



**City and County of San Francisco
YOUTH COMMISSION
Housing, Recreation, & Transit Committee
MINUTES**

**Monday, November 13, 2023
5:30 p.m.**

**IN-PERSON MEETING with Remote Access
City Hall, Room 278
1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689**

Members: Imaan Ansari (Chair, D11), Jason Fong (Vice Chair, D7), Allister Adair (Member, D2), Helen Cisneros (Member, D5), Aryelle Lampkins (Member, Mayoral), Chloe Wong (Member, D1).

Present: Allister Adair, Imaan Ansari, Jason Fong, Chloe Wong.

Absent: Aryelle Lampkins (excused), Helen Cisneros (excused).

Tardy: None.

The San Francisco Youth Commission's Housing, Recreation, & Transit Committee met in-person with remote access for public comment, on November 13, 2023, with Chair Ansari presiding.

1. Call to Order and Roll Call for Attendance

Chair Ansari called the meeting to order at 5:33pm.

On the call of the roll:

Roll Call Attendance: 4 present, 2 absent.

Allister Adair present
Helen Cisneros absent
Aryelle Lampkins absent
Chloe Wong present



Jason Fong present
Imaan Ansari present

A quorum of the Housing, Recreation, & Transit Committee membership was present.

Commissioner Adair, seconded by Commissioner Wong, motioned to excuse Commissioner Cisneros and Commissioner Lampkins. The motion was carried by the following roll call vote:

Roll Call vote: 4 ayes, 2 absent.

Allister Adair aye
Helen Cisneros absent
Aryelle Lampkins absent
Chloe Wong aye
Jason Fong aye
Imaan Ansari aye

Action: Commissioner Cisneros and Commissioner Lampkins absence excused.

2. Communications

Joshua Rudy Ochoa, Community Partnership Specialist of the SFYC, shared communications and meeting announcements with Commissioners.

3. Approval of Agenda (Action Item)

Vice Chair Fong, seconded by Commissioner Adair, motioned to approve the November 13, 2023 Housing, Recreation, & Transit Committee meeting amended agenda, with an amendment to table Item 7 to the next HRT Committee meeting. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 4 ayes, 2 absent.

Allister Adair aye
Helen Cisneros absent
Aryelle Lampkins absent
Chloe Wong aye
Jason Fong aye
Imaan Ansari aye



Action: Agenda Approved.

4. Approval of Minutes (Action Item)

a. October 23, 2023 (Packet Materials)

Commissioner Wong, seconded by Vice Chair Fong, motioned to approve the October 23, 2023 Housing, Recreation, & Transit Committee meeting minutes. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 4 ayes, 2 absent

Allister Adair aye
Helen Cisneros absent
Aryelle Lampkins absent
Chloe Wong aye
Jason Fong aye
Imaan Ansari aye

Action: Minutes Approved.

5. Public Comment on matters not on Today's Agenda (2 minutes per comment)

No public comment.

6. Presentation (Discussion Item)

a. No Turn on Red City Policy Proposal
i. Presenter: Luke Bornheimer

Luke Bornheimer presented his campaign to request the city enact a 'no turn on red' citywide policy, in response to the 4-year-old who was killed by a car earlier this year. He discussed the history of these policy changes in San Francisco in the past, and the data that has proven its increased safety for pedestrians and cyclists. He's asking the Youth Commission to potentially propose a resolution to encourage the Mayor's Office to ask the SFMTA Board of Directors to take action and put the policy into effect.

Commissioner Adair asked if there's any other cities in California that have these policies, to which Bornheimer said that there's no city in California that bans turns on red signals. He added that Seattle, Washington is starting to implement a ban



citywide as they work on improving every intersection to eventually replace all of the intersections.

Vice Chair Fong asked what his ask for this campaign, to which Bornheimer said that he hopes that the Youth Commission will support this policy to ensure the Mayor and the SFMTA BOD addresses and implements this policy.

