



**City and County of San Francisco
YOUTH COMMISSION
Housing, Recreation, & Transit Committee**

MINUTES

**Thursday, January 18, 2024
5:30 p.m.**

**IN-PERSON MEETING
City Hall, Room 278
1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689**

Members: Imaan Ansari (Chair, D11), Jason Fong (Vice Chair, D7), Allister Adair (Member, D2), Helen Cisneros (Member, D5), Aryelle Lampkins (Member, Mayoral), Chloe Wong (Member, D1).

Present: Imaan Ansari, Allister Adair, Helen Cisneros, Aryelle Lampkins, Chloe Wong.

Absent: Jason Fong (excused)

Tardy: None.

The San Francisco Youth Commission's Housing, Recreation, & Transit Committee met in-person with remote access, on January 18, 2024, with Chair Ansari presiding.

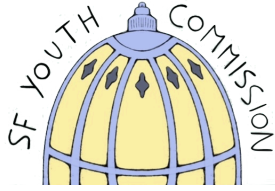
1. Call to Order and Roll Call for Attendance

Chair Ansari called the meeting to order at 5:34pm.

On the call of the roll:

Roll Call Attendance: 5 present, 1 absent.

Allister Adair present
Helen Cisneros present
Aryelle Lampkins present
Chloe Wong present
Jason Fong absent



Imaan Ansari present

A quorum of the Housing, Recreation, & Transit Committee membership was present.

Commissioner Adair, seconded by Commissioner Wong, motioned to excuse Commissioner Fong's absence. No discussion. No public comment. The motion carried by the following voice vote:

Voice Vote: 5 ayes, 1 absent.

Allister Adair aye
Helen Cisneros aye
Aryelle Lampkins aye
Chloe Wong aye
Jason Fong absent
Imaan Ansari aye

Action: Officer Fong's absence excused.

2. Communications

Joshua Rudy Ochoa, Community Partnership Specialist of the SFYC, shared communications and meeting announcements with Commissioners.

3. Approval of Agenda (Action Item)

Commissioner Wong, seconded by Commissioner Lampkins, motioned to approve the January 18, 2024 Housing, Recreation, & Transit Committee meeting agenda. No discussion. No public comment. The motion carried by the following voice vote:

Voice Vote: 5 ayes, 1 absent.

Allister Adair aye
Helen Cisneros aye
Aryelle Lampkins aye
Chloe Wong aye
Jason Fong absent
Imaan Ansari aye

Action: Agenda Approved.



4. Approval of Minutes (Action Item)

b. December 11, 2023 (Packet Materials)

Commissioner Adair, seconded by Commissioner Wong, motioned to approve the December 11, 2023 Housing, Recreation, & Transit Committee meeting minutes. No discussion. No public comment. The motion carried by the following voice vote:

Voice Vote: 5 ayes, 1 absent.

Allister Adair aye
Helen Cisneros aye
Aryelle Lampkins aye
Chloe Wong aye
Jason Fong absent
Imaan Ansari aye

Action: Minutes Approved.

5. Public Comment on matters not on Today's Agenda (2 minutes per comment)

No public comment.

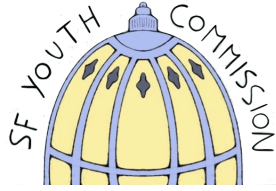
6. Committee Business (all items to follow are discussion & possible action)

a. 2024 Budget and Policy Priorities

Commissioners is working on BPP language for the HRT Committee's priorities. Chair Ansari talked about improvements to local parks and her focus on parks towards improving lower-income neighborhoods, maintaining and improving the city's Slow Streets program, advocating exploring a plan for pedestrianizing Valencia Street, expanding the hours of the Mix at SFPL, and expanding funding for community programs.

Commissioner Wong is working on improving the BPP from 2023 to address TAY homelessness by including information regarding the most recent budget that could've included cuts to that program.

Commissioner Lampkins is working on improving the quality of public transit by looking for more information regarding school trippers, looking for data on the



cleanliness and safety of public transit, and increasing frequency for high-ridership routes.

