improved. This distinguishes design from many other forms of human activity because the "why" – the goals of design – must be transparent so that the intentions and values of the designers are available for review and response, which may come from other designers or from anyone else affected by the outcomes of the design process.

Thus we see that connecting design to feedback raises the questions: By what process are goals examined, critiqued, improved? As we will argue below and as Rittel well knew, the answer is: through conversation.

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<sup>1</sup> We acknowledge a broader history of associating design and cybernetics but cannot offer a thorough survey here.

### 3.3 Conversations for Action

“Action” is inherent in what historian of science Andrew Pickering [35] calls the cybernetic ontology – what we might call the “frame” of cybernetics:

Since Descartes, it comes naturally to us to think of the brain as the home of the mind, and the mind as a centre of knowledge, reason, thought and cognition – the cognitive brain, we could call it. And part of the singularity of the cybernetic ontology was that it had a very different account of the brain. The cybernetic brain was a performative rather than a cognitive organ, understood as geared directly into doing and performance rather than cognition. ‘The brain is not a thinking machine,’ Ashby wrote in 1948, ‘it is an acting machine.’ As far as conceptualising the human is concerned, this shift of referent from cognition to performance was a defining aspect of the singularity of cybernetics. – Andrew Pickering [35]

“Design” is what this acting machine “performs”, the process by which it proceeds, the process by which it learns – which is to say, the process by which it understands distinctions; agrees on goals and means; and enacts them – and then, based on the results, iterates with “improved” actions.

For those reasons, we construe design as a conversation for action – that is, as cybernetics. Action may either conserve or change a situation. In other words, design is a conversation about what to conserve and what to change, a conversation about what we value [20]. Both the design process and cybernetic systems involve observing a situation as having some limitations, reflecting on how and why to improve that situation, and acting to improve it. This follows the circular process of observe→reflect→make that is common to the recursive and accumulative process of learning in service of effective action, as is found in science, medicine, biological systems, quality management, and everyday living [7].

We construe cybernetics as a process for understanding [42] as well as a practice for operating in the world that focuses on systems that contain loops that enable the attaining of goals [35]. The term cybernetics comes from Greek roots meaning to pilot or to steer; on moving into Latin it becomes to govern. Some erroneously construe cybernetics to be mechanical. Some even hear in the word “system” the march of jackboots – unthinking, mechanical control. What interests us is quite the opposite – the messy chaos of natural and social systems, which cybernetics can help us begin to understand. We believe there is huge range for variation and possibility while applying the cybernetic frame to designing objects, interactions, services (increasingly driven by data), and more.

We also believe it is a misunderstanding to construe cybernetics as requiring a reductive stance or a focus on engineering. Glanville himself makes the point that Norbert Wiener ought to have published his most famous book *Cybernetics: Communication and Control in the Animal and Machine* after he had published *The Human Use of Human Beings* – because the former left an imprint of cybernetics as engineering grounded in mathematics, while the latter explains cybernetics as “a way of thinking and a way of being in the world” [15, p. 3]. The flowering of cybernetics in the 1940s came from conversations among a vast range of world-experts from both the hard sciences and the social sciences, who celebrated the field as uniquely focused on a new way of seeing systems [40].

### 3.4 Connecting Design to Cybernetics and Conversation

The structure of our argument is:

- If design, then systems
- If systems, then cybernetics
- If cybernetics, then second-order cybernetics
- If second-order cybernetics, then conversation

We now traverse that path and offer rationale and implications.

#### 3.4.1 *If Design, Then Systems*

[A] building cannot be viewed simply in isolation. It is only meaningful as a human environment. It perpetually interacts with its inhabitants, on the one hand serving them and on the other hand controlling their behavior. In other words structures make sense as parts of larger systems that include human components and the architect is primarily concerned with these larger systems; *they* (not just the bricks and mortar part) are what the architect designs. – Gordon Pask [29, p. 494]

Many of today’s design challenges are complex problems, where an appropriate formulation of the situation is neither already agreed-to nor easy-to-characterize. However, through conversations within a design team, an agreeable characterization may be defined (the “problem” formulation) and then tackled by defining actions to improve the situation (the “solution”).

The industrial era changed the nature of design from design-for-making (insofar as there were any explicit design steps before making) to design-for-manufacturing. Beginning in the 20th century, design-for-systems becomes necessary, as evidenced from World War II when operations research as a field of practice and cybernetics as a systems discipline arose [18]. As argued in depth elsewhere [9, 11], designers of digital systems are faced with the challenges of product-service ecologies. (Later we will widen the scope beyond digital and see that design-for-systems still applies.) This new design challenge is often exemplified by the iPod or iPhone, but the same points could be made for any networked device (even the original telegraph). While the user interacts with an iPod as physical device, its software connects to a network of communication systems (internet) and databases (music archive) and marketplaces (music for sale), which has relationships to other actors (social community members, artists) and related aftermarkets. The complications of this system of systems must not be exposed in ways that confuse a user; and the designer must know enough about the system-to-system relationships to produce an effective outcome. Hence, designers must be conversant with this end-to-end mesh of systems in order to design for a tractable set of rich choices from which the user lives her experience.