Vice Chair Fong followed up to ask if there's any studies done that shows that this policy change would increase traffic congestion, to which Bornheimer said that there isn't much data out there on its widespread effects, but the data he has seen does support that there is minimal effect to congestion.

Commissioner Adair asked where the injury data was sourced from, to which Bornheimer said that a lot of the data differentiates the type of collisions.

- b. Valencia Street Policy Proposal
 - i. Presenter: Luke Bornheimer

Luke Bornheimer presented his campaign to address the newly-implemented Valencia Street center bike lane by creating protected bike lanes on Valencia St, since the current new design has not proven to be safer for pedestrians, cyclists, or drivers. His proposals include creating curbside protected bike lanes, or to pedestrianizing the street and only allowing commercial vehicles and disability access. He added that the protected bike lanes on Valencia between Market St and 15th St were very successful.

Commissioner Adair asked if the pedestrianization of Valencia Street would be comparable to the Slow Streets program, to which Bornheimer said that there isn't any reliable comparison in San Francisco. He added that it would look more like JFK Promenade, but it would have some very limited exceptions since there's some garages and accessibility needs, while also allowing emergency vehicle access.

~~7. Training (Discussion Item)~~

- ~~a. Resolution Writing Training~~
 - ~~i. Presenter: YC Staff Joshua~~

Item 7 was tabled to the next Housing, Recreation, & Transit Committee on November 27, 2023, due to staff being sick.

8. Announcements (this includes Community Events)



Commissioners expressed their interest in a potential holiday event for the Youth Commissioners to exchange gifts or a social event. Staff added that they can reach out to SAC and YTAB to also potentially do an event. Chair Ansari gave a shout out to the D9/D11 Student Success Fund Listening Sessions this upcoming Thursday.

9. Adjournment

There being no further business on the agenda, the Housing, Recreation, & Transit Committee adjourned at 6:10pm.

LOGIN OR SIGNUP

START ORGANIZING: ACTIONS PEOPLE SUPPORT

Support No Turn On Red citywide



Currently, San Francisco allows drivers to take turns on red lights unless signs are installed at the intersection explicitly prohibiting turns on red. Allowing turns on red results in collisions and injuries as well as cars blocking or driving through crosswalks, making crossing the street more stressful for people — especially children, families, seniors, and living with disabilities. **This danger and stress is unnecessary and unacceptable**, but something can be done to fix it.

Implementing No Turn On Red (NTOR) increases safety for people crossing the street — especially children, families, seniors, and people living with disabilities — as well as people on bikes and scooters. NTOR also makes driving safer and more intuitive for drivers, resulting in more predictability and less stress for people driving. NTOR is proven to increase safety and

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make crossing the street easier, safer, and more comfortable, including at the intersections in San Francisco where NTOR has been implemented.

San Francisco should implement citywide No Turn On Red, and you can help make a reality. The San Francisco Municipal Transportation Agency (SFMTA) has the authority to approve citywide NTOR and can install NTOR signs — required by state law — throughout the city starting immediately, but **SFMTA staff, its Board of Directors, and other policymakers need to hear from you now.**

Please help make it safer and easier to cross the street throughout San Francisco by supporting citywide No Turn On Red now. It only takes a few taps and makes a difference!

More information about No Turn On Red and its benefits, including for safety, is below:

1. In the 1970s, the Federal Government passed the Energy Policy and Conservation Act, which mandated states to allow turns on red as a claimed fuel-saving measure in a short-sighted response to the "oil crisis."
2. While no official research or studies have ever substantiated the claimed fuel-savings benefit of allowing turns on red, numerous studies have shown the negative impacts of allowing turns on red, especially for decreasing safety for people:
 1. SFMTA **found** that, at intersections in the Tenderloin where it implemented No Turn On Red at all intersections in the neighborhood in 2021 following then-Supervisor Matt Haney calling for the policy, 92% of motorists complied with NTOR, "close calls" between cars and people walking decreased by 80%, and cars blocking or encroaching crosswalks during a red light decreased more than 70%.