Commissioner Adair is working on finding data and background information on affordable TAY housing, and the struggles that San Francisco faces to build enough housing.

Commissioner Cisneros is working on finding information regarding youth who are facing homelessness, and she has been comparing the information from last year's BPPs to how it's changed since this year. She said she's finding that there are important aspects to explain more of how to solve homelessness.

b. HRT-related Updates

No updates.

7. Announcements (this includes Community Events)

No announcements.

8. Adjournment

There being no further business on the agenda, the Housing, Recreation, & Transit Committee adjourned at 6:35pm.

General Outline:

1. Background/History
 - a. cost of housing in SF
 - b. TAY population employment/shelter/stability struggles
 - c. past efforts to assist TAY in finding housing
2. Current City Policy
 - a. state housing target
 - b. inclusionary zoning
 - c. planning code amendments
3. YC Recommendations (can remove some)
 - a. Recommit to reaching state target of 82,000 housing units by 2031
 - b. Study housing conditions/availability among TAY in SF
 - c. Continue to liberalize/relax zoning + review policies
 - d. Increase on-site inclusionary requirement from 12% to 15% (subject to change)
 - e. Promote/increase homebuyer education among young adults
 - f. Fund similar programs at SF state and city college
 - g. Dedicate X% of affordable housing units to individuals aged <25 (or <30)

What data (stats + general research) do we NEED?

- Historical & current housing statistics in SF (at-large & among TAY)
- TAY homelessness + housing-insecure population
- TAY income breakdown
- Past & present programs to promote TAY housing
- Details on CA housing target (affordability breakdowns) & does the City have a realistic pathway to reaching goals?
- Details on inclusionary zoning policy (also compared to other cities+states)
- Have other cities dedicated housing to TAY? Where/how has it been proposed?
- What additional changes to planning code would make housing easier to build?
- What significant (affordable) housing projects are planned or ongoing in SF?
- Current state of homebuyer education in SF (who do these programs serve)
- Extent to which City funds/encourages programs at its colleges
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DRAFT

San Francisco has long been a magnet for bright, ambitious, and opportunistic young people hailing from across the globe while also being a lifelong home for those born in the City. Unfortunately, that identity is increasingly threatened by San Francisco's persistent housing shortage, and failing to take decisive action and follow through on policy promises will dampen the City's prospects for becoming a more vibrant, prosperous, and welcoming place.

Ever since its rapid rise to prominence during the Gold Rush, San Francisco has had a long history of steep, oftentimes unaffordable housing prices.¹ Its location on a coastal peninsula made the sprawling expansion seen in many other American cities impractical, leaving a finite amount of land within city limits for housing. As of 2010, an outright majority of San Francisco's homes were over 70 years old, very unusual in the Western United States and reflective of the City's constrained dynamics. Since then growth in the housing stock has been sluggish, with only

Impact on Youth Population

Bibliography:

Amy Copperman, "Has the cost of living in the Bay Area always been this high?" SF Gate, January 30, 2023 <https://www.sfgate.com/local/article/cost-living-san-francisco-17726528.php>

Matt O'Brien, "Census: Berkeley, San Francisco, and Oakland has the oldest housing stock in the West," The Mercury News, October 6, 2010 <https://www.mercurynews.com/2010/10/06/census-berkeley-san-francisco-and-oakland-have-oldest-housing-stock-in-the-west/>

ADRIANA REZAL and **ERIN CAUGHEY**, "What are San Francisco's biggest problems? Here's what you should know," San Francisco Chronicle, June 16 2022, updated November 10 2023 <https://www.sfchronicle.com/projects/2022/fixing-san-francisco-problems/>

TAY Housing Stats:

¹ Amy Copperman, "Has the cost of living in the Bay Area always been this high?" SF Gate, January 30, 2023 <https://www.sfgate.com/local/article/cost-living-san-francisco-17726528.php>

