

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, Youth in San Francisco benefit from the Slow Streets program, which  
15 provides additional recreation space for physical activity and exercise for children and young  
16 adults by providing safety limitations against traffic; and

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

19 WHEREAS, the SFMTA Board approved four permanent slow streets (Golden Gate  
20 Avenue, Lake Street, Sanchez Street, and Shotwell Street) at its August 3, 2021 meeting with  
21 the resolution stating "The Planning Department Director further concluded that the benefits of  
22 the Slow Streets program complemented the City's bicycle and pedestrian network and created

1 public space for community activity or gatherings which are important to public health, safety,  
2 and civic life, whether the City is experiencing a pandemic or not, and are aligned with the  
3 General Plan's vision for San Francisco"; and,

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

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

10 WHEREAS, in November 2022, SFMTA staff released their recommended permanent  
11 slow streets network which recommended approval the following corridors: 23rd Avenue, from  
12 Lake Street to Cabrillo Street, Arlington Street, from Roanoke Street to Randall Street, Cabrillo  
13 Street, from 45th Avenue to 25th Avenue, Somerset Street, from Silver Avenue to Woolsey  
14 Street, Clay Street, from Arguello Boulevard to Steiner Street, Hearst Avenue, from Ridgewood  
15 Avenue to Baden Street, Lyon Street, from Turk Street to Haight Street, Minnesota Street, from  
16 Mariposa Street to 22nd Street, Noe Street, from Duboce Avenue to Beaver Street, 12th Avenue,  
17 from Lincoln Way to Lawton Street, 22nd Street, from Bryant Street to Chattanooga Avenue,  
18 and Cayuga Avenue, from Naglee Avenue to Rousseau Street; and

19 WHEREAS, SFMTA staff provided no recommendation on the permanence of Lake  
20 Street, from Arguello Boulevard to 25th Avenue despite it being used by an average of 1950  
21 bikes and pedestrians per day and reducing the monthly collision rate by over 50% according  
22 to the SFMTA Slow Streets Evaluation Summary; and

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

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

12           FURTHER RESOLVED, that the 2022-2023 San Francisco Youth Commission urges  
13 the Mayor, Board of Supervisors, and SFMTA Board of Directors to approve a permanent slow  
14 street on Lake Street from Arguello Boulevard to 25th Avenue as Slow Lake Street has been  
15 well utilized and contributed to an over 50 percent reduction in traffic collisions, the second  
16 largest cause of death of children in the United States; and be it

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

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

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