

1 [Transit Stop Accessibility]

2 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to**
3 **create a timely and efficient system to remove parking at all transit stops and**
4 **implement transit stop signage and wayfinding improvements.**

5 WHEREAS, the San Francisco Municipal Railway (MUNI) provides public transit service
6 to over 3,500 transit stops throughout San Francisco; and,

7 WHEREAS, 34% of transit stops are categorized as “flag stops” meaning parked vehicles
8 prevent transit vehicles from pulling to the curb to provide unobstructed boarding and alighting;
9 and,

10 WHEREAS, obstructed transit vehicle access creates disproportionate hardship for
11 families with small children, strollers, and for people with disabilities; and,

12 WHEREAS, most flag stops lack important rider information such as route numbers,
13 destinations, hours of service, and real-time transit vehicle arrival information that is critical to
14 making Muni service accessible and understandable; and,

15 WHEREAS, In 2018 the SFMTA committed to installing new stop signage at all of the
16 3,500+ bus stops, but data obtained from the SFMTA in 2022 revealed that only 58 of over
17 3,500 new signs had been installed; and

18 WHEREAS, San Francisco has a Transit First policy defined by San Francisco City
19 Charter SEC. 8A.115. which states: “Decisions regarding the use of limited public street and
20 sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and
21 public transit, and shall strive to reduce traffic and improve public health and safety.”; and

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1 WHEREAS, allowing parking at transit stops undermines San Francisco’s Transit First
2 Policy; and

3 WHEREAS, in response to a resolution from the Board of Supervisors urging the San
4 Francisco Municipal Transportation Agency (SFMTA) to prevent parking of vehicles in all public
5 transit stops, including “flag stops” the SFMTA stated they would individually review each of the
6 1,200 flag stops which would take over 7 years to complete which fails to meet the urgent need
7 for bus stop accessibility improvements; and

8 WHEREAS, at the October 17 Meeting of the Board of Supervisor Land Use and
9 Transportation Committee, Supervisors urged the SFMTA to create a more expedient timeline
10 including an initial 20-foot red zone at every transit vehicle stop with further review of individual
11 locations at a later time; now, therefore, be it

12 RESOLVED, that the 2022-2023 Youth Commission of the City and County of San
13 Francisco believes that removing parking from all San Francisco public transit stops, including
14 all “flag stops”; would be beneficial to public transit riders, many of whom are youth; and, be it

15 FURTHER RESOLVED, that the 2022-2023 Youth Commission of the City and County
16 of San Francisco supports BOS Resolution 537-21, passed November 30, 2021, urging the
17 SFMTA to remove vehicle parking at all public transit stops, including “flag stops”; and, be it

18 FURTHER RESOLVED, 2022-2023 Youth Commission of the City and County of San
19 Francisco urges the SFMTA to expedite its deployment of improved transit stop signage to all
20 transit stops, prioritizing stops that currently lack bus shelters or other route information signage;
21 and, be it

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1 FURTHER RESOLVED, that the 2022-2023 Youth Commission of the City and County
2 of San Francisco urges the SFMTA to create a reasonable, timely, and efficient system to
3 remove parking at all “flag stops”; and, be it

4 FURTHER RESOLVED, that this resolution be sent to the San Francisco Mayor’s Office,
5 San Francisco Board of Supervisors, and San Francisco Municipal Transit Authority Board of
6 Directors upon approval.

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