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2. Separately, SFMTA **found** that 20% of injury crashes at signalized intersections involving a person walking or biking resulted from a motorist turning on red.
3. An **analysis** of intersections with No Turn On Red in Washington, DC showed a 92% decrease in motorists failing to yield to people walking at red lights (and a 59% decrease at green lights), a 76% decrease in turn-on-red violations, and a 97% decrease in conflicts between cars.
4. A National Highway Traffic Safety Administration (NHTSA) **report** found that allowing turns on red increased crashes involving people walking by 44% and people on bikes by 59%.
5. A separate NHTSA **report** found that turn-on-red crashes frequently involved people walking or on bikes, with 22% of all crashes involving a person walking or on a bike, and 93% of those crashes resulting in an injury.
6. Another **study** found that allowing turns on red resulted in a 23% increase in all turn crashes, a ~60% increase in crashes involving people walking, and a ~100% increase in crashes involving people on bikes.
3. While Federal law mandates California to have “a traffic law or regulation which permits” turns on red “to the maximum extent practicable consistent with safety” and California Motor Vehicle Code permits turns on red, cities can approve citywide NTOR policies and enforce NTOR at any intersection where a sign is installed.
4. Multiple cities in the United States have approved and/or implemented No Turn On Red policies — some of which are citywide policies — including New York City, Cambridge, Massachusetts, Washington, District of Columbia, and Ann Arbor Michigan. Thanks to a New York State law, New York City is only required to install signs at intersections where turns on red are permitted — the City isn’t required to install signs at intersections where No Turn On Red is in place and enforceable.

5. Countless cities and countries around the world have No Turn On Red policies/laws in place; many of these cities/countries have never allowed turns on red.

These **news organizations have covered this campaign and related work:**

- [San Francisco Chronicle](#) (plus [followup story](#) and [map](#))
- [Los Angeles Times](#)
- [The Guardian](#)
- [The Associated Press](#)
- [ABC News](#)
- [NBC News](#)
- [The Washington Post](#)
- [The Weather Channel](#)
- [Yahoo News](#)
- [SFGATE](#) (plus [followup story](#))
- [SF Standard](#)
- [SF Examiner](#) (plus [followup story](#) and [another followup story](#))
- [Axios](#) (plus [followup story](#))
- [Streetsblog](#) (plus [followup story](#))
- [CBS Bay Area](#)
- [NBC Bay Area](#)
- [KRON4](#)
- [KTVU](#)
- [SFBay](#)
- [Momentum Magazine](#)
- [Planetizen](#)

If you have questions, comments, or suggestions — or you are a member of the press — please [email Luke at LukeBornheimer@gmail.com](mailto:LukeBornheimer@gmail.com). Thank you!

Pedestrianize Valencia Street or Install Protected Bike Lanes



The Valencia Street center bikeway is a dangerous design that is fundamentally flawed. It should be immediately replaced with either curbside protected bike lanes or Valencia should be pedestrianized (for only people walking and biking as well as commercial deliveries and local residents to access their garages). **Please support this vision now by sending an email in a few taps and less than a minute.**

On April 4th, SFMTA formally proposed its center bikeway design as the only option to the SFMTA Board of Directors, and the Board unanimously approved it in part because the center bikeway was the option the Board was given. In late-April, SFMTA started installing the center bikeway and people started using it. Since then, countless people have crashed or been injured on Valencia Street and one person has been killed. The data is clear that the center bikeway is significantly more

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dangerous than curbside protected bike lanes — including those installed on Valencia between Market and 15th Streets — and pedestrianized streets.

In addition, the center bikeway has made Valencia a "bike highway" with most people on bikes and scooters not shopping at local businesses or turning on/off Valencia. This has resulted in negative impacts on local businesses and less people using bikes on Valencia and throughout San Francisco, worsening our roadway safety crisis and climate crisis.

Now is the time for SFMTA to pedestrianize Valencia or install curbside protected bike lanes on the street. No more plans, studies, or outreach, and no more people should have to be killed or injured before SFMTA takes action to make the street safer for people and better for business.