The rise of design-for-systems has further consequences. Good form-giving is largely table stakes – necessary but not sufficient to ensure the success of new ventures. Beginning in the 20th century and accelerating in the 21st, new value-creation

has moved to the development of systems. The term platform is often invoked [43] in reference to complex, distributed interactions of hardware and software, networks and users, transactions and markets, for which primary examples are Alibaba and Amazon; Facebook and Google; Apple and Samsung [9]<sup>2</sup>. Our definition of platform includes the capacity for others to build systems within it, no matter the medium.

Therefore, we wish to distinguish two levels of design: 1) design of things to be used, including tools used to make other things, and 2) the design of situations in which others can create, that is, the design of platforms, including languages. Level 1 we may call first-order design; level 2 we may call second-order design – that is, design-*for-conversation*.

Design for complex problems that bridge product-service ecologies requires new skills:

Looking at a specific system, recognizing the underlying pattern, and describing the general pattern in terms of the specific system constitutes command of the vocabulary of systems, reading systems, and writing systems – that is, systems literacy. – Hugh Dubberly [10, p. 3]

### 3.4.2 *If Systems, Then Cybernetics*

One of the things I should do is try to make a little difference between cybernetics and systems, or see if there is one. – Ranulph Glanville [17, 2'28"]

From the 1960s, The Club of Rome [22] popularized systems dynamics (SD) as a modeling language for complex systems, and since then Donella Meadows' and others' work have brought SD to a wide range of populations, including design students [23]. Conceived as a toolkit for explaining ecologies and economies, the vocabulary of SD – resource stocks and their flows – is well suited to its original application. However, we see limitations in SD for modeling systems for interaction. Meadows only briefly mentions regulation. SD does not clearly differentiate system behaviors that are the result of variations in levels (stocks as well as flows of material things) from system behaviors that are the result of feedback (flows of information). Perhaps most limiting is SD's lack of distinction between the effects of changes of levels (for example, an increase in population) and a deliberate act to effect an outcome (for example, a change of course of action as a result of new information, as when a comparator flips action from heating to cooling in a thermostat). Goals require agency, and agency implies actions taken intentionally based on data interpreted as feedback to the system's goals. (Of course we may attribute agency to a mechanical system when it behaves as if it has purpose, see Pask [30].)

Goals and information are about the immaterial aspects of systems while stocks and flows are very much the materiality of them. The originators of cybernetics sought to make a clear distinction between the material and the immaterial. Ashby

<sup>2</sup> The platforms mentioned are grounded in digital technology and therefore incorporate hardware/software infrastructure, but not all platforms are digital (see later example of the Schiphol Airport signage system).

goes so far as to say “the materiality is irrelevant” [3, p. 1] in order to further distinguish cybernetics as a discipline focused on information in purposive systems. As Glanville states while invoking Ashby, cybernetic systems are “not subject to the laws of physics and energetics, but subject to the laws of information, of messages” [15, p. 4].

Because design involves human beings – what we want and how we might act to get what we want – systems literacy for designers must go beyond SD and incorporate goals and agency. Designers must therefore understand the workings of systems with agency. Cybernetics offers both language and models for understanding and describing such systems.

A cybernetic viewpoint on design also invites (if not demands) consideration of the capacity of a given system to achieve goals (whether imbued by a designer or inherent in the system itself). This of course is the concept of “variety” [3]. When the system is a team of designers, the question need be asked: Do we have the requisite variety to successfully design and construct an outcome that will achieve our goals?<sup>3</sup> This question raises other issues, already raised above: How do these goals arise, and whose are they? To answer requires a shift to second-order.

### ***3.4.3 If Cybernetics, Then Second-order Cybernetics***

I have also developed the analogy between second-order Cybernetics and design so as to give mutual reinforcement to both. Design is the action; second-order Cybernetics is the explanation. – Ranulph Glanville [14, p. 22]

Today’s most critical (design) challenges are global in scale and have direct impact on quality of life – and its very existence. They include the future of the climate, water, food, population, health, and social justice. They are characterized as wicked problems [37] because the challenge to be addressed appears irredeemable. Even defining “the problem” is itself elusive, subjective, and controversial. Calling these situations problems is misleading; a better term might be “mess” or “tangle”.

What is worse: Wicked situations are impossible to solve fully; rather, we work as hard as we can to minimize their negative effects, but we cannot eradicate them. In part this is because these situations operate across complex systems of systems, with emergent and unpredictable behaviors, including unintended consequences, even when well-intended actions are taken. And furthermore, some of the systems employed are human networks, comprising ecologies of language and conversation, with concomitant ambiguity, conflict, and human defects at play.

In sum, describing a wicked situation so that actions may be identified, whose execution has some likelihood of effectiveness, is a design challenge of great difficulty and greatest importance for our future.

