

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

**MINUTES**

**Monday, January 27, 2025  
5:30pm**

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

**Members:** Imaan Ansari (Chair, D11), Harper Fortgang (Vice Chair, D8), Winnie Liao (D3), Jin Valencia-Tow (D7), Eloise Krehlik (Mayoral), Ava Oram (Mayoral).

**Present:** Imaan Ansari, Harper Fortgang, Winnie Liao, Jin Valencia-Tow.

**Absent:** Ava Oram (excused).

**Tardy:** Eloise Krehlik.

The San Francisco Youth Commission's Housing, Recreation, & Transit Committee met in-person with remote access, on January 27, 2025, with Chair Ansari presiding.

**1. Call to Order and Roll Call for Attendance**

Chair Ansari called the meeting to order at 5:35pm.

On the call of the roll:

Roll Call Attendance: 4 present, 1 absent.

Winnie Liao (D3) - present  
Jin Valencia-Tow (D7) - present  
Harper Fortgang (D8) - present  
Eloise Krehlik (Mayoral) - absent

Ava Oram (Mayoral) - absent  
Imaan Ansari (D11) - present

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

Commissioner Valencia-Tow, seconded by Vice Chair Fortgang, motioned to excuse Commissioner Oram for today's absence. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 4 ayes, 2 absent.

Winnie Liao (D3) - aye  
Jin Valencia-Tow (D7) - aye  
Harper Fortgang (D8) - aye  
Eloise Krehlik (Mayoral) - absent  
Ava Oram (Mayoral) - absent  
Imaan Ansari (D11) - aye

Action: Commissioner Oram's absence has been 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 Valencia-Tow, seconded by Vice Chair Fortgang, motioned to approve the January 27, 2025 Housing, Recreation, & Transit Committee meeting agenda. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 4 ayes, 2 absent.

Winnie Liao (D3) - aye  
Jin Valencia-Tow (D7) - aye  
Harper Fortgang (D8) - aye  
Eloise Krehlik (Mayoral) - absent  
Ava Oram (Mayoral) - absent  
Imaan Ansari (D11) - aye

Action: Agenda Approved.

## **4. Approval of Minutes (Action Item)**

a. January 13, 2025 (Packet Materials)

Vice Chair Fortgang, seconded by Commissioner Liao, motioned to approve the January 13, 2025 Housing, Recreation, & Transit Committee meeting minutes. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 4 ayes, 2 absent

Winnie Liao (D3) - aye  
Jin Valencia-Tow (D7) - aye  
Harper Fortgang (D8) - aye  
Eloise Krehlik (Mayoral) - absent  
Ava Oram (Mayoral) - absent  
Imaan Ansari (D11) - aye

Action: Minutes Approved.

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

No public comment.

**6. Committee Business** (discussion & possible action)

a. Icebreaker

Chair Ansari asked what everyone's favorite study snacks are, to which staff and Commissioners answered.

Commissioner Krehlik entered the meeting at 5:41pm.

b. HRT 2025-27 Budget and Policy Priorities Planning

- i. Free MUNI for All Youth
- ii. Street Safety & Vision Zero
- iii. Expand Reliability & Access to Transit
- iv. Expanding Recreational Spaces
- v. Equitable Housing Assistance for Youth & TAY
- vi. Climate Resilience
- vii. SROs, Rent Control, Tenant Rights
- viii. Climate Literacy & Action
- ix. Affordable Housing

Chair Ansari asked everyone to work on the BPP language for the next 30 minutes. Afterwards, each commissioner reported back on where their progress currently stands on the language, and they made plans for next steps. Specialist

Ochoa reminded them that they should be prepared at the next meeting to pass and send these to the full Youth Commission meeting.

c. HRT-related Updates

Specialist Ochoa gave a summary of the discussion at the January 23rd MUNI Funding Working Group, and said he would be attending the next conversation on Wednesday, January 29th. He will report back to the full Youth Commission on the summary of both of these meetings, and how the YC should respond or prepare via advocacy.

Specialist Ochoa added that Commissioner Oram wanted to let the committee know she's working on a resolution in support of equitable transit accessibility, specifically for the Presidio, and everyone is welcome to work on that with her.

**7. Announcements** (this includes Community Events)

Specialist Ochoa announced an opportunity to apply for the Transbay Joint Powers Authority Citizens Advisory Committee, or TJPA CAC, for one of the eight seats.

**8. Adjournment**

There being no further business on the agenda, the Housing, Recreation, & Transit Committee adjourned at 6:37pm.

## **ADDRESS SAN FRANCISCO'S AFFORDABLE HOUSING CRISIS**

### **Background**

San Francisco being one of the most expensive counties

### **Housing Element & Current City Policies**

### **Recommendations**

1. Prioritize building affordable housing over market rate housing.
2. Establish \_\_\_\_\_ to meet San Francisco's Housing Element, to \_\_\_\_\_ new units of affordable housing.
3. TAY Housing
4. Multigenerational housing
5. From last year: discretionary review?

## ACCELERATE EFFORTS TO COMBAT & PREPARE FOR THE IMPACTS OF CLIMATE CHANGE ON YOUTH IN SAN FRANCISCO

*The San Francisco Youth Commission urges the City and County of San Francisco to take urgent action to address climate change by expanding equitable access to public electric vehicle chargers for families, developing a network of respite locations where youth and their families can seek refuge during climate disasters, ensuring that youth voices are included in the process of updating the Climate Action Plan, assessing the impact of sea level rise on buildings that serve youth, and increasing youth-led community outreach efforts to ensure the adoption of environmental initiatives in communities.*

### **Context:**

Climate change threatens San Francisco's youth in the short- and long-term. The City is already experiencing heightened intensity and frequency of extreme weather events exacerbated by higher global temperatures including heat waves, air pollution from wildfires, and flooding which is further compounded by rising sea levels. These impacts place San Francisco's ecosystems, public health, and economy at major risk. Young people are particularly vulnerable to the physical and mental health effects such as heat stroke, lung disease, respiratory infections, and climate anxiety. Youth living in our City today will experience the impacts of climate change 50-75 years into the future. By the end of the century – when children born in 2025 will be 75 years old – they will experience 8-27 more extreme heat days,<sup>1</sup> four times the number of days above unhealthy air quality levels (>150 AQI), and 3.5 to 7 feet of sea level rise.<sup>2</sup> While San Francisco leads the country on many environmental efforts, we must take additional and larger-scale steps to accelerate our efforts to curb the impacts of climate change.

### **Electrification of Vehicles & Buildings:**

San Francisco has committed to reaching net-zero greenhouse gas emissions by 2040.<sup>3</sup> In order to reach this goal, we must electrify transport the City's annual emissions.<sup>4</sup> Based on current City needs 5,129 additional EV charging ports. Newsom's Executive Order N-79-20, mandating cars and trucks are zero-emission by 2035, a gas emissions by 35%. Given 70% of SF residents registered vehicles are parked in multi-unit housing ensure equitable, convenient access to public



The City has already made strong progress toward expanding access to EV chargers, but must take steps to dramatically scale

<sup>1</sup> <https://www.sf.gov/reports--may-2023--extreme-heat-and-health>.

<sup>2</sup> <https://cen.acs.org/environment/atmospheric-chemistry/Air-quality-alerts-quadruple-2100/102/i3#:~:text=Air%20quality%20alerts%20to%20quadruple%20by%202100>.

<sup>3</sup> [https://www.sfenvironment.org/files/events/2021\\_climate\\_action\\_plan.pdf](https://www.sfenvironment.org/files/events/2021_climate_action_plan.pdf)

<sup>4</sup> <https://www.sfmta.com/sustainability-and-climate-action>.

up these efforts. Currently, there are 0.04 public charging ports per registered EV. San Francisco's Commercial Garage EV Charging Ordinance (NO244-19) passed in 2019 requires public, commercial garages and parking lots with 100+ parking spaces to install EV chargers at 10% of vehicle spaces.<sup>5</sup> The EV Charge SF program offers up to \$120,000 to encourage the installment of EV chargers in new construction projects.<sup>6</sup> Last March, under Supervisor Mandelman's leadership, SFMTA, SFE, PW, PUC, and SFCTA launched the Curbside Electric Vehicle Charging Feasibility Study. Findings will inform Curbside EV Charging Pilot Program installations beginning in Dogpatch and Duboce Triangle this year. Over the last year, the San Francisco Department of Environment has received over \$50 million through 8 federal and state grants to support electrification efforts, including a \$15 million grant in January 2025 from the U.S. Department of Transportation to expand the existing number of charging ports by 30% in parking lots, garages, and curbside spaces, including installation of Level 2 and 3 chargers. It will be critical to install chargers in off-street parking given limited available curbside space and to focus on level 2 and 3 chargers given level 1 chargers can take 5+ hours to recharge vehicles. Moreover, it will be important to consider equitable placement of chargers, for example, locating them near community spaces that serve youth and their families such as libraries and parks.

