

1 [Supporting A Permanent Slow Streets Program]

2 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board**
3 **of Directors to approve a citywide network of permanent Slow Streets program**
4 **corridors and that the Board of Supervisors and Mayor support the permanence of the**
5 **program.**

6 WHEREAS, the SFMTA Slow Streets program was created in April 2020, limiting through
7 traffic on select residential streets to provide space for people to socially distance themselves
8 while walking, biking, and rolling, over 47 miles of Slow Streets were approved across 30
9 corridors in all city districts; and,

10 WHEREAS, according to the SFMTA Slow Streets Evaluation Summary, Slow Streets
11 saw a 35% decrease in average traffic volumes, a 27% increase in biking, a 65% increase in
12 walking, and a 36% decline in collisions, supporting the city's Vision Zero and Climate
13 Emergency policies; and,

14 WHEREAS, a citywide survey conducted by the SFMTA found that 78% of respondents
15 supported the Slow Streets program; and,

16 WHEREAS, the SFMTA Board approved four permanent slow streets (Golden Gate
17 Avenue, Lake Street, Sanchez Street, and Shotwell Street) at its August 3, 2021 meeting with
18 the resolution stating "The Planning Department Director further concluded that the benefits of
19 the Slow Streets program complemented the City's bicycle and pedestrian network and created
20 public space for community activity or gatherings which are important to public health, safety,
21 and civic life, whether the City is experiencing a pandemic or not, and are aligned with the
22 General Plan's vision for San Francisco"; and,

1 WHEREAS, AB 773, approved on October 6, 2021, amended the California Vehicle
2 Code to allow local municipalities to establish permanent Slow Streets programs provided that
3 certain outreach and signage requirements were met; and,

4 WHEREAS, in November 2022 voters approved Proposition J, preserving a permanently
5 car free John F. Kennedy Drive in Golden Gate Park, indicating citywide support for car free
6 and car lite spaces; and,

7 WHEREAS, several slow streets corridors were not implemented, have been removed
8 by the city, or no longer serve their intended purpose due to lack of maintenance and upkeep
9 and a lack of community support, leading to inequitable distributions of Slow Streets throughout
10 the city with districts 3, 4, 6, 7, 10, and 11 especially lacking in functional Slow Streets corridors;
11 now, therefore be it

12 RESOLVED, that the 2022-2023 San Francisco Youth Commission urges the Mayor and
13 Board of Supervisors to support a permanent slow streets program, provided that the plan for
14 Slow Streets permanence maintains a connected network of Slow Streets that integrates with
15 the city's existing bicycle and active transportation routes, includes design solutions that self-
16 enforce restrictions on through traffic and includes funding to ensure adequate maintenance
17 and upkeep; and, be it

18 RESOLVED, that the 2022-2023 San Francisco Youth Commission calls on the SFMTA
19 to continue community outreach to identify appropriate corridors and design solutions and gain
20 community trust and support to provide a safe, connected, citywide, active transportation
21 network for users of all ages and abilities with a focus on Equity Priority Communities and
22 communities that currently lack Slow Street corridors; and

1 FURTHER BE IT RESOLVED, that this resolution be sent to the San Francisco Mayor's
2 Office, San Francisco Board of Supervisors, and San Francisco Municipal Transportation
3 Agency Board of Directors upon approval.

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22