SFMTA should install curbside protected bike lanes, similar to the safe and well-liked bike lanes on Valencia between Market and 15th Streets that were installed in 2019. Installing curbside protected bike lanes will make more people feel safe riding bikes on Valencia and result in more people shopping at local businesses, resulting in a safer, calmer, and more economically thriving Valencia.

Please send an email now in support of pedestrianizing Valencia Street or installing curbside protected bike lanes on the street immediately — it only takes a few taps and less than 30 seconds!

You can find more information related to Better Valencia — including sources — [here](#).

If you have questions, comments, or suggestions, [email Luke at LukeBornheimer@gmail.com](#).

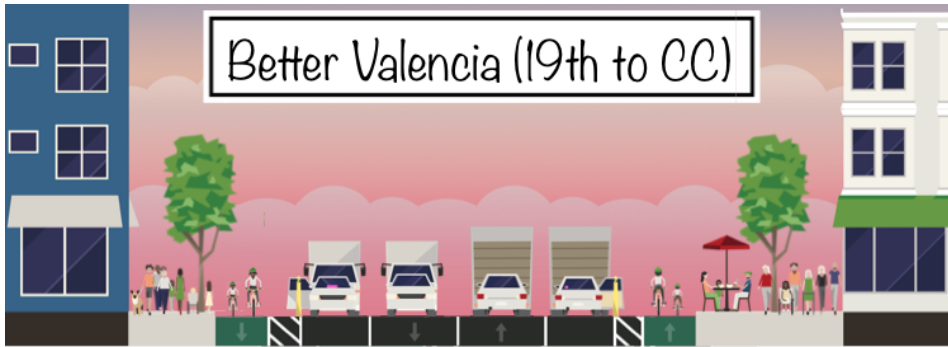
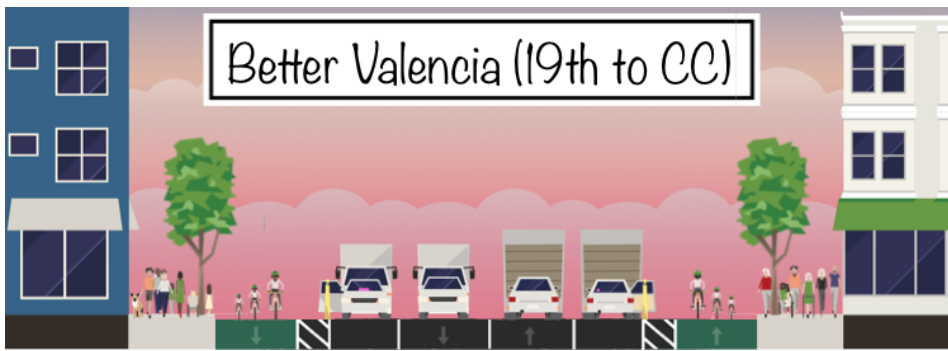
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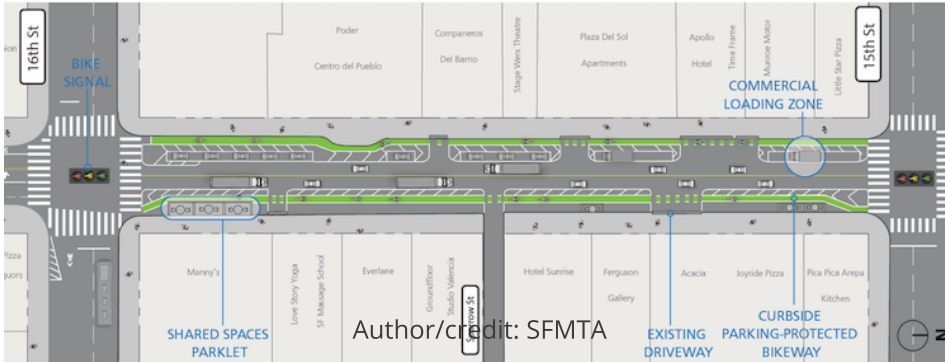
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Resolution urging the Mayor, Board of Supervisors, and the San Francisco Municipal Transportation Agency (SFMTA) to prioritize and allocate permanent funding for the Free Muni For All Youth (FMFAY) program, recognizing its vital role in fostering equitable access to transportation and supporting the educational and social development of San Francisco's youth