The City is also taking steps to electrify residential and commercial buildings. In 2020, San Francisco adopted the All-Electric New Construction Ordinance, prohibiting gas piping in all new buildings, requiring all-electric appliances.<sup>7</sup> In September 2024, San Francisco was awarded a \$14 million grant through the Inflation Reduction Act for building electrification. Former Mayor Breed also launched a series of programs to offer discounts and rebates for renewable energy and electric appliances for low-income residents. Expanding electrification infrastructure across the City must begin with extensive community outreach and youth should play an active role in these efforts given they are directly impacted by climate change and can provide insights into addressing community-specific concerns.

### **Climate Resilience:<sup>8</sup>**

As temperatures continue to rise, the atmosphere absorbs more liquid to fuel storm systems, increasing the frequency and intensity of rainstorms. The City faces significant risks of flooding with old storm drains and coastal inundation. Flooding damages infrastructure, closes roads, freeways, and transit lines, affects the sewage system, impacts tourism and businesses, and threatens recreation areas. These effects are compounded by rising sea levels. Under the worst-case sea level rise scenario, \$77 billion of total public property. Certain areas of the City face Point, Bayview-Hunters Point, India Basin, Bay, North Beach Fisherman's Wharf, the M



<sup>5</sup> <https://sfbos.org/sites/default/files/o0244-19.pdf>

<sup>6</sup> <https://sfmayor.org/article/mayor-london-breed-and-promote-equitable>

<sup>7</sup> <https://www.sf.gov/all-electric-new-construction-ordinance>

<sup>8</sup> Photo: <https://www.sfgate.com/weather/article/king-tide-San-Francisco-Bay-Area-Embarcadero-Marin-13481470.php>.



(Light blue denotes areas at greatest risk of sea level rise).

The Islais Creek Adaptation Strategy published in 2021 analyzes the risks of Sea Level rise in Islais Creek basin and recommends strategies to combat these risks.<sup>10</sup> The City is currently designing a Sea Level Rise Adaptation Plan for Yosemite Slough and partnering with the U.S. Army Corps of Engineers to conduct a Port Flood Study to evaluate the risks of sea level rise from Aquatic Park to Heron's Head Park, engage the public to understand their priorities, and develop strategies to address these risks.<sup>11</sup> In addition to adapting the City's coastal landscape, it is also critical to prepare for the impacts of sea level rise on people and ensure that emergency response is ready to deploy.

San Francisco also faces the threat of more frequent and severe heat waves. Between 1960-1990, the City experienced 3-4 extreme heat events per year. This average is projected to double or quadruple between 2030 and 2060.<sup>12</sup> Higher temperatures also exacerbate California's drought conditions, leading to greater risk of air pollution from wildfires in the City. Many factors impact vulnerability to these events, including access to cooling systems, homelessness, and neighborhoods with higher levels of air pollution and higher temperatures.<sup>13</sup> Children are especially vulnerable to the health impacts of heat and air pollution, including heat mortality, lung disease, and impaired brain development. In 2023, San Francisco created its first HAQR Plan to prepare for heat waves and air pollution. The City must rapidly implement the pathways outlined in the plan, especially Pathway 3 to create an Extreme Weather Respite Center Strategy. The City must expand the number and location of respite spaces to ensure that youth and their families have access to air conditioning and air filtration during extreme events,

<sup>9</sup> Photo: <https://sfplanning.org/sea-level-rise-action-plan#vulnerability-zone>.

<sup>10</sup> [https://default.sfplanning.org/Citywide/Islais/IslaisCreek\\_FinalReport\\_August2021.pdf](https://default.sfplanning.org/Citywide/Islais/IslaisCreek_FinalReport_August2021.pdf).

<sup>11</sup> [https://default.sfplanning.org/Citywide/Islais/IslaisCreek\\_FinalReport\\_August2021.pdf](https://default.sfplanning.org/Citywide/Islais/IslaisCreek_FinalReport_August2021.pdf).

<sup>12</sup> [https://www.sfexaminer.com/news/climate/why-chilly-sf-weather-likely-to-maintain-amid-climate-change/article\\_8bee1dfe-3980-11ef-b2b8-332539eeb879.html](https://www.sfexaminer.com/news/climate/why-chilly-sf-weather-likely-to-maintain-amid-climate-change/article_8bee1dfe-3980-11ef-b2b8-332539eeb879.html)

<sup>13</sup> <https://www.sf.gov/news--san-francisco-releases-plan-prepare-extreme-heat-and-air-quality-events>.

especially in communities that are most vulnerable to the impacts of climate change.<sup>14</sup> The strategy should support and learn from efforts such as the A. Philip Randolph Institute's plan for heat and air quality disaster response in the Bayview, led in part by youth. It is critical that youth are involved in community outreach efforts to identify and address community-specific concerns.<sup>15</sup>

## **Recommendations:**

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

### **Short Term**

#### **1. Scale up the City's electrification initiatives to meet greenhouse gas emission targets:**

ensure that SFMTA and SFE develop and implement a plan to dramatically expand public EV chargers across the City based on results from pilot installations beginning in 2025, including level 2

and 3 chargers in public parking lots and garages. Locate EV chargers near community spaces that serve youth and their families including parks, libraries, and community centers to expand EV charging access for families while also encouraging usage of community spaces.

**2. Develop a network of respite locations across the City where youth and their families can access air conditioning and air filtration** during heat waves, extreme cold, and poor air quality events, in line with objective B-2.2 in the City's Hazards and Climate Resilience Plan and Pathway 3 in the HAQR plan.<sup>16</sup> Prioritize neighborhoods on the City's environmental justice map that are most vulnerable to the impacts of climate change as well as those with the highest numbers of youth.<sup>17</sup>

**3. Ensure that youth are included in the process of updating San Francisco's Climate Action Plan in 2025.** Form a working group of diverse youth from across the City to incorporate their input given young people are significantly affected by the short- and long-term impacts of climate change.

### **Long Term:**



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<sup>14</sup> <https://onesanfrancisco.org/sites/default/files/inline-files/HAQR-230522.pdf>.

<sup>15</sup> [https://www.news-journal.com/12-local-organizations-to-receive-900-000-in-grants-for-environmental-stewardship-and-climate-resilience/article\\_bbeb34b3-7315-5cd3-b542-b83cb5779e29.html](https://www.news-journal.com/12-local-organizations-to-receive-900-000-in-grants-for-environmental-stewardship-and-climate-resilience/article_bbeb34b3-7315-5cd3-b542-b83cb5779e29.html).

<sup>16</sup> <https://onesanfrancisco.org/sites/default/files/inline-files/HAQR-230522.pdf>.

<sup>17</sup> [https://generalplan.sfplanning.org/images/environmental-justice-framework/Environmental\\_Justice\\_Communities-Map.pdf](https://generalplan.sfplanning.org/images/environmental-justice-framework/Environmental_Justice_Communities-Map.pdf).

**4. Assess the impact of sea level rise and flooding on vital centers of youth activity** including schools, parks, athletic facilities, recreation centers, libraries, and other youth spaces, and incorporate insights to take protective steps for structures at high risk.

**5. Increase youth-led community outreach efforts to build support for environmental initiatives including electrification and climate disaster preparedness in their communities.** Youth perspectives are powerful voices to express the urgency of climate action and understand which outreach methods are most effective in their communities.

## **Strengthen Climate Literacy in SFUSD**

*The San Francisco Youth Commission urges the Mayor and Board of Supervisors to allocate funding for designated green schoolyard coordinators across SFUSD and at school sites, expand funding for the San Francisco Environment Department's education program to diversify their curriculum, support and increase opportunities for teachers to receive training and resources to teach about climate literacy, create opportunities to share climate resources across schools, support high school environmental pathways, and dedicate a district wide-climate action day for the annual Climate Action Youth Summit organized by the San Francisco Environment Department.*

### **Background:**

Strengthening climate literacy in schools is crucial to addressing climate change. According to the National Oceanic and Atmospheric Administration, "climate literacy" is defined as "an understanding of how the climate system works, how human actions influence climate, and how climate influences people and other parts of the Earth system." Understanding human influences on the environment equips youth with the knowledge and tools to address climate change and environmental justice issues in their communities. A comprehensive climate education includes: understanding the science behind climate change, potential small and large-scale solutions, local examples of climate change impacts, action projects, connections to environmental justice, exposure to green jobs, and integration of climate topics across disciplines.