- <https://www.sf.gov/information/transitional-aged-youth-housing-tay>
 - <https://live-hsh-sf.pantheonsite.io/wp-content/uploads/2019/03/Youth-Coordinated-Entry-Framing-Report-November-2018-FINAL-referenced-in-youth-addendum.pdf>
 - <https://hsh.sfgov.org/about/research-and-reports/pit/>
 - <https://hsh.sfgov.org/services/the-homelessness-response-system/housing/>

MOHCD Programs:

- <https://www.sf.gov/information/san-francisco-rental-opportunities>
- <https://www.sf.gov/information/inclusionary-housing-program>
- <https://www.sf.gov/reports/october-2022/100-affordable-housing-developments>
- <https://sfha.org/>
- <https://sfmohcd.org/sites/default/files/Documents/MOH/ECS%20Listings.pdf>

SF Housing Targets:

- <https://www.gov.ca.gov/2023/10/25/state-releases-accountability-report-on-san-franciscos-housing-policies-and-practices/#:~:text=If%20San%20Francisco's%20current%20rate,providing%20homes%20for%20future%20San>
- <https://www.sfchronicle.com/sf/article/new-housing-2024-18587996.php>
- <https://sfstandard.com/2023/01/23/what-to-know-about-sfs-plan-to-create-82000-new-homes/>
- <https://thefrisc.com/san-franciscos-50-billion-affordable-housing-problem-41793f1772ff>
- https://abag.ca.gov/sites/default/files/abag_2023-2031_rhna_faq.pdf

MAKE FREE MUNI FOR ALL YOUTH PERMANENT

The San Francisco Youth Commission urges for the continued promotion and funding of Free Muni for all Youth by including it as a baseline in the SFMTA budget.

BACKGROUND

The Youth Commission has consistently advocated for Free Muni For Youth (FMFY). This advocacy began in 2010 with RESOLUTION NO. 1011-AL041 calling on SFMTA and San Francisco Unified School District (SFUSD) to implement the Youth Lifeline Fast Pass. Further resolutions called for the expansion of the program to 18-year-olds and later to expand the program to all youth.

The FMFY program was created in 2013 as a pilot program that allowed low to moderate-income youth aged 5-17 to ride for free. The program was partially funded with a grant from Google. The implementation was a partial response to SFUSD yellow school bus cuts. The means-tested pilot program became permanent in 2015. In April 2020, the program was expanded to 18-year-olds and students enrolled in Special Education and English Learner programs through age 22.

The 2019-20 Youth Commission passed RESOLUTION NO. 1920-AL-144 where they highlighted that the Free Muni for Low- and Moderate-Income Youth program suffered from a complex application process and was not widely known, especially to people with limited English proficiency and people who do not have easy access to the SFMTA offices at 1 South Van Ness Avenue. Youth Commissioners proposed the FMFAY Program in the resolution. The new program would reduce the administrative burden on SFMTA to process applications, verify eligibility, and issue Clipper cards.

During the 2019-20 budget advocacy season and forward, Youth Commissioners met with SFMTA budget staff urging them to fund the 1-year pilot program. Additionally, Youth Commissioners included the FMFAY program in their fall 2020 Omnibus Preliminary Budget Priorities. On August 15, 2021, Muni, with \$2 Million in funding included in Mayor Breed's Fiscal Year (FY) 2022 budget proposal, launched the 1-year pilot FMFAY program until August 14, 2022. On April 19, 2022, the SFMTA Board of Directors voted to approve their FY 2023-24 budget which included \$4.1 Million to continue the FMFAY program until June 2024.

The FMFAY program is critical in removing the financial burden of fares for families. The easy and equitable access to public transportation that the FMFAY program provides is essential for San Francisco's young people to access school, extracurricular activities, jobs, and other opportunities. The implementation of FMFAY has dramatically increased program accessibility compared to the previous means-tested program. SFUSD's most recent travel tally survey found that 60% of SFUSD 9th graders use Muni on a given day. The new program is succeeding in reaching youth who didn't previously have a Free Muni Clipper Card. 61% of youth utilizing the FMFAY program did not participate in the means tested FMFY program.