WHEREAS, Public transportation is the most efficient, equitable, and environmentally sustainable mode of transportation that allows for many people, especially youth, to have equal access to opportunities and resources in urban settings; and

WHEREAS, The 2019-20 Youth Commission passed [RESOLUTION](#) NO. 1920-AL-14 "Transportation Equity - Free Muni for all Youth" (FMFAY) where they advocated that the Free Muni for Low- and Moderate Income Youth program suffered from a complex application process and was not widely known, especially to people with limited English proficiency and people who do not have easy access to the SFMTA offices at 1 South Van Ness Ave. and/or internet resources, and disproportionately for people who are Black, Indigenous and/or people of color; and

WHEREAS, On August 15, 2021, The San Francisco Municipal Transportation Agency (SFMTA), with \$2 Million in funding included in Mayor Breed's Fiscal Year (FY) 2022 budget proposal, expanded from the Free Muni for Low- and Moderate Income Youth program which started in 2013, and launched the 1-year pilot FMFAY program until August 14, 2022; and

WHEREAS, On April 19, 2022, the SFMTA Board of Directors voted to approve their FY 2023-24 budget which included \$4.1 Million to continue the FMFAY program until June 2024; and

WHEREAS, The San Francisco Free Muni for All Youth Program has successfully operated since its inception, demonstrating a clear commitment to improving access to public transportation for the youth of San Francisco; and

WHEREAS, In 2014, San Francisco adopted a Vision Zero [policy](#) that committed the city to eliminate all traffic deaths on city streets by 2024 through initiatives including engineering safer streets, education about traffic safety, enforcement of traffic laws, and advocating for legalization of new tools including automated speed enforcement; and

WHEREAS, The SFMTA's [Transit](#) First policy complies with and complements San Francisco's Vision Zero policy as it prioritizes public transit, bicycling and walking on San Francisco's streets which shifts people out of their cars, significantly reducing the amount of private vehicles on the road, and vehicle deaths and injuries by extension; and

WHEREAS, The FMFAY program encourages and ingrains sustainable travel habits from an early age, thus aligning with SFMTA's Transit First Policy; and

WHEREAS, Early exposure to public transportation shapes future transit habits, as evidenced by a [study](#) published in the Journal of Planning Education and Research, which found that experiences with public transit during early life stages contribute to increased transit usage in adulthood; and

WHEREAS, [Data](#) collected in July of 2021 by SFMTA concluded that the previous Free Muni for Youth (FMFY) program had 39,350 active users, which was approximately 72% of those eligible at the time; and

WHEREAS, The current FMFAY program drastically increased the accessibility and amount of youth using public transportation, seen in a [survey](#) taken in January 2022, that reported 61% of youth utilizing the FMFAY program, did not participate in the previous FMFY program; and

WHEREAS, This long-term behavioral shift towards public transportation, as identified in the [study](#), can lead to reduced traffic congestion, lower carbon emissions, and a more environmentally sustainable future; and

WHEREAS, The easy and equitable access to public transportation that the FMFAY program provides is essential for San Francisco's young people to access school, extracurricular activities, jobs, and other opportunities; and

WHEREAS, The provision of free transit for youth is a vital equity measure, supporting low-income families and reducing financial barriers to mobility; and

WHEREAS, By permanently funding the FMFAY program, the city reaffirms its [commitment](#) to social equity, ensuring that all young residents have equitable access to public transportation for education, employment, and civic engagement; and

RESOLVED, The Youth Commission strongly urges the Mayor, Board of Supervisors, and the San Francisco Municipal Transportation Agency (SFMTA) to secure permanent funding for the Free Muni For All Youth (FMFAY) program to guarantee its continued operation and accessibility for all youth in San Francisco and to include it in all future SFMTA baseline budgets; and

FURTHER RESOLVED, The Youth Commission urges the SFMTA to collaborate with local, state, and federal officials to diversify SFMTA's funding stream to ensure the FMFAY permanent program does not disproportionately affect the SFMTA budget; and

FURTHER RESOLVED, The Youth Commission urges the Mayor and the Board of Supervisors to continue to promote the FMFAY program.