The San Francisco Unified School District (SFUSD) aims to graduate students that are prepared "to thrive in the 21st century."<sup>1</sup> Learning about the causes and threats of climate change and strategies to take action is critical for preparing students to face one of the biggest threats to young people in the 21st century. While SFUSD has implemented environmental science curriculum and initiatives across grade levels in alignment with the California Department of Education's "Blueprint for Environmental Literacy," these efforts must be strengthened and expanded to ensure that all students will graduate as climate literate citizens. In elementary school science classes, K-5 students learn about natural environmental systems and human dependence on them. SFUSD's Environmental Science Center offers free hands-on field studies and overnight programs at Fort Funston, McLaren Park, and Golden Gate Park, serving over 1,500 3rd-5th graders each year. In middle schools, 6th grade students develop citywide environmental action plans based on the science behind global warming and greenhouse gas emissions. In high schools, connections to climate change are integrated within Life Sciences classes such as Chemistry, Biology, and Physics, pushing students to use their knowledge to develop real-world solutions to climate change and environmental justice issues. Collaboration with the San Francisco Environment Department's environmental education with funding from Recology and the SFPUC, brings climate modules focused on Zero Waste and clean water to PK-12 schools. Expanded funding sources would enable the program to expand and diversify their content to develop curriculum that covers a broader set of climate topics.

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<sup>1</sup> <https://drive.google.com/file/d/1iioeEzCBfCZgGb3xihXvSh1j1AmTHLec/view>.

In an ongoing 2024 Youth Commission High School Climate Literacy Feedback Form, the Commission received almost 1,000 responses from youth across the city. While the Youth Commission acknowledges that the survey is still in progress, current survey data reflects that a significant percentage of San Francisco Youth feel that

### **Green Schoolyards**

SFUSD must also improve green schoolyards to connect youth to the natural environment, provide shade coverage during extreme heat, capture carbon, manage stormwater runoff, and encourage greater physical activity and improve mental health.<sup>2</sup> School gardens can also be used to enhance curriculum, for example, offering students a chance to apply science learnings and action steps. In November 2024, San Francisco Voters approved a \$790 million bond to improve SFUSD's school facilities, including funding earmarked for improving outdoor learning spaces across the district.<sup>3</sup> While the bond may provide money for installing green school yards, funding is also needed to ensure these spaces are maintained. According to a survey of school gardens at 112 SFUSD schools led by Abraham Lincoln High School's Green Academy program, while >93% of all schools have gardens, only 62% of elementary schools, 36% of middle schools, and 35% of high schools have a designated garden educator.<sup>4</sup> Without funding allocated for a designated garden educator, teachers are left to support them on top of their full-time commitments. As a result, many school gardens are not maintained or utilized to their full potential to enhance students' learning. The City needs to allocate funding for an SFUSD-wide green schoolyards coordinator as well as designated coordinators at each school site.

### **SFUSD's Environmental Teacher & Student Fellowships**

SFUSD has also offered several professional development initiatives to give teachers the training needed to integrate environmental education into the classroom, including the Environmental Solutionary Teacher Fellowship through the San Mateo County Office of Education, engaging 50 educators to design and implement climate action projects with their students. With recent funding from the San Francisco Public Utilities Commission, the program will expand reach to SFUSD teachers. Other teacher professional development opportunities include the Climate Justice & YOU series in Spring 2022, connecting SFUSD staff and community organizations and a year-long professional development program for elementary school teachers, Scientific Literacy through Climate Justice.

SFUSD also initiated a student fellowship in 2023, a 7-week Climate Action Fellowship focused on giving high school participants action-oriented climate education and professional development opportunities. The fellowship accepted at least one representative from each SFUSD High School (25 total students), who each launched climate action projects with the

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<sup>2</sup> <https://www.greenschoolyards.org/schoolyard-forest-rationale>.

<sup>3</sup> <https://drive.google.com/file/d/1ku6bux6wces0rj41fbMqyIFtC3VNvuEq/view>.

<sup>4</sup>

[https://docs.google.com/presentation/d/1uaAbt\\_wY9RdOdGRJy5vY0pVdsyXJopplI5lhINHde1k/edit#slide=id.g2714c628ece\\_21\\_22](https://docs.google.com/presentation/d/1uaAbt_wY9RdOdGRJy5vY0pVdsyXJopplI5lhINHde1k/edit#slide=id.g2714c628ece_21_22).

support of professional mentorship, interactive workshops hosted by experts in various climate fields, and other high school peers.

### **High School Environmental Pathways**

Currently, five out of seventeen SFUSD high schools have environmental-focused Career, Technical, and Educational Pathways, which enable participating students with hands-on exposure to environmental education.

### **Youth Commission Involvement**

Over the current term, the San Francisco Youth Commission launched the High School Climate Literacy Feedback Form for students to express their feedback on their school's current climate literacy programs. Youth Commissioners also met with SFUSD teachers and heard a presentation from the San Francisco Department of the Environment's annual Climate Action Youth Summit, bringing together 5,000 youth of all ages to share climate action projects. Youth Commissioners expressed support for this summit and long-term goals to expand it to a district-wide climate action day.

### **Recommendations:**

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

#### **Short Term**

- 1. Allocate funding for a designated green schoolyard coordinator across SFUSD** to oversee implementation of the City's 2024 School Bond priority to expand outdoor learning spaces across the district as well as **funding for a designated green schoolyard garden educator to maintain outdoor learning spaces at each school site.**
- 2. Expand funding for the San Francisco Environment Department's environmental education program** to diversify their curriculum to include topics in addition to their current curriculum and field trips focused on Zero Waste and Clean Water.
- 3. Support and expand opportunities for teachers to receive comprehensive training and resources** to educate their students about climate change and facilitate action projects in their schools, including SFUSD's Environmental Teacher Solutionary Fellowship & Climate Action High School Fellowship.
- 4. Create opportunities for cross-school collaboration between climate educators** to connect existing climate programs in SFUSD and share resources. Consider re-launching an SFUSD climate educators working group.
- 5. Support High School Environmental Pathways**, allowing SFUSD high school students to continue gaining hands-on experiences in outdoor education and overnight field trips, modern field skills and technology, working with professional scientists, and deepening their study of environmental conservation.

## **Long Term**

1. **Urge SFUSD and the San Francisco Department of the Environment to dedicate a SFUSD District-wide climate action day** to enable all students to attend the Youth Climate Action Summit, foster a culture of climate action in the school district, highlight intersections of climate change outside of classroom curriculum, and build community to counter climate pessimism.

## EQUITABLE HOUSING ASSISTANCE FOR YOUTH AND TAY

### Background

(insert some history here)

### Housing Assessment

Currently the San Francisco Department of Homelessness and Supportive Housing uses “coordinated entry” to assess and connect those facing homelessness to available resources. This includes locally designated population-specific assessment, centralized data system, by name” database of clients, and prioritization method.

Coordinated Access Entry Points Serve adults, families and young adults ages 18 to 24, as well as some points that have a tailored approach, serving subpopulations like veterans and justice-involved people. Access points are where people are able to learn more and get connected to housing, housing problem solving, and other resources. Youth and families can also access shelter at these sites. Each access point is for a specific group of people (Adult, Family, TAY, Survivors. The key issue in this process is that each access point used the same assessment approach.

There are currently two types of assessments: the family housing primary assessment and the Adult/Young Adult one. This means that the assessment used to determine if someone is able to

#### 3) How long have you been homeless this time?

<input type="radio"/> Less than one year	<input type="radio"/> 15 years or more
<input type="radio"/> One year or more, but less than two years	<input type="radio"/> Client doesn't know
<input type="radio"/> Two years or more, but less than five years	<input type="radio"/> Client refused
<input type="radio"/> Five years or more, but less than ten years	<input type="radio"/> Data not collected
<input type="radio"/> Ten years or more, but less than fifteen years	

transitional aged youth). This is how long they've been

On top of this, there is a general consensus of dissatisfaction surrounding the assessment, results, and

overall experiences at entry points. According to the HSH evaluation, many respondents say they were told they were not homeless enough to qualify for housing placement. This sentiment was written in response to many open questions throughout the survey. The majority of respondents say entry point staff worked with them on a plan for housing. However, equal proportions of respondents feel progress is being made towards their housing goals as feel progress is not being made. Respondents most commonly waited 1-3 months or over 1 year to move into housing from the time they asked for help. Also, the majority of respondents say they didn't get a problem solving conversation and/or were not listened to, and many who did get it said it was not helpful. This makes it clear that serious improvements need to be made to the process, especially regarding the proper training and expectations for staff at entry points.

