

1 [Defining Transit Improvements Citywide to Improve Access and Reliability – Youth Interest]

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3 **Resolution supporting San Francisco Transit Riders’ 30x30 Rapid Rider Network**
4 **platform, and urging the San Francisco Municipal Transportation Agency to work with**
5 **transit advocates and youth towards transit improvements on lines frequently used by**
6 **youth.**

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8 WHEREAS, Public transit is the most efficient and equitable way for large numbers of
9 people to travel to access opportunities and resources in a dense urban area; and

10 WHEREAS, Public transit must compete with less sustainable modes of transportation
11 if San Francisco is to reach its climate goals, as further outlined in the motion declaring
12 solidarity with climate strikers demanding action in the face of the climate emergency, on file
13 with Youth Commission in File No. 1920-AL-01, the Motion Declaring Solidarity with Climate
14 Strikers in San Francisco and Internationally, which is hereby declared to be a part of this
15 resolution as if set forth fully herein; and

16 WHEREAS, Many communities are insufficiently served by public transit, with
17 infrequent service and travel times exceeding an hour in a city only 7 miles wide; and

18 WHEREAS, The San Francisco Municipal Railway (Muni) averages over 725,000 daily
19 boardings; and

20 WHEREAS, Congestion in the San Francisco Bay Area has increased 80 percent since
21 2010, causing gridlock in the city’s streets and contributing to declines in Muni’s on-time
22 performance; and

23 WHEREAS, Muni’s on-time performance for FY 2018-2019 was no more than 54.3
24 percent, with the city charter mandating at least an 85 percent on-time rating; and

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1 WHEREAS, The last fiscal year in which Muni’s on-time performance improved over
2 the previous year was FY 2015-2016; and

3 WHEREAS, Muni’s initial Rapid projects such as the 38-Geary, 5-Fulton, and 14-
4 Mission have minimized traffic impacts on Muni, decreased travel time, decreased accidents,
5 and increased ridership; and

6 WHEREAS, It follows that expanding the network of Rapid bus lines would materially
7 improve the situation on other burdened lines; and

8 WHEREAS, While adult populations may have more independent transportation
9 options, youth are limited to walking, taking public transit, and unsustainable forms of
10 transportation such as rideshare or private car; and

11 WHEREAS, Following the Great Recession, the San Francisco Unified School District
12 drastically cut yellow school bus service, rendering many youth solely dependent on Muni
13 service to get to school; and

14 WHEREAS, Over 60 percent of San Francisco high school students take public transit;
15 and

16 WHEREAS, Deficiencies in Muni service severely impact students who depend on
17 reliable Muni service to arrive at school for classes; and

18 WHEREAS, Notably, the 29-Sunset bus line is severely burdened in terms of capacity,
19 frequency, and reliability, which negatively impacts Muni service to students from the many
20 schools on the line’s route, including but not limited to Visitacion Valley Middle School, James
21 Denman Middle School, AP Giannini Middle School, Lawton Alternative School, Lick
22 Wilmerding High School, Balboa High School, Lowell High School, Phillip and Sala Burton
23 Academic High School, June Jordan School for Equity, City Arts and Technology High School,
24 Leadership High School, St. Ignatius College Preparatory School, Archbishop Riordan High
25 School, City College of San Francisco, and San Francisco State University; and

1 WHEREAS, In February 2017, a survey of students at Lowell High School found that
2 80 percent of students taking the 29-Sunset outbound have been passed up due to
3 overcrowded buses; and

4 WHEREAS, In the survey, 43 percent of students said they take Muni from school five
5 days a week and 79 percent, an estimated 2,170 students, take Muni from school at least
6 once a week; and

7 WHEREAS, In May 2019, students at Lowell High School spoke to the San Francisco
8 Municipal Transportation Agency (SFMTA) Board of Directors about their proposal for a 29-
9 Sunset Rapid line that would not only help more kids get to school on time but would help
10 African-American and Latinx students living in the Bayview attend the school; and

11 WHEREAS, The Youth Commission has a history of advocating for the transportation
12 needs of youth in San Francisco, notably with the Free Muni for youth program, which has
13 helped to encourage youth to take public transit; and

14 WHEREAS, However, low reliability, long waiting times, overcrowding, and long trips
15 remain barriers to youth who need to get to school; and

16 WHEREAS, San Francisco Transit Riders, a grassroots non-profit advocate, is
17 organizing riders to define a network of rapid Muni routes to bring frequent, reliable service to
18 every neighborhood with end-to-end service in 30 minutes by 2030; and

19 WHEREAS, San Francisco Transit Riders will use its rider-defined 30x30 Rapid Rider
20 Network to hold the SFMTA accountable to adopting the 30x30 standards in order to unclog
21 the streets, keep the city moving, the air cleaner, the streets safer, and propel the city into a
22 livable and healthy future; now, therefore, be it

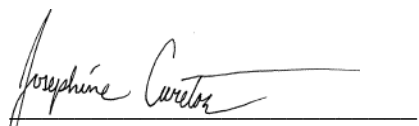
23 RESOLVED, That the Youth Commission supports the San Francisco Transit Riders'
24 "30x30: a Rapid Rider Network" platform, advocating for a rider-defined network of rapid
25 routes to have end-to-end service in 30 minutes by the year 2030; and, be it

1 FURTHER RESOLVED, That the Youth Commission urges the SFMTA to work with
2 transit riders, and specifically with the city's youth and students, to develop actionable goals to
3 achieve the 30x30 goal consistent with community input and feedback; and, be it

4 FURTHER RESOLVED, That the Youth Commission urges the SFMTA to be fully
5 transparent in data collection and sharing; and

6 FURTHER RESOLVED, That the Youth Commission especially urges the SFMTA to
7 consider expanding Rapid service to burdened lines that serve students and youth, such as
8 the 29-Sunset, as well as to those that serve key corridors which transit-reliant populations
9 depend on, such as the 22-Fillmore and T-Third.

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Josephine Cureton, Chair
Adopted on October 21, 2019
2019-2020 San Francisco Youth Commission