Rather than speaking of “solving” in the context of wicked situations, the convention is to speak of positive change as “taming”. Taming wicked situations requires

<sup>3</sup> For elaboration of design for variety, which is beyond the scope of this paper, see [12].

framing – the subjective look at situations from a perspective that is only one possibility of many. Often stakeholders see a wicked situation from very different points of view; finding a new frame – “reframing” – is necessary for progress. The value of one frame above another is guidance to an effective path forward, usually through a frame’s power to explain why the system behaves as it appears to behave. This is a form of taming complexity through language [41, 12]. Framing must support objective facts but only by being explicit about the values that forefront some “facts” above others. Fundamentally, it must create an argument for some design approaches above others – the “design rationale”. Neither systems dynamics nor first-order cybernetics are enough (emphasis added):

The systems-approach “of the first generation” is inadequate for dealing with wicked problems. Approaches of the “second generation” should be based on a model of planning as an argumentative process in the course of which **an image of the problem and of the solution emerges gradually among the participants**, as a product of incessant judgment, subjected to critical argument. – Horst Rittel in [37, p. 162]

The shared goal or problem definition emerges from the interactions of the participations as much as the solution does. We interpret this to mean that the problem and its solution are “emergent”, in today’s jargon – co-emerging as an image, that is, a characterization or (re)framing. Thus Rittel and Webber themselves reframe design-as-problem-solving to design-as-problem-finding or needs-finding. Rittel is important in part because he is among the first to frame design as politics – as discussion and argumentation – as opposed to design-as-art or design-as-science [36, p. 144]. Similarly, Buchanan [4] later framed design as a branch of rhetoric.

Rittel points out that the stance of designer as expert problem-solver is largely a myth. There are few design problems with clear solutions. Design is not objective; it’s subjective. It’s messy. The designer never stands outside the situation. The designer is always part of the situation – and other stakeholders also have necessary roles to play in the design process.

Thus design becomes centered in an argumentative process that involves “incessant judgment, subjected to critical argument” [37, p. 162]. Rather than existing outside the design situation, judgment and argument appear inside when the stance is that of second-order cybernetics. For the shift from first-order to second-order occurs when the observer – the designer, the modeler, the problem-framer, the participant in design conversations – is aware of her observing.

In sum, design for wicked problems, and the required (re)framing, calls for second-order cybernetics, which makes the role of the observer explicit, which in turn makes explicit the subjective position of every design rationale.<sup>4</sup>

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<sup>4</sup> For an eloquent exposition of the emergence and practitioners of second-order cybernetics along with a glossary, Glanville [14] is highly recommended.

### 3.4.4 *If Second-order Cybernetics, Then Conversation*

Conversation is the bridge between cybernetics and design. – Ranulph Glanville [15, p. 8]

Design is a circular, conversational process. – Ranulph Glanville [14, p. 22]

Reaching judgments and making arguments are, of course, forms of conversation. Glanville further tightens his assertion about the relationship of design and conversation by stating that conversation is a requirement for design, even when the conversation is with oneself, perhaps just using pencil and paper. (Schön [38] makes a similar point.) There is the person who draws and the (other yet the same) person who looks. The difference between these personae – between making and observing/reflecting – is, in and of itself, a major source of “novelty”, Glanville claims. (We prefer the terms “variation” or “invention”. Our position on the role of novelty in design is given below.) Engaging multiple perspectives is a necessary condition for conversation, and without conversation, he writes, “You’re not doing design, you’re doing problem-solving.”<sup>5</sup> Design, instead, is “to do something magical” and “to find ‘the new’” [15, p. 10].

With compatible meanings, Rittel, Buchanan, Glanville, Negroponte [24], and Pask [32] describe design as conversation, which can be modeled as two (or more) second-order systems interacting, which in part can be a discussion of goals. We state elsewhere [8] that conversation is required in order to converge on shared goals. To share goals is to agree on (re)framing a situation in order to act together. We see the development of arguments in the course of designing (for or against different ways of framing situations) and the derivation of different choices or actions as the same as conversation. Thus we concur with Glanville’s eloquent, albeit general, statements about conversation, cybernetics, and design.

However, we find some of Glanville’s stated positions to be assertions without an accompanying rationale. For example, he was clear and even adamant that design knowledge is tacit, not explicit. We take this as part of his argument that design knowledge exists only in relation to action. If design is conversation, however, and if conversation is learning – very often, or at least consistently so in relation to design – then is not both the goal and the effect of the design conversation to make its subject explicit? We assert that for the major (design) challenges of today, making design knowledge explicit is a necessity. Form-givers may have the luxury of working alone, but designing systems and designing platforms require teams – and thus goals and methods must be made more explicit so that the resulting artifacts are coherent and actions are coordinated. Just as design is different than problem-solving, making choices in designing is different than making choices in creating a work of art. When designing, fit-to-purpose is the rationale for one choice above another; the question, of course, is do we agree on the purpose? When designing for systems, articulating

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<sup>5</sup> While we accept the distinction between design and problem-solving, we can imagine typical cases of problem-solving that require conversation. For example, a team might discuss how best to break down a problem into more manageable components. Likewise, much of education involves discussion of strategies for recognizing problem types and appropriate strategies for each type.

that rationale is an irreplaceable component of the design conversation that takes place across the individuals, disciplines, and languages that comprise a design team.

A retort might be that a given design conversation is about some specific situation or artifact – not about design. But then, a design conversation about design must be the subject of design education, and we arrive at the same point – making the tacit explicit is a requirement for effective design. Not doing so leaves design stuck in its medieval master-apprentice craft tradition, where change is slow, and innovation is difficult.

But any dive into specifics may lose sight of the universal need for conversations in order to design. Design conversations discuss goals, means, context (itself a conversation, not a state [5]), how-to-frame-the-situation (and who-advocated-for-what-position), what-to-serve (what-we-value), what-to-try, how-to-evaluate-it, what-happened-when-we-tried, and what-to-try-next.<sup>6</sup>

### 3.5 The Responsibility of Designers

We have argued that 21st-century design requires conversation, as well that (in complete alliance with Glanville) design *is* conversation. When we say “conversation” we mean it explicitly in the second-order sense of recognizing our (subjective) participation in the process of framing and justifying our choices, and therefore our responsibility for it all.