Respondents aged 18-29 were about one third as likely to know where to go for help as other age groups. Having separate access points for different age groups is beneficial to the greater community, but it isn't worth anything if the youth isn't aware of where to go. Outreach should be conducted, with heightened transparency, to ensure all facing homelessness are aware of the resources available to them.

## Navigation Centers

### Recommendations

- **Improve the process in which youth and TAY receive aid when facing homelessness**
  1. create separate, youth specialized assessment criteria, ensuring equity in the process
  2. sufficiently train access point staff
  3. enhance transparency and outreach about the assessment, access points, resources
- **Implement long-term solutions to homelessness**
  1. explore a variety of long-term solutions to address homelessness, especially for Youth and transitional-aged youth, including solutions such as a comprehensive housing framework ensuring legal housing access for vulnerable populations
- **Researching the efficacy of navigation centers for youth and Transitional Age Youth** - to increase the impact of the City's Navigation Centers (specifically the one dedicated to serving Transitional Age Youth on 700 Hyde St), further research is needed to evaluate the effectiveness of these centers.
  1. an assessment of current practices and identification of areas for improvement, such as enhancing on-site services and pathways to long-term housing.
  2. allocation of more city funding to these centers, ensuring they are equipped to meet the complex needs of young residents and align with San Francisco's broader strategy for reducing Youth homelessness.

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**3) How long have you been homeless this time?**

<input type="radio"/> Less than one year	<input type="radio"/> 15 years or more
<input type="radio"/> One year or more, but less than two years	<input type="radio"/> Client doesn't know
<input type="radio"/> Two years or more, but less than five years	<input type="radio"/> Client refused
<input type="radio"/> Five years or more, but less than ten years	<input type="radio"/> Data not collected
<input type="radio"/> Ten years or more, but less than fifteen years	

- Currently: HSH has different, separate access points for youth/TAY and adults to access but the process/assessment where they decide if they will receive housing or not is the same

<https://www.sf.gov/sites/default/files/2024-07/San-Francisco-Coordinated-Entry-System-Evaluation-Qualitative-Findings.pdf>

<https://www.sf.gov/sites/default/files/2024-07/San-Francisco-Coordinated-Entry-System-Evaluation-Qualitative-Findings.pdf>

**San Francisco ONE System: Adult/Youth Primary CE Assessment**

- According to HSH evaluation:
  - Many respondents say they were told they were not homeless enough to qualify for housing placement. This sentiment was written in response to many open questions throughout the survey
  - The majority of respondents say staff are working with them on a plan for housing. However, equal proportions of respondents feel progress is being made towards their housing goals as feel progress is not being made
  - Respondents most commonly waited 1-3 months or over 1 year to move into housing from the time they asked for help Problem solving (Q26-34)
  - The majority of respondents say they didn't get a problem solving conversation and/or were not listened to
  - Many of the respondents who did get a problem-solving conversation said it was not helpful

- Respondents aged 18-29 were about one third as likely to know where to go for help as other age groups

# EXPAND RELIABILITY AND ACCESS TO SUSTAINABLE PUBLIC TRANSIT

*The San Francisco Youth Commission urges the City and County of San Francisco to allocate funds to and expand the School Tripper program, extend bus lines to serve more schools (including independent and parochial schools), and improve the reliability of public transit.*

## Background

The Muni System in San Francisco was relied upon by ~458,821 riders per month in 2024<sup>1</sup>, with peak months being between September and June (school months). Muni experiences up to 29,000 students on an average day.<sup>2</sup> The Muni system is heavily relied on by youth city-wide as a means of transportation to school and recreational activities. The Youth Commission believes it is crucial to sustain Muni as a safe and essential form of transportation in the city for youth, maintaining it and expanding the program as it stands to include more of the city to become more accessible for youth.

## School Tripper Program

The School Tripper program serves schools throughout the year by increasing Muni's capacity to accommodate students at high-enrollment schools. It achieves this by adding more buses to the route during school start and end times. Some of these buses begin their trips at the school before continuing on their regular routes<sup>3</sup>. This program provides a less crowded trip for normal Muni riders as well as students and can result in a quicker and more pleasant trip for all riders.

The Youth Commission has found that Muni's goal for every public school in the San Francisco Unified School District to be served by at least one Muni route makes school routes easier to access for middle school and high school youth throughout San Francisco.<sup>4</sup> Although the school system is striving towards equity, there are many disparities. The School Tripper Program is helping schools maintain reasonably accessible Muni routes to school for students but has not taken into account factors including the lack of prioritization for schools with high pass-up rates. Many students struggle with bus lines that may run frequently but are often crowded and don't receive school trippers. The Youth Commission has concerns regarding the inclusion and equity of the SFMTA School Tripper services.

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<sup>1</sup> "Muni Ridership." n.d. SF.gov. Accessed January 19, 2025. <https://www.sf.gov/data--muni-ridership>.

<sup>2</sup> "Muni Routes Serving City Schools" n.d. Accessed January 19, 2025. <https://www.sfmta.com/sfmta-school-safety-programs>

<sup>3</sup> SFMTA. n.d. "Muni Routes to City Schools." SFMTA.com. Accessed January 19, 2025. <https://www.sfmta.com/getting-around/muni/routes-stops/muni-routes-serving-city-schools#:~:text=Muni's%20%22school%20trippers%22%20service%20will,along%20the%20route%20as%20normal>

<sup>4</sup> "Muni routes to City Schools" n.d. SFMTA. Accessed Jan. 19, 2025 <https://www.sfmta.com/getting-around/muni/routes-stops/muni-routes-serving-city-schools>

## Frequency and Reliability of Muni on High Traffic Routes

The Youth Commission urges the increase of resources such as red lanes for Muni in high-traffic areas. The implementation of transit-only lanes has been proven to reduce travel time and congestion on SF streets<sup>5</sup>. Transit lanes keep buses from getting stuck behind single-passenger vehicles, and colored lanes have been shown to improve car compliance by as much as 50%<sup>6</sup>. Transit-only lanes also can help buses get to the front of intersections and take advantage of transit signal priority, meaning buses using red lanes spend less time at red lights, leading to quicker transit. 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 transit-only lane implementation<sup>7</sup>. Other streets in the city, which are a part of high-traffic routes, would also benefit from this policy.

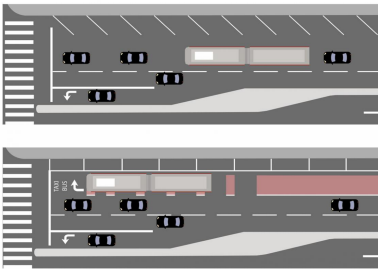


Diagram showing a bus approaching an intersection **without** transit lanes vs. **with** transit lanes. It only takes one or two cars to prevent a bus from catching a green light.

## Recommendations

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

- 1. Urge the SFMTA to expand the School Tripper program** - Using clear metrics such as student population, proximity to existing high frequency/popularity transit services, and route overcrowding when determining how to allocate School Tripper resources. Additionally, include services to non-SFUSD schools, such as independent and parochial in order to incorporate all SF youth.

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<sup>5</sup> SFMTA. n.d. "Extending transit and safety benefits to the western Geary corridor." SFMTA. Accessed January 19, 2025. <https://www.sfmta.com/project-updates/extending-transit-and-safety-benefits-western-geary-corridor>.

<sup>6</sup> SFMTA. n.d. "Extending Transit and Safety Benefits to the Western Geary Corridor." SFMTA.org. Accessed January 19, 2025. <https://www.sfmta.com/project-updates/extending-transit-and-safety-benefits-western-geary-corridor>.

<sup>7</sup> "'Transit First' Policy and a Better Bus Stymied, Again, by Parking Spots on Geary" n.d. Accessed January 19, 2025. <https://thefrisc.com/transit-first-policy-and-a-better-bus-stymied-again-by-parking-spots-on-geary-f51d9f706748/>

2. **Increase Transit Reliability** - Expand the transit-only lane to decrease rider travel and wait times.