RECOMMENDATIONS

The Youth Commission urges the Mayor and the Board of Supervisors to:

1. Continue the Free Muni for All Youth program - Provide funding and include it in all future SFMTA baseline budgets.
2. Apply for Grants to fund the program.
3. Continue to Promote the Free Muni for All Youth program - especially through communications at the beginning of the school year.

IMPROVE QUALITY OF LIFE ON TRANSIT

The San Francisco Youth Commission urges for the resources and funding to expand the school tripper program and to maintain and increase safety measures and reliability on Muni.

Background

The Muni transit system in San Francisco is relied upon by a large portion of youth in the city, as a means of transportation to go to school and recreational activities. The Youth Commission strongly believes that it is critical to maintain it in the best possible condition to guarantee people's safety and timely arrival to their destinations.

School Tripper Program

The SFMTA School Tripper Program currently consists of 20 special bus trips that run along a regular Muni route but originate as an empty bus at a school along the route to reduce crowding and pass-ups throughout the line¹. The trips are mandated by the Federal Transportation Administration to be open to the public; however, the buses primarily serve students from the schools they originated at. These 20 trips currently serve 15 schools. Approximately 50,000 students attend SFUSD schools, and approximately half of enrolled students use Muni for their daily commute².

The Youth Commission has discovered that while the program limits the distribution of the trippers to more schools that could benefit from them more, it does not, in fact, prioritize schools with high pass-up rates. Balboa High School has an enrollment of 1,260 students and is located near the terminus of some of Muni's most frequent lines including the J, K, M, 8, and 49, and still receives 2 school trippers. Meanwhile, Lowell High School, San Francisco's largest public high school, has an enrollment of 2,668 students and the only lines serving the school with a frequency of less than 20 minutes is the 29 Sunset with the 28 19th Avenue and M Ocean View half a mile away. Lowell does not receive any school trippers, despite requests from the Lowell administration and students dating back to at least 2017. Lowell only serves as one of the more well-documented problems with the school tripper program and Muni service to schools in general, as there are other schools with fewer lines or lines that may run frequently but are often very crowded and don't receive school trippers. The Youth Commission has concerns regarding the fairness and efficacy behind the current distribution of the SFMTA School Tripper services.

Safety On Transit

The Youth Commission believes in expanding the current measures put in place to decrease violent incidents of Muni. As many people rely on Muni to get around, it is important that their safety is thoroughly considered and taken into account, not only to provide them with a good ride

¹ Keli Dailey, left, "Muni Routes to City Schools," SFMTA, January 20, 2023, <https://www.sfmta.com/getting-around/muni/routes-stops/muni-routes-serving-city-schools>.

² <https://www.sf.gov/news/mayor-london-breed-and-city-officials-highlight-pedestrian-traffic-safety-first-day-school>

experience but also to make sure they stay safe during their ride. According to SFPD data cited by Muni, it was shown that there were a much larger number of incidents reported before the pandemic; the numbers have been going up since 2020. As of April 2023, it has been reported that there have been at least 188 incidents. Which includes at least 63 larcenies, 29 robberies, and 17 assaults³. Incidents, such as the one involving a juvenile who was arrested in connection with a stabbing on a Muni bus, sent a second youth to the hospital in critical condition. Following incidents, SFMTA launched a safety equity initiative late last year focusing on gender based and sexual harassment on public transportation with hopes of combatting harassment and violence and empowering Muni customers.