We human beings can do whatever we imagine if we respect the structural coherence of the domain in which we operate. But we do not have to do all that we imagine, we can choose, and it is there that our behavior as socially conscious human beings matters. – Humberto Maturana [20]

If designers are to be responsible for the process of design, we must seek the most effective tools and methodologies – and to document, evolve, and disseminate them into the community of design and into the world of wicked situations.

Therefore, designers must themselves be responsible for systems literacy as a foundation for design; for working within a second-order epistemology where they take responsibility for their viewpoints; for processes of collaboration through conversation; and for articulating their rationale as an integral part of their process. This has deep implications for the development of new design curricula.

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<sup>6</sup> Further work is needed to more carefully dissect and characterize the types of design conversations. One approach suggests that design for innovation requires four broad classes of conversations for these purposes: to agree on goals; to agree on means; to create new language, as required for innovation; and, in an over-arching conversation, to design the conversations required for design, from the perspective of requisite variety [27].

### 3.6 Implications for Teaching Design

Glanville was influenced by his experience of design methods during his time as a student at the Architectural Association in the 1960s. Perhaps it was in rejection to the “expert stance” of the first generation that he came to prefer to say that design is “at once mysterious and ambiguous” [16].

We agree that when narrowly interpreted in its first-order form, cybernetics as engineering may suggest a sort of problem-solving which accepts or even assumes goals rather than inviting conversation about what our goals should be. But in its second-order form – with subjectivity, values, and responsibility explicit – teaching design as cybernetics is more common sense than straight-jacketed engineering, more about possibility than determinism, more emergent than mechanical. Teaching vocabulary and grammar does not deny poetry. Quite the contrary: A knowledge of vocabulary and grammar, if not a prerequisite, seems at least a more fertile ground for the emergence of poetry, and her sister, delight.

Thus, we argue that “systems” – systems dynamics, first-order cybernetics, second-order cybernetics, and conversation theory – should be a series of courses in all design school programs [6].

The value of teaching systems to designers is that it will help them do better work. It will provide language and models for talking about (and thinking about) the world in which they work, the systems they design, and the process by which they design. It will make them more effective and more efficient. That is, introducing cybernetics to designers will make the design process more “rigorous”, in the sense of “stronger” or “more compelling” – *not* more “correct”.

### 3.7 Novelty, Design, and Second-Order Design

For me, one of the most important things is how to find novelty, and that I don't think can be done by specification or purposeful action, it needs wobbly conversation and deep speculation. After it's found, it can be specified. – Ranulph Glanville [16]

While not presuming too much about Glanville's possible elaborations on the relationship of novelty and design, we want to be clear about ours: Novelty is *not* the primary goal of design. (There is a risk that traditional designers will hear the pursuit of novelty as the pursuit of new form for its own sake.) Like Glanville, we embrace conversations for design, specifically as a way of discovering new goals and new opportunities, as we co-construct our shared frames and persuading arguments. But as yet under-developed in our argument is the role of value and values. Design is a particular set of conversations, which explicitly and implicitly (to oneself alone or with others) embody what we value and what we seek to conserve. Maturana's framing of “possible change” in the context of “what we do not wish to change” is directly useful and actionable:

Every time a set of elements begins to conserve certain relationships, it opens space for everything to change around the relationships that are conserved. – Humberto Maturana and Ximena Dávila Yáñez [21, p. 77]

Of course we must be aware of what we are conserving, to open the possibility of change. Unstated but what we hear implied in Glanville’s position is the notion that the results of design should not be fixed – that is, that designers create possibilities for others to have conversations, to learn, and to act.

This idea is transformational – a paradigm shift. Le Corbusier’s publication of *Le Modulor* [19] may be a fulcrum point, the visible signal of the new paradigm. Another signal of the new paradigm was Karl Gerstner’s publication of *Designing Programmes* [13], “Instead of solutions for problems, programmes for solutions.” (Much earlier, moveable type with its inherent reuse sets the stage for what comes after modernism, even as moveable type creates the revolution of modernism itself.) To single out one example in practice, the Schiphol Airport signage system from 1967 by the Dutch firm Total Design and Benno Wissing is one of the first and most famous examples in practice – creating not a complete system, but a system in which others can create. As a platform for creating – in our terms, a platform for conversations for designing – a signage system is quite limited, but still the outlines are there. The relationship of designer to outcome is changed: The signage system is never completely finished, never completely specified, never completely imagined. It is forever open. “Second-order design” has emerged. Design-*for*-conversation is born.<sup>7</sup>

Pask saw this potential and began to explore it through his experimental machines, which sought to engage people in conversations [31]. Influenced by Pask, Negroponte went so far as to imagine an “architecture machine” able to collaborate with designers in designing spaces, physical and virtual, literal and metaphorical. Such a machine embodied design-*as*-conversation to enable design-*for*-conversation. In 1967, the idea of the architecture machine gave rise to a research group co-founded by Negroponte. Amid the convergence of digital content, digital communication, and computing (including the PC revolution), MIT’s Architecture Machine Group set the stage for the MIT Media Lab, which opened in 1985 to house an assortment of research directions. Yet, the original idea of the architecture machine was set aside and remains unrealized.