Resolution urging the Mayor and Board of Supervisors to urge the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to take immediate action on a No Turn On Red (NTOR) citywide policy in light of recent traffic incidents and ongoing safety concerns

WHEREAS, the current permissibility of turns on red at signalized intersections in San Francisco contributes to fatalities, injuries, and collisions, as well as instances of blocked or occupied crosswalks, posing heightened dangers for pedestrians, especially youth, seniors, and individuals with disabilities; and

WHEREAS, studies have demonstrated the adverse safety impacts of allowing turns on red, including increased incidents of crashes involving pedestrians and cyclists, with the National Highway Traffic Safety Administration (NHTSA) reporting a marked increase in crashes involving these groups; and

WHEREAS, the recent heartrending incident at the intersection of King and 4th Street, which led to the fatal injury of a 4-year-old girl being pushed in a stroller by her parents, highlights the urgent need for enhanced pedestrian safety measures in San Francisco; and

WHEREAS, this intersection at King and 4th Street's history of 12 collisions and 19 injuries between 2019 and 2023, including this recent fatality, indicates a significant safety concern that requires prompt attention and action;

WHEREAS, No Turn On Red (NTOR) policies have demonstrated efficacy in reducing vehicle-pedestrian and vehicle-bicycle conflicts, thereby improving safety and comfort for pedestrians, and are proven to reduce "close calls" between vehicles and pedestrians; and

WHEREAS, San Francisco currently employs NTOR at approximately 9% of all traffic signals, with a comprehensive NTOR restriction in the Tenderloin resulting in notable safety improvements; and

WHEREAS, Mayor London N. Breed's package of Vision Zero projects aimed at increasing street safety identified a need to analyze and develop policy recommendations on limiting right turns at red lights, highlighting the urgency of this issue; and

WHEREAS, The implementation of NTOR in the Tenderloin saw positive outcomes, with 92% motorist compliance, an 80% reduction in close calls, and over 70% decrease in vehicles blocking or encroaching crosswalks during a red light; and

WHEREAS, NTOR is proven to increase safety and improve the pedestrian experience, as evidenced by studies and successful implementation in San Francisco and other cities, such as New York City, Cambridge, Massachusetts, and Washington, D.C.; and

WHEREAS, An MTA study in 2022 found that 20% of injury crashes involving pedestrians or people biking in San Francisco occurred at signalized intersections, emphasizing the need for enhanced safety measures; and

WHEREAS, The Washington, D.C. District Department of Transportation's 2019 study showcased a 92% decrease in times drivers failed to yield when the light was red and a 59% decrease at green lights after implementing NTOR; and

WHEREAS, The Governors Highway Safety Association (GHSA) reported a 56% increase in U.S. pedestrian fatalities from 2010 to 2021, underscoring the urgent need for effective safety measures; and

WHEREAS, Other cities, including New York City, Cambridge, and Washington, D.C., have successfully implemented or approved citywide NTOR policies; and

WHEREAS, The MTA has the authority to implement NTOR and direct the installation of NTOR signs, as required by state law; and

WHEREAS, The Board of Supervisors passed Supervisor Dean Preston's resolution NO. 481-23 urging the MTA to prohibit right turns on red further signifying the importance of NTOR implementation; and

WHEREAS, the youth of San Francisco, as future leaders and active members of the community, deserve a safe and secure urban environment conducive to their growth and mobility; and

RESOLVED, that the Board of Supervisors urges the MTA Board to adopt a comprehensive No Turn On Red (NTOR) policy that restricts turns on red at all signalized intersections across San Francisco to the greatest extent possible; and