Frequency and Reliability Of Muni on High Traffic Routes

The Youth Commission believes in increasing the reliability of transit, especially on high traffic routes, as it is an important part of everyday life for so many in the city. The creation of transit

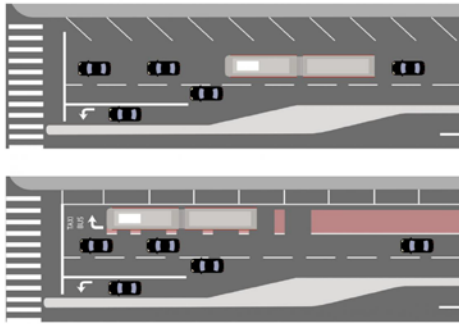


Diagram showing a bus approaching an intersection **without** transit lanes vs. **with** transit lanes. It only takes one or two cars to prevent a bus from catching a green light.

only lanes on the side and middle of the street has been proven to reduce travel time. Transit lanes protect buses from getting delayed by traffic, and coloring the lanes red has been shown to improve compliance by as much as 50%.⁴ Transit lanes also help buses get to the front of an intersection, which means they can take advantage of transit signal priority and spend less time stuck at red lights—even when traffic is lighter. In 2021, the first phase of a transit only lane project was completed on Geary St and Stanyan St. SFMTA reports that reliability was improved by 38% after the lane implementation⁵. Other streets in the city, which are apart of high traffic routes, would also benefit from this project.

RECOMMENDATIONS:

The Youth Commission urges the Mayor and Board of Supervisors to:

1. Increase safety on Muni - allocate funding to expanding the current safety measures
2. Urge the SFMTA to expand the school tripper program - using clear metrics such as student body size, proximity to existing high frequency and high capacity transit service, and route overcrowding and pass-ups when determining how to allocate new and existing school tripper resources.
3. Increase the frequency and reliability of Muni - expand the Transit-Only Lane project to decrease travel and wait time

³ <https://abc7news.com/muni-crime-safety-program-incidents/13412041/>

⁴ <https://www.sfmta.com/project-updates/extending-transit-and-safety-benefits-western-geary-corridor>

⁵ <https://thefrisc.com/transit-first-policy-and-a-better-bus-stymied-again-by-parking-spots-on-geary-f51d9f706748>

EXPAND ACCESS TO YOUTH-CENTERED RECREATIONAL SPACES

The San Francisco Youth Commission urges for the improvement of local, public parks, increased funding and expansion of programs at the MIX and especially local libraries, permanency and expansion of the Slow Streets program, and the exploration and expansion of new car free spaces, such as a pedestrianized Valencia St.

Background

The Youth Commission is driven to ensure that all youth in San Francisco have equitable access to well maintained recreational spaces and are receiving the full and equal benefits of the city's slow streets, car-free spaces, public parks, and public resources.

Public Parks

The Youth Commission believes in improving and ensuring that all neighborhoods in the city have equitable access to well maintained and funded parks. According to the Trust for Public Land's ParkScore Index, 100% of city residents are within a half mile radius of a park, but equity is lacking. Residents in neighborhoods with high concentrations of Black, Hispanic, Asian



American and other people of color have access to 35% less park space per person than the city's average, and 56% less than residents in neighborhoods with high concentrations of white people. Residents living in lower-income neighborhoods have access to 55% less nearby park space than those in higher income neighborhoods. In order to achieve equitable access to parks, more funding should be allocated to improving local

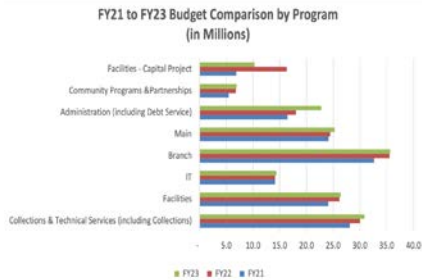
parks, especially in equity zones, low income neighborhoods, and neighborhoods with a larger people of color population. To further close the equity gap, outreach should be conducted in collaboration with local community organizations in equity priority neighborhoods, to promote the use of larger parks, such as Golden Gate Park, Stern Grove, and John McLaren Park. This is to ensure that all youth and people in the city are aware of the opportunities for recreation in the park and how they can take advantage of them. This can be done by spreading awareness about the transit options to get to the parks.