We see design-*for*-conversation as the emergent space of design for the 21st century and aim for it as our goal. Whether designing interactive environments as computational extensions of human agency or new social discourses for governing social change, the goal of second-order design is to facilitate the emergence of conditions in which others can design – to create conditions in which conversations can emerge – and thus to increase the number of choices for all.

I shall act always so as to increase the total number of choices. – Heinz von Foerster’s Ethical Imperative [41, p. 282]

<sup>7</sup> Chatbots, such as Elisa and her many spawn, e.g., *Mattel’s Hello Barbie*, which follow pre-defined script trees, are not examples of design-*for*-conversation. Nor are voiced agents, such as Siri and Alexa. Indeed, the current fad for so-called “conversational interfaces” misses the point of conversation [28].

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Hans Galland <hansgalland@gmail.com>

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## post-charrette thoughts

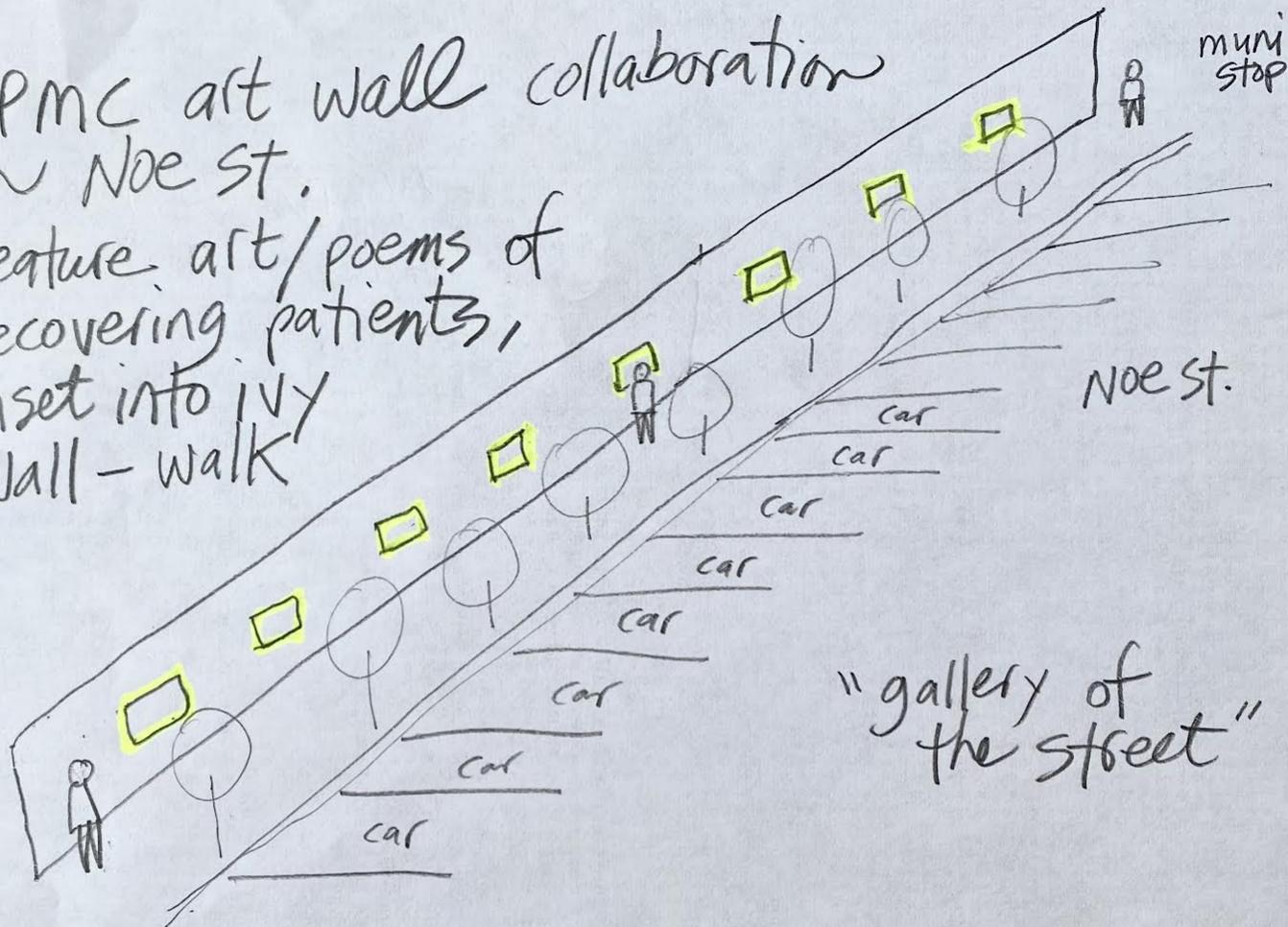
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**David Peters** <david94117@gmail.com>  
To: Hans Galland <hansgalland@gmail.com>

Sat, Jul 23, 2022 at 3:44 PM

Hello Hans,  
I am fine with attribution, though that paper was quite, um, academic.  
But this one isn't...  
One "solution" I can imagine is pictured here... that could be done in conjunction with Harvey Milk Rec, McKinley, and other groups.  
An installation context that gets updated seasonally.  
And along these lines, why can't some of the empty storefronts in the neighborhood (and elsewhere) be offered as pop-up gallery spaces for local creatives?  
Best,  
D

CPMC art wall collaboration  
on Noe St.  
Feature art/poems of  
recovering patients,  
inset into ivy  
wall - walk



"gallery of  
the street"

12 July 22 DP / Neighborhood identity + community

7/23/22, 4:28 PM

Gmail - post-charrette thoughts

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David Peters | [david94117@gmail.com](mailto:david94117@gmail.com) | 415 652 8781 mobile  
To design is to imagine.