**Sources:**

1. “Muni Ridership.” n.d. SF.gov. Accessed January 19, 2025. <https://www.sf.gov/data--muni-ridership>.
  2. SFMTA. n.d. “Muni Routes to City Schools.” SFMTA.com. Accessed January 19, 2025. <https://www.sfmta.com/getting-around/muni/routes-stops/muni-routes-serving-city-schools#:~:text=Muni's%20%22school%20trippers%22%20service%20will,along%20the%20route%20as%20normal>.
  3. “Muni routes to City Schools” n.d. SFMTA. Accessed Jan. 19, 2025 <https://www.sfmta.com/getting-around/muni/routes-stops/muni-routes-serving-city-schools>
  4. Fowler, Amy. 2019. “Everything You Need to Know About Red Transit Lanes.” SFMTA. <https://www.sfmta.com/blog/everything-you-need-know-about-red-transit-lanes>.
  5. SFMTA. n.d. “Extending transit and safety benefits to the western Geary corridor.” SFMTA. Accessed January 19, 2025. <https://www.sfmta.com/project-updates/extending-transit-and-safety-benefits-western-geary-corridor>.
  6. “SFMTA School Safety Programs.” n.d. SFMTA. Accessed January 19, 2025. <https://www.sfmta.com/sfmta-school-safety-programs>.
- “San Francisco Unified School District and County Office of Education Board Policy 5101.1”  
<https://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513>

## **ADDRESS LIVING CONDITIONS OF YOUTH IN SINGLE OCCUPANCY ROOMS (S.R.O.'S)**

### **Background:**

San Francisco has long been a hub for immigrants, transient workers, and low-income individuals forging a new life. Due to the high costs of living in the city, SROs, or Single Resident Occupancies, have become an important part of San Francisco's housing stock. These typically 8 x 10 feet spaces have enabled immigrant families, transient workers, and low-income individuals living in Chinatown, the Mission, and the Tenderloin to survive in the city.

Based on data from the Department of Building Inspection (DBI), there are 500 Single Room Occupancy (SRO) buildings in San Francisco. Of those, 380 (76%) are privately owned, 118 buildings (24%) are owned by nonprofit organizations, and two are owned by the City. These 500 buildings include more than 19,000 residential rooms and 4,400 tourist rooms, and often both tenancy types exist in a single building.

### **Immigrant Communities & Resource Access**

SROs are mainly concentrated in the immigrant communities of San Francisco, such as Chinatown and the Mission. Out of the immigrant population in San Francisco, 10%, or 27,831, are students, 48.5% speak English less than "very well", and 38% are unemployed or not in the labor force. Within that, 18.1% of them are "limited English proficient" speakers, meaning their primary language is not English and their ability to speak English is significantly limited. Their native languages range from Spanish, Russian, Tagalog, Mandarin, Cantonese, Arabic, and many more.

Despite this large population, accessibility to basic foreign language services such as translators, English as a Second Language (ESL) classes, and more are quite limited. This severely

Families living in S.R.O.'s

Bilingual access

### **Living Conditions**

In recent years, many S.R.O. 's in San Francisco have been inundated with a plethora of code violations including but not limited to insect infestations, mold and mildew, unsanitary shared restrooms, exposed electrical wiring posing fire hazards, and damaged ceilings, floors, and walls.<sup>1</sup> These issues pose serious health and safety risks to residents and families.

### **Rent**

San Francisco is one of the most expensive cities in the United States.

### **Recommendations**

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<sup>1</sup> City attorney

1. Expand bilingual and culturally component resource networks to help tenants get access to
2. Rent
- 3.

#### Potential Recommendations

1. Increase oversight and regulation of nonprofits
  - **Winnie:** Terrible living conditions
  - % of youth
  - Affects on youth
  - Where they are (neighborhoods)
  - History of demolitions
  - **Winnie:** Why they are important: affordable housing, immigrant communities, permanent supportive housing
  - Community partners and programs
  - **Jin:** Rent being high in other parts of the city → forcing people into SROs and then having to spend a lot of their income on housing
  - **Jin:** Tenant rights, landlord complaints, immigrant communities
  - **Jin:** Bilingual / culturally competent programs

#### Recommendations

- Jin: Steady funding for bilingual / culturally competent programs
  - Help people get into affordable housing
  - Tenant rights
  - Immigrant communities
  - Landlord complaints
  - Complaints
- Increased oversight of nonprofit landlords/investors that run SROs
  - Wait for data to come back first
- Winnie: Vacancies for people at risk of homelessness bc of bureaucracy (permanent supportive housing)
  - Coordinated Entry (what does this mean)
  - Better access to supportive housing resources
- Rent subsidies

#### Research

#### **Very detailed 90 page report:**

<https://sfgov1.sharepoint.com/sites/MYR-MOHCD/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FMYR%2DMOHCD%2FShared%20Documents%2FPolicy%2FMOHCD%20policy%20and%20legislation%20files%2FSpecial%20Projects%2FInternship%2FFamilies%20in%20SROs%20report%202023%2Epdf&parent=%2Fsites%2FMYR%2DMOHCD%2FShared%20Documents%2FPolicy%2FMOHCD%20policy%20and%20legislation%20files%2FSpecial%20Projects%2FInternship%2FFamilies%20in%20SROs%20report%202023%2Epdf>

[nt=%2Fsites%2FMYR%2DMOHCD%2FShared%20Documents%2FPolicy%2FMOHCD%20policy%20and%20legislation%20files%2FSpecial%20Projects%2FInternship&p=true&ga=1](#)

### **History of SROs**

- Single Resident Occupancy
- Small but affordable spaces housing historically low income wage workers, transient laborers, recent immigrants
  - Chinatown, Manilatown, Japantown, Mission District
- Decline/Demolition during 1950s? to get rid of “urban blight”/for urban renewal
  - Not enough affordable housing built → lack of supply
- <https://www.aei.org/wp-content/uploads/2024/05/The-history-of-SROs-FINAL-v2.pdf>

### **Residential Hotel Conversion Ordinance**

- Prevent loss of residential hotel units through conversion/demolition
- <https://www.sf.gov/requirements-residential-hotel-sro-owners>

### **Nonprofits/Departments that regulate them**

- Department of Homelessness and Supportive Housing
- SRO Collaboratives: groups funded by Department of Building Inspection thru contracts with nonprofits for SRO code compliance & tenant rights
  - <https://www.streetsheet.org/sro-collaboratives-the-city-and-the-nonprofits-in-between/>
  - Central City SRO Collaborative (program of Tenderloin Housing Collective)
    - Hire tenant organizers (apparently they are subpar)
  - Mission SRO Collaborative (ran by Dolores Street Community Services)
  - Chinatown SRO Collaborative (Chinatown Community Development Center)
  - Issue mentioned: nonprofit landlords (investors) are intermediaries between the city & SRO collaboratives

### **Neighborhoods and People Impacted**

- ~518 buildings and 30,000+ people
  - <https://ccsroc.net/s-r-o-hotels-in-san-francisco/>
- Tenderloin, Chinatown, Inner Mission
- Immigrant communities
- Low-income residents
- Adults at risk of homelessness (mostly in Tenderloin)
  - <https://www.sfchronicle.com/projects/2022/san-francisco-sros/>
- Seniors

### **Current Issues with SROs**

- Quality of living/poor living conditions
  - Not enough investment to maintain + regulate nonprofits that regulate them
- Safety (esp in residential hotels)
- Not enough supply (needed for affordable housing)
- Vacancies: slow paperwork prevents people who need them from getting them

- <https://www.sfchronicle.com/sf/article/homeless-housing-vacancies-18540431.php> (pay wall.....)
- Language barriers to get Section 8 and affordable housing
- Budget cuts to key programs for low-income tenants
  - SRO Collaborative

### Permanent Supportive Housing Program

<https://www.sf.gov/data--vacancies-permanent-supportive-housing>

<https://sf-goso.org/housings/permanent-supportive-housing/>

- Helping adults get out of homelessness

### Data we could request?

- Percentage of subpar SROs (ex. Too many people in a single space, infestations, not up to building codes)
- How many families have access to bilingual organizers? What kind of programs exist?
  - Idk but mostly Chinese/Latinx communities
- Average income of families and individuals living in SROs?
- How many families vs. individuals living in SROs?
  - ~1000 children, 600 families
- Age demographics of everybody (including youth, TAY, seniors)
- How exactly does HSH work with nonprofits/collaboratives?
- Neighborhood concentration?
  - 1: Chinatown, 2: Tenderloin