Public Spaces

The Youth Commission believes in expanding and improving public youth-centered spaces. The Mix at SFPL has historically provided youth with unique opportunities by providing multiple ways for youth to engage within the program space. The MIX is different from most library programs as it provides hands-on experience with activities such as social and writing groups, sewing, music recording and production lessons, 3D printing, and computer access rather than

books. These resources, especially the lessons and groups, are incredibly valuable for youth to connect and socialize with others, so the Youth Commission believes that expanding programs such as these at local libraries, especially those in low equity areas, would increase accessibility for the city’s youth. This can be done by allocating more funding to community programs and branches, as well as conducting outreach to the local youth to make sure their needs are being met. Also, changing The Mix’s youth program start and end times to be later in the day would

allow more youth in the city, who may live farther away from the Main Library, to attend the programs.



Slow Streets

In 2022, the Youth Commission passed RESOLUTION NO. 2223-AL-035 urging officials to approve a citywide network of permanent Slow Streets. In December 2022, the SFMTA Board approved the permanent Slow Streets

program. The Youth Commission believes in maintaining and supporting improvements to be made to the program. According to SFMTA’s 2023 evaluation of the Slow Streets Program, of the sixteen permanent Slow Streets that are evaluated in this report, only three (23rd Avenue, Sanchez Street, and Shotwell Street) meet the Board-adopted volume and speed targets for Slow Streets. The remaining 13 Slow Streets require volume management tools, speed management tools, or both to better meet the adopted targets for low-stress streets. Funding and support should be given to SFMTA’s efforts to improve the program, as slow streets encourage recreational activities, biking, and walking. Slow streets also give way to community building recreational activities, such as the Slow Streets Mural Program, which engages community members by putting art on the pavement. The current slow streets not only need to be improved and maintained, but the Youth Commission believes other slow street possibilities should be explored and funded to further expand the program.

Car-Free Spaces

The Youth Commission recognizes the success of Car-Free JFK and believes in investing in transit lines that provide access to the park, as well as considering making other streets in the city car-free. In the November 2022 Election, Proposition J, which permanently kept JFK car-free passed with 63% of voters approving the proposition. Making JFK Drive car-free was a major step toward increasing pedestrian and cyclist safety in San Francisco, especially as JFK Drive was on the City’s High Injury Network. This also created recreational opportunities for everyone, including youth, and there have been 36% more daily park trips of walking, biking, rolling, and strolling on JFK Drive since before the closure.

The closure of JFK Drive to cars has resulted in a reduction in parking, thus it is critical to make Muni service to the park, such as the 44 line, more efficient, robust, and reliable. In 2022, the Youth Commission passed RESOLUTION No. 2223-AL-09 where we highlighted concerns about the Muni 44 O’Shaughnessy line. The line provides public transit access to Golden Gate

Park from the Bayview and Excelsior districts which have previously highlighted concerns about accessing Golden Gate Park since JFK has become car-free. It is heavily impacted by private vehicle traffic congestion and illegal parking near and in Golden Gate Park which causes increased travel times and contributes to declines in service reliability including bus bunching and service gaps (at times as many as 4 buses have bunched within a 2 block segment of the route). The Youth Commission recognizes the importance of the recreational and safe transportation opportunities that Car-Free JFK provides for people, especially youth. The Youth Commission believes in investing in and improving the 44 line in order to create more opportunities for Southeast San Francisco communities to access JFK Drive and other Golden Gate Park attractions.

After seeing the success of a Car-Free JFK, the Youth Commission believes in exploring other options for pedestrianized streets in the city. In 2024, the Youth Commission passed RESOLUTION NO. 2324-AL-06, supporting the removal of the center bikeway on Valencia St and the construction of protected bikeways. Valencia St is a prime location for vehicle related injuries in the city, 3 pedestrians having been killed since 2020. Unsafe turning, misuse of the bike lane, double parking, and speeding cause many collisions to occur, discouraging people from walking or biking, thus harming local businesses and recreational activities. A pedestrianized Valencia St., where people can only walk and bike, and the only cars are those for commercial deliveries and local residents, would greatly benefit the city. According to SFMTA's evaluation of the center bikeway project, the number of bikers had gone down 53% since the implementation. A pedestrianized Valencia St. would bring cyclists and pedestrians back, cause fewer vehicle-related deaths, and result in an environmentally friendly, economically thriving Valencia Street. The Youth Commission believes that a plan to fully create pedestrianized Valencia St. should be explored, funded, and developed, with the opinions of local businesses and the public in mind.