[Quoted text hidden]



Hans Galland &lt;hansgalland@gmail.com&gt;

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## opinion on the slow streets proposals

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**Nicholas Lake** <lakenicholas@gmail.com>

Fri, Jul 8, 2022 at 3:03 PM

To: slowtriangle@dtna.org

I wrote what follows before last night's meeting, with the intention of sharing my views then, and some of my points pertain more to the slow streets movement around the City as a whole, but in general, my points are pertinent to the project as a whole.

I understand that many in this neighborhood may like this project, and if it is ultimately the will of the people, I would like to believe in the power of a developed consensus, and would be happy to work together to achieve compromises. I intend for my following points to engender a discussion.

As it is situated, this proposal is profoundly classist. It completely ignores the reality of the situation, which is to say the thousands of residents outside of the neighborhood, and throughout the city as a whole.

San Francisco cannot become a car-free city overnight; nor can it truly ever be a car-free city, until the transportation problems of California, the Western States, and the United States in general, are addressed in a profound manner. Taking away parking spaces, and making former traffic lanes into transit-only, will function as intended push factors, but do not solve the underlying issues: the need to own a car in the United States. After all, once one leaves the Glorious People's Republic of San Francisco, one is still within California, and the U.S. in general. Our public transportation systems at this time, as everyone knows, are for the most part utter garbage. California, and the western states in general, were built for the railroad, and have been re-tooled around the automobile; one cannot just remove cars from the equation. Where are the greater pull factors? Where is free MUNI, for everyone? Free BART? Free Caltrain?

San Francisco makes approximately eight bazillion dollars off of tourism every year; much of that tourism depends upon cars, beginning with the drive from SFO to the AirBnB. How does San Francisco intend to continue being a tourist destination while also restricting car traffic? What of those whose trips are more humble? There are still thousands of people who will embark on the great American driving vacation, because it is what they can afford. Does San Francisco intend to exclude them?

As a public school educator, I can attest to the truth of the MUNI's utter failure as the assumptive replacement for what San Francisco truly needs: a comprehensive system of school busing for all children. Parents, WORKING PARENTS, HAVE to be able to drive their children to school, given the byzantine framework of school assignments, and what of them that then need to drive beyond the City to work? The MUNI is inadequate at being able to move the thousands of children, in addition to the regular passenger traffic; anyone who has traveled on MUNI around arrival time, or even moreso departure time, in the proximity of a school, can attest to the truth of what I am discussing. So I would expect that any supporters of this slow streets proposal will also create a proposal for the provision of a comprehensive school bus system, one that will not come at any additional costs to the school district, nor add any additional drains on the time of or additions to stress to the lives of parents or teachers.

One may argue that "oh, our streets are not heavily-trafficked anyway", which is false. San Francisco is one of the rare cities that is constructed in such a manner where all of its streets are actually thoroughfares, because of the crazy-quilt manner in which they are interconnected. So while the thoroughfares such as Market and Mission are among the most heavily trafficked, all streets in the city are part of some individual's mental map that predates the scourge that is Waze. This proposal, by working to remove a street from the network that is formed of the public thoroughfares, works to make the system, as a whole, more congested. When removing a street from public access, there needs to be compensation to the body politic; what will this neighborhood be doing, in kind, to offer recompense to the larger community of the City as a whole, for the inconvenience that the Duboce Triangle inflicts upon the rest?

Does everyone who lives on these slow streets intend to give up their cars? Again, as this is California, I do not recommend doing such, because if public transportation worked, they would not own cars. What the neighborhood ought to do, since it will be restricting access to all but local traffic, is make space available for their neighbors who need a place to park and cannot afford the permit fees. Anyone with open garage space on these streets ought to open it to their fellow-neighbors.

Also, there ought to be created a system of scheduling who parks their cars where and when; double-parking could be used to enable those who need their cars less frequently to park where their neighbors from around the city who need their cars daily can have easier access to them.

Additionally, those who choose to slow streets can also choose to start a citizen's car-share, which would allow those who need cars in the city to utilize them, while also removing a car from the parking in the slow street area, thereby allowing others to park there (as above). Notice I have not mentioned Gig, GetAround, or any of those other entities, because my intent is not to create more opportunities for companies to make profit, but chances for the affluent and privileged to share those benefits with their fellows.

Additionally, I would expect to see a decision made on the question of what constitutes local traffic. Last Friday afternoon, I noticed an Amazon van, the epitome of what local traffic is NOT, tooling down Noe. Why is it right that Amazon delivery vehicles should freely drive down our streets while we forbid our fellow San Franciscans from the same? Supporting Amazon in any way is already an immoral act as it is; combined with the slow streets initiative as I currently see it constituted, it becomes hypocrisy.

Removing a street from the public network, which is what this is functionally proposing to do, in many ways, is an extremely classist action that smacks of bourgeois NIMBYism and a lack of awareness of the needs of the working class. Removing a street from the public network is wanting to have cake and eat it too.