Jin

### History of SROs

aka “Residential Hotels”

Usually single 8x10 foot room with shared toilets and showers on a hallway

Home to 30,000 residents; 5% of SF

Historically have been populated by minimum wage workers, immigrants

Many Chinese immigrants and their families started out in SROs

*“In San Francisco, between 1970 and 2000, almost 9,000 low-rent apartments were demolished or converted. Between 1980 and 2000, another 6,470 were converted to condominiums.”*

Wealthy ppl moving to SF → limited upgrowth in low density neighborhoods

*“Wealthy arrivals drove up market rental costs, which led to a severe shortage of affordable housing. Many low-income people who had previously occupied apartments were forced to make S.R.O.’s their permanent homes.”*

**“S.R.O. neighborhoods were targeted for elimination because their populations did not fit into the long-term plans of the economic-political elite.”**

SRO demolition really reflected the changing values of SF becoming more wealthy

### SRO safety concerns

2023 City Attorney filed lawsuit against owners of 3 Chinatown SROs → safety and health violations

1449 Powell Street, 790 Vallejo Street, and 912 Jackson Street  
Chinatown Community Development Center → advocated for tenant rights in SROs, many residents had been complaining for a long time

*“Additional code violations have included unpermitted work, broken and rusted plumbing, exposed electrical wiring, insect infestations, mold and mildew, unsanitary shared restrooms, malfunctioning appliances, lack of smoke and carbon monoxide detectors, seismic safety risks, insufficient emergency exits, broken doors and locks, missing hardware, broken windows and frames, damaged paint with lead risks, and damaged ceilings, floors, and walls.”*  
Housing Rights Committee of San Francisco

### Notice of Violation in SF

Issued after complaint about building  
After inspection from DBI

### bit about sro funding cuts in 2023

Many SRO residents in Chinatown rely on bilingual “organizers” to help them deal with *“housing difficulties or have issues with their landlords”*  
Organizers help tenants apply for housing programs

### First hand story about youth

No kitchen; no toilet; → housing 6 people (16yo, 15yo, 2 8yos)

***“A desk, a shelf, a fridge and several boxes occupy nearly every inch of what’s left, leaving only enough space for one person to stand. Even the unit’s front door can’t be opened fully because the space behind it is used for storage.”***

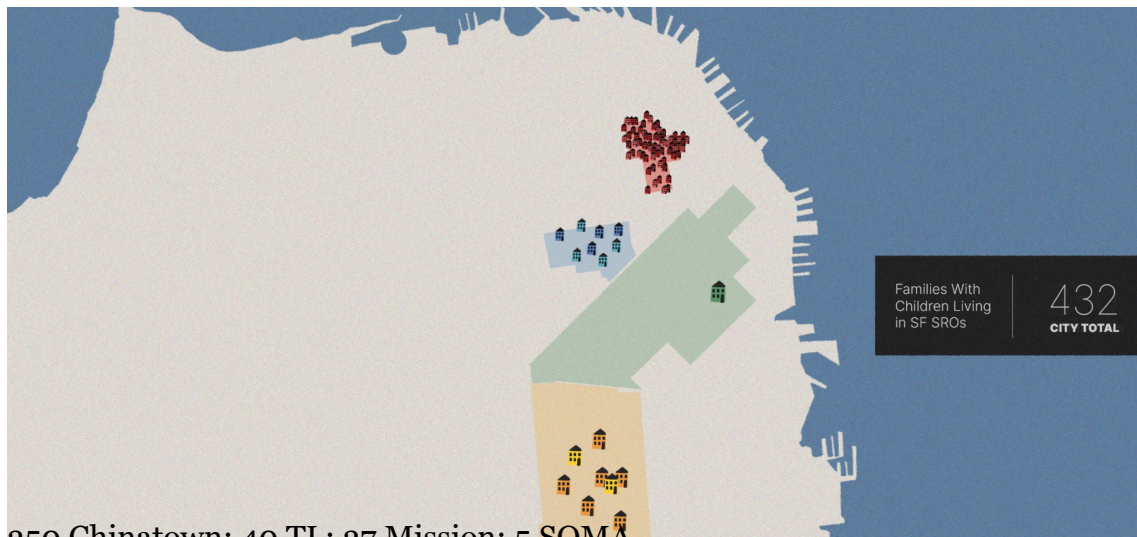
My personal experience; it was not good

Chinese Progressive Association

\*\*\*affects ability to do well in school → need larger space to study

How much we spend on SROs in the budget

Current housing programs: [Code Enforcement Outreach Program | SF.gov](#),



### Controller Presentation about SRO

BARRIERS to coordinated entry

Language access

Limited access to service providers

Lack of transparency from HSH on assessment process

No published or accessible guides from HSH for families

Interesting questions

Where is and or has HSH used the data from the Focus Groups?; # of families from SROs that have been through the Assessment Phase?; When will published docs and or HSH adopt the widely used definition of homeless families?

SRO collab recommendations: publish timeline accessible to families, C.E. accessibility on weekends, ensure children and grandparents are assessed

### What is “Coordinated Entry”

Assess ppl experiencing homelessness and connects them to available housing services

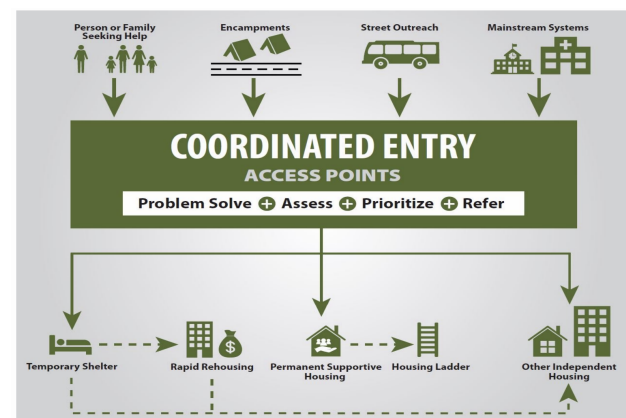
[https://media.api.sf.gov/documents/Coordinated\\_Entry\\_101\\_-\\_Presentation.pdf](https://media.api.sf.gov/documents/Coordinated_Entry_101_-_Presentation.pdf)

[HSH data on families served and stuff](#)

### HOUSING CODES

- Sanitation, violations, heating, etc.

### SF planning very big overview





## ENSURING STREET SAFETY

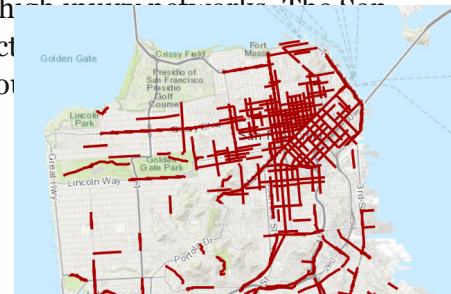
The San Francisco Youth Commission urges for the expansion of No Turn on Red infrastructure and curbside protected bike lanes, continued monitoring of speed limits in high injury networks, maintaining the slow streets program, and exploring other car-free spaces, specifically Valencia St.

### Background

Vision Zero is “a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.” It was first implemented in 2014, as an effort to build a safer city for the public. Every single year in San Francisco, about 30 people are seriously injured as a result of traffic fatalities. Mistakes are made, and it is the responsibility of the city to ensure we are doing all we can to keep everyone safe for pedestrians, drivers, cyclists, and all residents. Despite our efforts, in 2024, there was actually an increase of traffic related fatalities to 42. While an evaluation report of the 28 Vision Zero projects related collisions at these locations, including a decrease in collisions by 15%, there is still much work to be done. According to studies, 90% of the severe and fatal traffic collisions occur on just 12 percent of streets in San Francisco, which are identified as high injury networks. The San Francisco Youth Commission firmly believes that infrastructure changes to improve street safety, should be continued and bettered all throughout the city's high injury networks.