The Youth Commission urges the Mayor and Board of Supervisors to:

1. Support and fund efforts of the San Francisco Recreation and Parks Department to improve and promote the use of local parks and playgrounds, especially those in equity zones.
2. Expand Program Hours at the Mix at SFPL - Invest funding and resources to expand the Mix at San Francisco Public Library's program hours and the programs in local libraries in order to make opportunities to attend more accessible.
3. Maintain Slow Streets program - Provide funding and support for the SFMTA to fully implement, maintain, and expand permanent slow streets program infrastructure.
4. Expand Car Free Space - Urge and provide funding to city agencies to conduct outreach and explore making other pedestrianized streets, specifically Valencia St.
5. Address Transit Delay in Golden Gate Park and The Inner Sunset - Direct the San Francisco Municipal Transportation Agency, San Francisco County Transportation Authority, and San Francisco Recreation and Parks Department to develop a plan to

reduce delays for public transit on 9th Avenue from Judah Street to MLK Drive and MLK Drive from 9th Avenue to Hagiwara Tea Garden Drive including increased parking enforcement, parking and loading changes, turn restrictions, and restricting private vehicle access to 9th Avenue from Judah Street to Lincoln Way

As of 2024, San Francisco's handling of the homelessness crisis reflects a journey marked by both significant challenges, as well as achievements. This crisis—deeply rooted in historical and systemic factors—did not develop overnight. Instead, it's steadily worsened over decades, leading to the current situation.

The issue of homelessness in San Francisco has been a persistent challenge, one that has evolved and intensified over the years. In 1985, a period in which homelessness and displacement were on the rise due to the recent recession, the Reagan Administration made substantial cutbacks in public and supportive housing programs, such as Section 8, shifting the responsibility of addressing homelessness and housing crises to local jurisdictions. San Francisco's response at the time, under Mayor Dianne Feinstein, focused on providing temporary housing and food to those in need. However, the administration underestimated the severity and longevity of the homelessness crisis, expecting it to subside with the end of the recession. As a result, they did not address it with the urgency necessary to prevent potential exacerbation and this inaction contributed to a deterioration of the crisis.

Several of San Francisco's mayors, including Art Agnos, Gavin Newsom, and London Breed, have prioritized addressing homelessness, implementing various policies and initiatives. However, despite these efforts, the crisis has persisted, compounded by a lack of affordable housing and broader socio-economic issues.

The homelessness situation in San Francisco has seen significant fluctuations over the years. For instance, in 2007, the unhoused population was recorded at 5,703, but by 2019, this number escalated to 9,784. The visible increase in homelessness has not only affected those living on the streets and in shelters but also impacted the city's economic and social fabric. The presence of a larger unhoused population in many areas of San Francisco has decreased foot traffic and negatively affected the livelihoods of residents and local businesses. This has brought national attention to the city's homelessness crisis, often overshadowing its efforts to address the issue.

The COVID-19 pandemic presented unique challenges to San Francisco's unhoused population, as shelter-in-place orders were impractical for those without shelter. In response, the city launched the Alternative Shelter [Program](#), providing emergency shelter to 9,093 individuals during the pandemic's peak. This program, although temporary, demonstrated the city's capacity to provide safety to its homeless population through decisive action.

Unhoused youth, in particular, has been a growing concern in San Francisco. A 2022 Point-in-Time survey by Applied Service Research revealed that 1,073 individuals under the age of 25 were experiencing homelessness, with 84% unsheltered. The causes of youth homelessness are diverse, including job loss, family conflicts, substance abuse, and mental health issues. The high percentage of LGBTQ+ youth among the homeless population, often resulting from family rejection, emphasizes the city's need for targeted support and mental health services.