I think that if you functionally close off a street, you should not be allowed to drive on it, either.

In conclusion, I have raised several issues that I have with the current state of the slow streets proposals: the tone-deaf classism associated with removing a public street from your fellow citizens' right of access, and the consequent apparent lack of awareness of the extent of the impact this will have on our fellow San Franciscans, let alone Californians, Americans, or Terrans. I have also discussed several ideas I have had to help alleviate the problem, such as a combination of instituting a city-wide school busing system, making the MUNI free for all, instituting free parking in the neighborhood to take added traffic off of other streets, a neighborhood car-share program that allows the car-less to access the things often out of reach, and a proposal to increase transit funding for all agencies, all of which can act as enticing pull factors, and all serve to mitigate the negative consequences for the poor and working class of San Francisco, the class of people whom this will predominantly, and disproportionately, affect.

Thank you for your time,

Nicholas Lake



Hans Galland &lt;hansgalland@gmail.com&gt;

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## Slow Triangle - Slow street safety and idiotic motorists

2 messages

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**Jamison Wieser** <jamison@fattrash.com>

Thu, Jul 28, 2022 at 1:43 PM

To: Eugene Lau <eugenewlau@berkeley.edu>, Martine Kushner <martinekushner@berkeley.edu>, Frank Tizedes <frank.tizedes@gmail.com>, Kevin Riley <kriley82@gmail.com>, Erik Honda <erikhonda49@gmail.com>, Hans Galland <slowtriangle@dtna.org>, "Bob Bush (VP)" <vicepresident@dtna.org>

Hello all,

Even though I live on Noe and have a slow street literally outside my front door, I don't feel safe using it because I see too many motorists behaving badly and wanted to share an experience yesterday when I crossed the street to get dog food at Jeffrey's.

When the farmers market is setting up they put up barricades blocking traffic at Market Street, but at the traffic island at Beaver they only close the southbound lane with "ROAD CLOSED" signs and arrows directing traffic up Beaver. But during the setup they leave the northbound side open for arriving farmers.

In the span of just three minutes, I watched 10 motorists ignore the road closed sign and drive the wrong way into the blocked off area where farmers and merchants were already setting up their tents.

None of these motorists were arriving farmers and missed or ignored the two orange "ROAD CLOSED" signs.











Had any of these drivers been looking ahead of them, they would have seen the barricades set up at Market Street:



And since Noe was barricaded at Market, the motorists just had to queue up until a farmers market working opened the gate for them.



During this 3 minutes, not one of the cars was a farmer coming to set up, but did include one cab that dropped someone off in the closed area.

So again, this is just an anecdote about bad drivers and why I don't feel safe on our slow street.

I look forward to tonight's workshop meeting,

Jamison Wieser  
237 Noe Street,  
San Francisco, CA 94114

**Bob Bush (VP)** <vicepresident@dtna.org>

To: Jamison Wieser <jamison@fattrash.com>

Cc: Erik Honda <erikhonda49@gmail.com>, Eugene Lau <eugenewlau@berkeley.edu>, Frank Tizedes <frank.tizedes@gmail.com>, Hans Galland <slowtriangle@dtna.org>, Kevin Riley <kriley82@gmail.com>, Martine Kushner <martinekushner@berkeley.edu>

Hello Jamison,

The problem yesterday Wednesday, July 27 was that 15th St. from Noe to Sanchez Street was closed for construction of the Sanchez 15th St. Market Street intersection work. At 15th and Noe the city erected a detour sign diverting all eastbound 15th traffic to turn right and head south on "No Through Traffic" Noe Street Which was of course was blocked at Beaver Street because of the farmers market.

I am sure the drivers found it confusing to be directed to drive into a no through street block and then find at the south end of the block obstructed by the farmers market.

Too bad those working on the upper market Street safety project didn't coordinate that intersection work on market and 15th and Sanchez with the day that the farmers' market was not Present.

The traffic lane on the east side of the Beaver Noe Island has always been kept open during the market to provide access for vendors to enter and leave the market but also for access to the parking garage at the Noe Market Center.

Nothing is simple these days.

Best

Bob Bush

[Quoted text hidden]



Hans Galland &lt;hansgalland@gmail.com&gt;

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**Re: [DTNA] July Land Use Meeting**

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**'Patricia Tura' via DTNA Land Use Committee** <dtna-landuse@googlegroups.com>

Wed, Jul 13, 2022 at 9:38 AM

Reply-To: Patricia Tura &lt;patriciatura@me.com&gt;

To: Erik Honda &lt;erikhonda49@gmail.com&gt;

Cc: David Troup &lt;david@troup.net&gt;, Frank Tizedes &lt;frank.tizedes@gmail.com&gt;, Dtna-landuse Use &lt;dtna-landuse@googlegroups.com&gt;

Typically initiatives define a solution to a problem. Slow Triangle may just be an initiative looking for a problem. Obviously there a number of problems which affect our neighborhood some are city wide problems which are harder to solve and some are local which we have the power to solve. I'd like to see DTNA define a problem and invite the community to build on understanding the problem along with designing a solution. The people driving this initiative can't seem to hear the feedback related to "unclear messaging". Once again, not sure what the problem is in hearing constructive feedback.