### No Turn on Red and Speed Limits

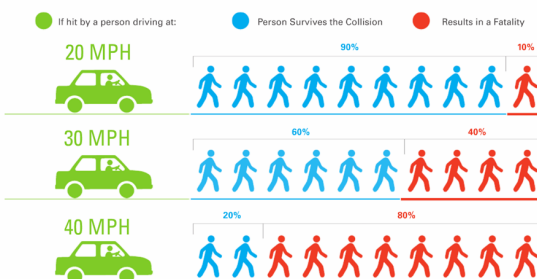
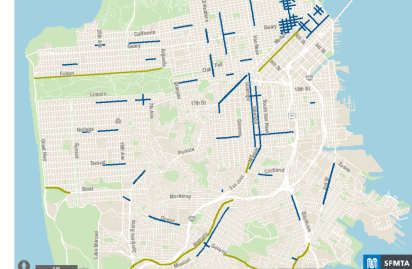
In 2023, the Youth Commission passed RESOLUTION 2023-0001, supporting the expansion of the No Turn on Red (NTOR) program. Currently, drivers in San Francisco are allowed to turn right on a red light, if there is no sign installed prohibiting it. Turns on red are incredibly detrimental to pedestrians, drivers and all San Franciscans, as they are more stressful, but also increase the chance of a fatal vehicle collision. A study of NTOR on 50 intersections in the Tenderloin, SFMTA discovered that bicycle related injury crashes involving turning drivers at signalized intersections had high compliance (92%) with NTOR restrictions, close calls for collisions were reduced from 5 close calls before NTOR signs were posted to 1 close call at the same observed intersections, and vehicles blocking or encroaching onto crosswalks on a red signal was reduced by more than 70%.



#### AB 43 Corridors

86 corridors, 70 miles

Last Updated: 1/8/2025



On top of NTOR, lower speed limits can greatly decrease the amount of traffic fatalities and deaths. In 2022, SFMTA began implementing 5 MPH speed limit decreases to key business activity districts. Studies have shown that compared to the 20% chance of survival someone has being struck by a vehicle traveling

40 mph, a person has a 90% chance of surviving being struck by a vehicle going 20 mph.

These improvements are promising for the future of safe streets and the San Francisco Youth Commission strongly urges for the expansion of No Turn on Red and speed limit policies to all high injury networks, as well as other parts of San Francisco.

### **Curbside Protected Bike Lanes**

In 2024, the Youth Commission passed RESOLUTION NO. 2324-AL-06, supporting the removal of the center bikeway on Valencia Street and the construction of curbside-protected bikeways. Valencia Street is a prominent location for frequent vehicle-related injuries in the city, as three pedestrians have been killed since 2020.<sup>1</sup> 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 Street, where people can walk and bike safely, with only vehicles permitted 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 has gone down 53% since the implementation.<sup>2</sup> A pedestrianized Valencia Street would bring cyclists and pedestrians back, cause fewer vehicle-related deaths and injuries, 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.

### **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 the program. According to SFMTA's 2023 evaluation of the Slow Streets Program, of the sixteen permanent Slow Streets that were evaluated, only three (23rd Avenue, Sanchez Street, and Shotwell Street) meet the Board-adopted volume and speed targets for Slow Streets.<sup>3</sup> The remaining 13 Slow Streets require volume management tools, speed management tools, or both to better meet the adopted targets for low-traffic streets. Funding and support should be given to SFMTA's efforts to improve the program, as Slow Streets encourages recreational activities, biking, and walking. Slow Streets give way to community-building recreational activities, such as the Slow Streets Mural Program, which engages community members by putting art on the pavement. 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. While Slow Streets are incredibly beneficial in some areas, residents of certain neighborhoods have negative experiences with the program, after becoming frustrated with the halt in the flow of traffic. The

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<sup>1</sup> Ricardo Olea. (2023, May 8). 2017-2022 San Francisco Traffic Crashes Report. SFMTA.

<sup>2</sup> Valencia Bikeway improvements. SFMTA.

<sup>3</sup> 2023 Slow Streets Evaluation. (2023). SFMTA.

Youth Commission believes that Slow Streets that have resulted in substantial negative feedback should be re-evaluated and more local community outreach should be conducted for potential Slow Streets to ensure the needs of every community are being recognized and met.

### **Recommendations**

1. Expand No Turn on Red infrastructure to high injury networks in San Francisco
2. Expand curbside protected bike lanes to protect bikers and pedestrians
3. Continue monitoring and working to expand legislation regarding speed limits in high injury networks
4. Maintain slow streets program - Provide funding and support for the SFMTA to fully implement, maintain, and expand permanent slow streets program infrastructure.
5. Expand Car Free Space - Urge and provide funding to city agencies to conduct outreach and explore making other pedestrianized streets, specifically Valencia St.

### **Addressing Hate Crimes and Ensuring Youth Safety:**

*The San Francisco Youth Commission urges the passage of legislation working to enhance safety on public transit and San Francisco streets to reduce the amount of hate crimes, injuries, and deaths.*

### **Background Information:**

Hate crimes can affect anyone, including San Francisco youth, and can have a lasting impact on the victim and their community, causing challenges to their safety and well-being. Ensuring the safety and equitable treatment of youth within San Francisco's public transportation system is crucial for fostering an inclusive and secure environment. It is imperative that the City prioritizes the safety of its youth by allocating funding and resources to address hate crimes, improve public transportation safety, and enhance general street safety.

The San Francisco Police Department is currently grappling with a significant staffing shortage, operating with approximately 500 fewer officers than required. This deficit has led to the rationing of public services, compelling officers to make difficult decisions about which incidents to prioritize.<sup>4</sup> This understaffing has tangible consequences for youth safety. Emergency calls, particularly high-priority incidents, have increased by 12% since early last year, while response times have concurrently slowed. This delay in response can leave young individuals vulnerable during critical situations.<sup>5</sup> Compounding the staffing issues is a notable increase in hate crimes. In 2021, San Francisco experienced a 567% rise in reported hate crimes against Asian Americans, escalating from nine incidents in 2020 to 60 in 2021.<sup>6</sup> This surge underscores the critical need for adequate police staffing to protect vulnerable communities, including youth who may be targets of such offenses. Addressing the SFPD's staffing crisis is essential for ensuring timely responses to incidents involving young people and for implementing effective community policing strategies that foster trust and safety among the city's youth.

SFMTA employs fare inspectors to promote fare compliance and provide information about discount programs. While these inspectors are trained in de-escalation techniques and conflict resolution, their primary role is to ensure fare compliance and to educate riders. They are not equipped or authorized to handle criminal activities or enforce laws beyond fare-related issues.<sup>7</sup>

Given the current understaffing of the SFPD, there is a notable gap in addressing safety concerns on Muni, particularly those affecting youth. Fare inspectors, lacking the authority to manage criminal incidents, must rely on SFPD officers for assistance in such situations. However, the shortage of police personnel can lead to delayed responses, leaving both fare inspectors and passengers vulnerable during critical incidents.

While efforts have been made to support safety and access in San Francisco, disparities remain, particularly concerning fare enforcement practices and the availability of officers in San Francisco. While fare inspectors contribute to fare compliance and rider education, they cannot substitute for law enforcement officers in maintaining security and responding to criminal activities. Addressing the SFPD's staffing challenges is essential to bridge this gap and enhance overall safety for all Muni passengers, especially the youth. Addressing these issues is essential for promoting safety, equity, and inclusivity for all young residents.

## **Recommendations:**

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<sup>4</sup> <https://sfstandard.com/opinion/2024/10/29/police-staffing-crisis-solution/>

<sup>5</sup> <https://www.marinatimes.com/police-staffing-and-public-safety-in-san-francisco>

<sup>6</sup> <https://www.theguardian.com/us-news/2022/jan/26/san-francisco-increase-hate-crime-anti-asian-aapi>

<sup>7</sup> <https://www.sfmta.com/projects/paying-your-fares-keeps-us-moving>

- Address Police Understaffing to Enhance Hate Crime Response and general safety for all MUNI riders
- Increase SFMTA Fare inspectors and their roles in maintaining a safe and equitable environment for all.

