

[Supporting A Permanent Slow Streets Program]

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

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

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

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

WHEREAS, the SFMTA Board approved 4 permanent slow streets (Golden Gate Avenue, Lake Street, Sanchez Street, and Shotwell Street) at its August 3, 2021 meeting with the resolution stating "The Planning Department Director further concluded that the benefits of the Slow Streets program complemented the City's bicycle and pedestrian network and created public space for community activity or gatherings which are important to public health, safety, and civic life, whether the City is experiencing a pandemic or not, and are aligned with the General Plan's vision for San Francisco"; and,

WHEREAS, AB773, approved on October 6, 2021, amended the California Vehicle Code to allow local municipalities to establish permanent Slow Streets programs provided that certain outreach and signage requirements were met; and,

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

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

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

FURTHER BE IT RESOLVED, that this resolution be sent to the San Francisco Mayor's Office, San Francisco Board of Supervisors, and San Francisco Municipal Transit Authority Board of Directors upon approval.

[Transit Stop Accessibility]

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

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

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

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

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

WHEREAS, In 2018 the [SFMTA committed](#) to installing new stop signage at all of the 3,500+ bus stops but, [data](#) obtained from the SFMTA in 2022 revealed that only 58 of over 3,500 new signs had been installed

WHEREAS, allowing parking at transit stops undermines San Francisco’s Transit First Policy

WHEREAS, in response to a resolution from the Board of Supervisors urging the San Francisco Municipal Transportation Agency (SFMTA) to prevent parking of vehicles in all public transit stops, including “flag stops”; and

THEREFORE BE IT RESOLVED, that the 2022-2023 Youth Commission of the City and County of San Francisco finds it beneficial to public transit riders, of which xx% are youth under xx, that parking be removed at all San Francisco public transit stops, including all “flag stops”; and,

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

BE IT RESOLVED, 2022-2023 Youth Commission of the City and County of San Francisco urges the SFMTA to expedite its deployment of improved transit stop signage

to all transit stops, prioritizing stops that currently lack bus shelters or other route information signage.

BE IT RESOLVED, that the 2022-2023 Youth Commission of the City and County of San Francisco urges the SFMTA to create a reasonable, timely, and efficient system to remove parking at all “flag stops”

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