Pat

On Jul 12, 2022, at 6:05 AM, Erik Honda <erikhonda49@gmail.com> wrote:

In my notes from last night's meeting there is a reference to the survey that the Slow Triangle project team has been promoting. It shows overwhelming support for the concept, with a significant minority who are opposed, probably partly for the reasons David and Moyra have talked about, but probably for other reasons as well which we are trying to tease out through meetings and ongoing check-in and opportunities for input.

I think the explanation of what the Slow Triangle concept is that Hans posted on the website and is also linked to in the notes is quite clear, and it specifically says that it is not "anti-car", and it is certainly not an "attack" on drivers. (I don't think that sort of extreme rhetoric is helpful, let's try to keep the discussions within the bounds of reason). It is about a balance of priorities which is of course complex because there are many stakeholders (various types of mobility, various desired uses, etc.), and cannot be boiled down to something as simple as "pro-car" or "anti-car". Binary thinking is unhelpful, we should keep taking input, keep modifying and complexifying our concepts.

Remember that there is not a proposal for anything yet, we are still working on that. When we get one, it will be iterative and open to further modifications. But hopefully at some point we can move forward with a proposal that incorporates as many ideas as possible and makes as many people as possible happy (and as few unhappy). We can't please everyone, including folks who say they are "all for" certain changes, until those changes are proposed, at which time they find reasons to object to those changes. It is a common pattern and one we are trying to get past by having a very inclusive and iterative process. Let's all try to avoid the temptation to throw up our hands or engage in sniping from the side, and instead have faith in the process and contribute to it.

Erik

On Tue, Jul 12, 2022 at 2:59 AM David Troup <david@troup.net> wrote:

We did a big survey about a decade ago via the newsletter, it was on neighborhood priorities. I don't remember one after that.

Just speaking for myself, my criticism of the outreach on "Slow Triangle" would be that nobody knows what it is. I got emails, and saw posts on Facebook and Nextdoor inviting participation, but with nothing more than the name "Slow Triangle" and zero information as to what that meant. I have had people ask me what it meant, and I had to say that I didn't really know.

We started off talking about “Slow Triangle” in Land Use, probably more than a year ago, and I didn’t really understand what was meant by it then either. My assumption was that the idea was to essentially put the same kind of restrictions that Noe St. has onto the rest of the streets in the neighborhood.

To me, the Noe “Slow Street” is a failure that forces neighborhood residents to either choose to ignore the signs and use the street, or to drive many blocks out of the way to reach the destination, dramatically increasing the carbon impact of vehicle trips and pushing the noise and traffic to other neighborhood streets. I see far more dangerous pedestrian, bike and car behavior than previously existed. The barricades are ugly and make me feel like I live in a construction zone that never ends. It’s only going to get worse when the MTA implements all the turning restrictions and sends most of the neighborhood traffic down my street.

So I’m all for greening, etc., and I’ve got no issue with speed humps or other traffic calming measures, but when you make it difficult for people to get to and from their homes, that is just one more hit on a quality of life that gets worse in SF every year. And when you take a six block trip and turn it into a 12 block trip, that’s twice the impact on the environment, twice the impact on residents that live on those other streets. Is that equity?

I don’t drive often, but when I need to drive, I drive. And I fear that, like “slow Noe”, this is an attack on drivers. We saw from the MTA statistics that bike and pedestrian traffic on Noe did not increase when it became a slow street, so we aren’t enabling more use by cyclists or pedestrians, we’re just making it hard on residents with cars.

David

On Jul 11, 2022, at 9:43 PM, Frank Tizedes <[frank.tizedes@gmail.com](mailto:frank.tizedes@gmail.com)> wrote:

Have you ever run a survey of neighbors or members, Either via Landuse or DTNA?

Also wanted to know what actions have you or the committee had with the promotion or support of the Sloe Noe initiative? I ask because I have been pretty busy trying to keep it active, supported and out front, but unclear if the committee was engaged at all prior to be joining the board two yrs ago

On Mon, Jul 11, 2022 at 8:37 PM Kevin Riley <[landuse@dtna.org](mailto:landuse@dtna.org)> wrote:

Attached is the Noe Slow Street 2021 survey summary that we looked at in today's meeting. Some good information. I've asked MTA to conduct a similar study for 2022 with a focus on Sanchez and Noe.

On Sat, Jul 9, 2022 at 11:21 AM Kevin Riley <[landuse@dtna.org](mailto:landuse@dtna.org)> wrote:

Hey neighbors,

Attached is the agenda and below is the zoom info for the Land Use meeting this Monday at 7pm. No major topic to discuss but several smaller items to discuss. Let me know if there is anything you would like to add.

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Topic: DTNA Land Use - July

Time: Jul 11, 2022 07:00 PM Pacific Time (US and Canada)

**Join Zoom Meeting**

<https://us06web.zoom.us/j/85251698715?pwd=OHBzdDJNVVNLcE9YZWtPQXNTSjUrQT09>

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Passcode: DTNA  
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Kevin Riley  
DTNA Land Use Chair

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Frank Tizedes

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7/31/22, 2:38 PM

Gmail - Re: [DTNA] July Land Use Meeting

To view this discussion on the web visit <https://groups.google.com/d/msgid/dtna-landuse/CAJv9UVP1DReogDct25p1qNj%3D-RMmDG4GP3OS2wgiQ4g2wXvH%3Dw%40mail.gmail.com>.

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