Sources

Hate crimes: <https://www.ppic.org/blog/hate-crimes-fell-in-california-last-year-but-religion-based-incidents-increased-sharply/#:~:text=Following%20an%20alarming%20period%20in,2022%20to%201%2C288%20in%202023.>

<https://www.sf.gov/sites/default/files/2024-01/PoliceCommission2724-STAFFING%20PRESENTATION%202023%20-%2020240108.pdf>

<https://sfstandard.com/opinion/2024/10/29/police-staffing-crisis-solution/>

<https://www.sfmta.com/blog/fare-inspection-reimagined#:~:text=Inspectors%20have%20always%20been%20part,for%20our%20system%2Dwide%20inspectors>

<https://www.sfmta.com/blog/paying-our-%E2%80%9Cfare%E2%80%9D-share-fare-compliance-and-enforcement-muni>

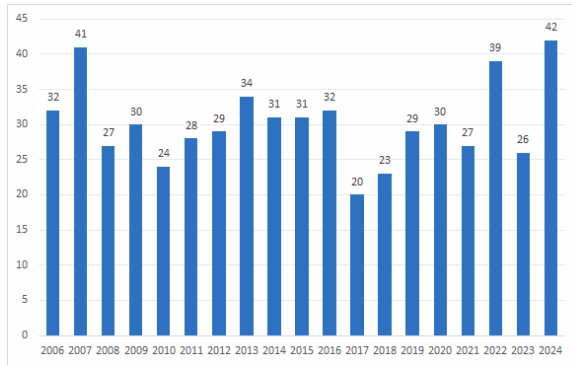
Street safety:

<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

<https://www.sfmta.com/projects/no-turn-red-downtown-expansion-project>

Vision Zero:

- **eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.**
- Expand curbside protected bike lanes
  - Reference valencia
- No turn on red
  - Expand it to all high injury networks
- Car free space, slow streets
- Speed limits
- Clean streets/public safety especially around schools, youth recreation centers



## Slow Streets:

**Street design:** The SFMTA will implement design treatments on San Francisco streets that meet the Program's eligibility criteria to create low-stress, shared corridors that prioritize active transportation. Slow Streets use a suite of durable design treatments to create these streets, including:

- Turn restrictions
- Traffic diverters
- Traffic calming (i.e. speed humps, cushions, tables)
- STOP signs
- Roadway narrowing
- Wayfinding signs + pavement markings

**Community building:** In an effort to enhance placemaking on Slow Streets, the SFMTA launched the Slow Streets Mural Pilot Program in 2023. The murals will be designed, implemented, and maintained by community members and be painted directly onto the street pavement. The murals will not only brighten Slow Streets around the city with art, but also promote Slow Streets as community spaces and slow vehicle traffic.

## EXPAND ACCESS TO YOUTH-CENTERED RECREATIONAL SPACES

*The San Francisco Youth Commission urges for highly utilized open spaces, prioritization of renovation and maintenance, recreational programs responsive to community needs, improvement of public parks, and increased funding and expansion of programs at the MIX and local libraries.*

### **Background**

Open spaces, recreational facilities, and other public spaces are vital to the quality of life for a city's residents. Not only do they provide numerous mental and physical health benefits, but they also contribute to a sense of community and culture. In terms of economics, public spaces facilitate economic development and community revitalisation. The liveliness and continuous use of public space leads to urban environments that are healthy and safe, making the city an attractive place to live and work.

According to the San Francisco General Plan for Recreation and Open Space, open spaces and recreational centers are vital to citizens' mental and physical health, offering a wide range of health-related benefits; they provide an opportunity for residents and visitors to exercise, access to sunshine, nature and fresh air, and even encourage socialization. By providing and maintaining high quality open spaces for all, more residents would have opportunities for physical recreation, reducing obesity and risk of cardiovascular disease, diabetes and other health ailments. Whether it be playgrounds, picnic fields or bustling streets, open spaces can build community by giving neighbors a realm to get to know each other and children a safe place to play.

These spaces also promote environmental sustainability. Natural habitats provide sanctuary for wildlife species ranging from mammals, birds and insects to plants; trees and other types of vegetation provided in open space networks can reduce air pollution; and wetlands can filter contaminants. The trails and streets of an open space network can also aid in reducing greenhouse gases by providing alternative transportation routes and promoting bicycling and walking. High rates of childhood obesity and illness often correspond to fewer acres of usable open space. Provision of open space in areas with high concentrations of density, poverty, youth or seniors can redress equity issues.

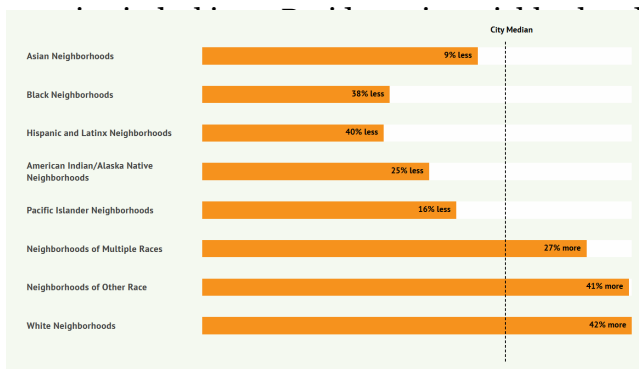
Open space provides tangible economic benefit. Numerous studies<sup>1</sup> have quantified the dollars that parks and tree plantings bring back to a city. These factors attract and expand local businesses, increasing tourism and making the area more attractive for investment. The Trust for Public Lands' study, *The Economic Benefits of Parks & Open Space*, cited testimony that our own Golden Gate Park has been shown to increase the value of nearby property to the tune of \$5-\$10 million additional dollars annually.

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<sup>1</sup> Source here

## Public Parks

The Youth Commission strongly supports 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

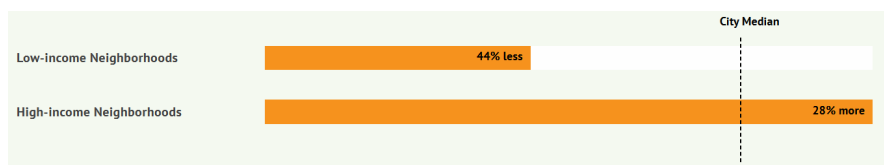


with high concentrations of Black, Hispanic, access to 35% less park space per person than in neighborhoods with high concentrations of neighborhoods have access to 44% less nearby neighborhoods. According to the 2024 Park most of the city's 8 lowest scoring parks had a last year, with over half being located in equity in the difference between park maintenance in cted in the ParkScore Index. So, the Youth gnition and action on this issue. 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 population of communities of color. 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 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.<sup>3</sup>

## Public Spaces

The Youth Commission firmly supports expanding and improving public youth-centered spaces. The

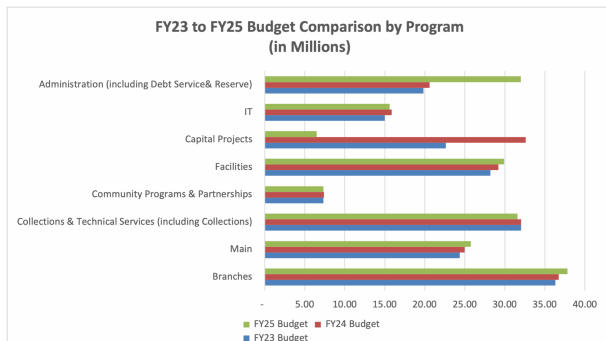


Mix at the San Francisco Main Library has historically provided youth with unique opportunities by providing multiple ways for youth to engage within the program space. The Mix is different from most library programs as it provides hands-on experience with activities such as social and writing groups, sewing, music recording and production lessons, 3D printing, and computer access rather than just paper books. These resources, especially lessons and groups, are incredibly valuable for youth to connect and socialize with others. The Youth Commission believes that expanding programs such as these at local libraries, especially those in low-equity areas, would increase accessibility to resources for San Francisco youth. More resources should be available to youth in their local libraries, not only the Main Library. Youth engagement is a goal of the San Francisco Public Library and expanding the availability of its

<sup>2</sup> [2024 ParkScore Index: San Francisco, CA. \(2024\). Trust for Public Land.](#)

<sup>3</sup> 2024 Park Score Ranking. (2024) Trust for Public Land.

programs and resources will further progress towards it. 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. Further, expanding The Mix’s youth program hours to later in the day would allow more youth in the city, who may live farther away from the Main Library, to attend these programs.<sup>4</sup>



## Recommendations

1. Ensure a well-maintained, highly utilized open space system by prioritizing renovation and maintenance in high needs/opportunity areas, Treasure Island, Yerba Buena Island, Candlestick and Hunters Point Shipyard. Concurrently, preserving the space for recreational and flexible, diverse usage. (multimodal)
2. 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.

3. Invest funding and resources to expand programming in local libraries in order to make opportunities to attend more accessible.
  - Resemble resources like the ones at The Mix: cooking classes, music lessons for youth, tutoring, community building, etc

<sup>4</sup> [Budget information: Fiscal Year 2024-2025. \(n.d.\). San Francisco Public Library.](#)