FURTHER RESOLVED, that the Board of Supervisors urges the MTA to develop and implement a plan to expand and implement NTOR across San Francisco, sharing said plan with the Board of Supervisors and the MTA Board within 120 days; and

FURTHER RESOLVED, that the Board of Supervisors urges the MTA Board to adopt a policy requiring NTOR restrictions to be added during updates or modifications at signalized intersections, including upcoming quick build projects, speed reduction efforts, and future implementation of the Active Communities Plan; and

FURTHER RESOLVED, that the Board of Supervisors urges MTA, in instances where state law or resource constraints limit immediate citywide implementation of NTOR, to prioritize intersections on the High Injury Network for NTOR restrictions; and

FURTHER RESOLVED, that the Board of Supervisors urges the MTA to engage with vulnerable communities, including communities of color, people with disabilities, youth, and seniors, to identify additional intersections for prioritized NTOR implementation.

Resolution urging SFMTA to install curbside protected bike lanes or pedestrianize Valencia St., between 15th and Cesar Chavez St. to reduce traffic fatalities and increase public safety.

WHEREAS, Curbside protected bike lanes will result in more bikers, leading to less car traffic, less vehicle related deaths, and an environmentally friendly, economically thriving Valencia Street; and

WHEREAS, Mayor London Breed issued a directive in late 2018 for the SFMTA to install protected bike lanes on Valencia Street between Market and 15th Street; and

WHEREAS, The SFMTA's proposed design for a protected center cycle track on Valencia Street, which also included the removal of several parking spaces and the center median, was approved by the Board of Supervisors and began to be implemented; and

WHEREAS, The center bikeway on Valencia Street received substantial disapproval from sustainable transportation advocates and the community, with only 13% approval from 618 respondents; and

WHEREAS, National and federal guidelines from organizations like NACTO and the Federal Highway Administration advise against center cycle tracks on streets like Valencia, citing safety risks; and

WHEREAS, Since its implementation, several crashes and injuries have happened as a result to the center bikeway and the confusion it causes drivers and people on bikes to have, including an instance in October 2023, where a person on a scooter was sent to the hospital after being hit by a driver making a U-turn through the center bikeway; and

WHEREAS, Curbside protected bike lanes have proven to be safer, as they were installed in 2019 on Valencia St, between Market and 15th St and resulted in a 99% decrease in mid-block vehicle/bike interactions and a 100% reduction in close calls or near-dooring incidents, according to SFMTA's final evaluation of the project in 2020; and

WHEREAS, The implementation of the center bikeway is contradictory to the city's Vision Zero program, that strives to provide the public with safe streets, because the center bikeway is dangerous, not only for bikers, but also for pedestrians and motorists; and

WHEREAS, Building curbside protected bike lanes aligns with San Francisco's Transit-First Policy, Climate Action Plan, Vision Zero goals, and sustainable mode share goals; and

WHEREAS, A study done by the University of Colorado, Denver, showed that an increase in bikers and biker-safe infrastructure, such as protected bike lanes, lead to a drop in fatal crash rates, specifically a drastic decrease of 49% in San Francisco; and

WHEREAS, the center bikeway has inadvertently transformed into a “bike highway” with many cyclists and scooter users bypassing local businesses, thus negatively impacting these businesses and the local economy as it discourages bikers from stopping at local shops; and

WHEREAS, the negative impacts on local businesses and the safety of road users require an urgent response from the SFMTA to either pedestrianize Valencia or install curbside protected bike lanes; and

WHEREAS, pedestrianized streets have been proven to stimulate local economies by attracting increased foot traffic to businesses, creating a more inviting atmosphere for shoppers and diners, and promoting a sense of community engagement; and

RESOLVED, The Youth Commission urges the Mayor, Board of Supervisors, and the SFMTA to replace the center bikeway and install curbside protected bike lanes, along Valencia Street, between 15th and 19th Street, and update the 2020 design for 19th to Cesar Chavez or pedestrianize the street, restricting it to people walking, biking, commercial deliveries, and local residents accessing their garages.