San Francisco's [current](#) efforts show a decline in homelessness, with a 3.5% [decrease](#) in total homelessness since 2019 and a 15% reduction in unsheltered homelessness. The city has actively worked to increase the number of people exiting homelessness, with a 70% increase in individuals aided by city programs compared to before Mayor Breed's tenure.

In preparation for the Asia-Pacific Economic Cooperation (APEC) conference, the city was able to highlight our ability to swiftly mobilize resources and manage homelessness effectively in specific circumstances. The city's [response](#) to the conference, which included increasing shelter capacity and clearing key areas of encampments, demonstrated a significant adequacy for action under pressure. [However](#), these measures, primarily driven by the need to present the city positively, contrast with the sustained efforts required for long-term homelessness solutions.

In conclusion, San Francisco's journey in addressing homelessness has been marked by various strategies, efforts, and challenges. The city has demonstrated its capability to effectively respond to homelessness, as seen during the APEC conference and the COVID-19 pandemic. However, translating this capability into consistent, long-term strategies remains a crucial task. Sustained political will, continuous resource allocation, innovative solutions, and comprehensive strategies are essential for effectively tackling this complex issue. By continuing to focus on these areas, San Francisco can build on its recent progress and work towards a more sustainable resolution to its homelessness crisis.

Notes:

Last year's:

https://docs.google.com/document/d/1kbHEmeYsWyE4H61FdgGVFzT8R_XZWtOTOWoOBr7kxNpk/edit?usp=drive_link

Outline

background/history

Section 8 - ronald reagan administration

Dianne feinstein no urgency when addressing the homelessness crisis—lead to exacerbation of crisis

Homelessness increased in following years despite other mayors efforts to reduce although the homeless crisis has affected all age groups, youth have been especially susceptible to experiencing homelessness in recent years

9 out of 10 young people who complete our long-term housing programs exit to stable housing.

“homeless youth” refers to unaccompanied children under the age of 18 and unaccompanied transitional-age youth, or young adults, age 18 to 24. These youth are reported to HUD within the “households without children” and “households with only children” household types.

Why has it decreased? Not just talk about numbers and what we can do to change

As of 2024, San Francisco has made notable progress in addressing the homelessness crisis, but continued efforts are crucial to sustain this improvement. The 2022 Point-in-Time Count showed a decrease in unsheltered homelessness by 15% since 2019, with the total number of homeless individuals dropping from 8,035 to 7,754—a 3.5% decrease. This decline corresponds with a significant increase in housing and shelter resources, including an 18% rise in sheltered individuals, indicating that more people experiencing homelessness are finding access to shelters.

The city has also seen a substantial increase in efforts to help people exit homelessness. In the 2023 fiscal year, San Francisco successfully assisted 3,600 individuals in exiting homelessness, representing a 70% increase from the year before Mayor Breed took office. This has been achieved through a combination of direct housing placements, rapid rehousing, and problem-solving programs like relocation assistance and financial support. This progress continues into the current fiscal year, with San Francisco maintaining its pace in helping individuals transition out of homelessness.

While these statistics and efforts represent significant strides in tackling the issue, the challenge remains complex and dynamic, requiring ongoing attention and resources. The city's approach includes expanding housing options, launching new programs to fill housing vacancies faster, and broadening the scope of relocation assistance and financial support programs. These initiatives are vital in providing sustainable housing solutions and restoring hope and dignity for people struggling with homelessness.

In conclusion, San Francisco's current efforts and recent achievements in addressing homelessness are commendable. However, to continue making progress and effectively tackle this complex issue, sustained effort, innovation, and comprehensive strategies are essential. This involves not only providing immediate shelter and housing but also addressing the broader systemic issues contributing to homelessness.

current conditions/current policy

argument

investing in homeless youth leads to reduced future costs in healthcare, law enforcement, and social services

educated and employed individuals contribute positively to the economy

Recommendations