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**MEETING AGENDA**

Monday, May 23, 2022

Members: District 1 – Ms. Kristin Tieche- (Vice Chair), District 2 – Ms. Sarah Boudreau , District 3 – Mr. Marc Brandt, District 4 – Ms. Jina Bartholomew, District 5 - Ms. Melyssa Mendoza (Secretary), District 6 – Ms. Mary Kay Chin, District 7 – Mr. Bert Hill (Chair), District 8 – Ms. Diane Serafini, District 9 – Open, District 10 – Mr. Paul Wells, District 11 – Mr. Jeffrey Taliaferro

**ORDER OF BUSINESS**

1. **Roll Call – Determination of Quorum**
2. **Ramaytush Ohlone Land Acknowledgement**
3. **Approve Minutes** – Monday, April 25, 2022
4. **Public Comment** *(Discussion Item)*

The public may address the Committee on any matter within the jurisdiction of the Committee. This should not relate to any item on this agenda since the Committee will take public comment after it discusses and/or before voting on each agenda item. The Committee requests that each person limit him/herself to three minutes

1. **Committee Reports& Administrative Business***(Information)*
	1. Chairman's Report
	2. District Committee Member Reports
2. **Governmental/Organizational/Committee Reports** *(Discussion Item)*
	1. MTA Bicycle Program Report – Eillie Anzilotti (she, her)
	2. SF Bicycle Coalition – (Open)
	3. SFPD Traffic Division – Lt. Bill Conley (Acting Captain) Excused
	4. Public Works - Open
	5. BART Bicycle Advisory Task Force –Rick Goldman & Tyler Morris
	6. Bay Wheels – Neal Patel (No Report)
3. **Bicycle Parking Facilities** (*Presentation*) **Diane Serafini** - A presentation advocating for equity for safe and secure unattended parking facilities in San Francisco
4. **Slow Streets Program** *(Letter of Support)* **TBA** – Introduction of a letter to the Mayor and Board of Supervisors to convert more *Slow Streets* from an emergency basis to permanent facilities.
5. **Adjournment**

Mayor London Breed

1 Carlton Goodlett Plaza, Room 200

San Francisco, CA 94102

San Francisco Board of Supervisors

1 Carlton Goodlett Plaza, Room 244

San Francisco, CA 94102

Dear Mayor Breed and Supervisors,

We are writing to you today in support of making Slow Streets permanent in San Francisco. Since the Slow Streets program was implemented in April 2020, it has been both popular with neighborhood residents and successful at calming traffic. An SFMTA survey in 2021 that reached over 100,000 San Franciscans resulted in 62% of respondents expressing support for Slow Streets becoming a permanent part of the city’s streetscape. There are many reasons why San Francisco residents want to make Slow Streets permanent.

**Slow Streets are safer.** With a significant reduction in cut-through car traffic, Slow Streets have seen significant decreases in serious injuries and zero fatalities. While our city has been unable to reduce traffic fatalities since committing to Vision Zero, Slow Streets have shown immediate and compelling evidence that they reduce serious injuries and fatalities. The 2021 Vision Zero Action StrategMayy lists Slow Streets as a critical tool in creating safer streets across the city, and commits the city to developing an Active Transportation Network by 2024 that includes low-car and car-free streets, Slow Streets, and protected bike lanes.

**Slow Streets support Transit First Policy.** Slow Streets align with San Francisco’s Transit First Policy, which encourages the use of public rights of way by pedestrians, bicyclists, and public transit, and aims to reduce traffic and improve public health and safety.

**Slow Streets create more connected communities.** With neighbors and people across our city building new friendships, new neighborhood groups being established, and community-based volunteer efforts increasing at an exponential rate, Slow Streets have created more connected and resilient communities that make our city a better place to live and help us "build back better.”

**Slow Streets are loved by the residents of Slow Streets.** Thanks to the decrease in cut-through car traffic and the increase in public space open to people, Slow Streets are incredibly popular with residents of Slow Streets. For example, 80%+ of survey respondents supported a permanent Slow Lake Street.

**Slow Streets are supported by California state government.** In October 2021, Governor Newsom signed AB773 into law. This law grants authority to cities to permanently restrict traffic on certain streets, through Slow Streets or similar programs. Other California cities, like Los Angeles, are exploring paths forward for making their Slow Streets programs permanent or evolving the concepts for post-pandemic.

**Slow Streets are equitable.** Since only about a half of San Franciscans own a car, Slow Streets offer San Franciscans—especially low-income residents—more public open space to walk, roll, scoot, and build community. We highly recommend adding more Slow Streets in marginalized and equity-priority neighborhoods.

**Slow Streets provide safe access for all.** Since Slow Streets are shared spaces that people with disabilities and limited mobility feel comfortable—and enjoy—using due to the flat, smooth surfaces that Slow Streets have. Children and youth use Slow Streets to learn to ride a bike/scooter, skate or skateboard. Slow Streets create more safety to pedestrians of all ages when crossing the street.

**Slow Streets increase health and well-being.** With more public space open to people and reckless/speeding cut-through car traffic decreased, community members feel comfortable using Slow Streets to walk, scoot, bike, and roll at higher rates, improving their physical and mental well-being. Slow Streets also reduce air and noise pollution, making our city more livable for all.

**Slow Streets encourage sustainable transportation and support the City’s Climate Action Plan.** By opening more public space to people and reducing cut-through car traffic, Slow Streets have directly led to the increase in people shifting more trips to sustainable modes. By helping more San Franciscans shift more trips to sustainable modes, Slow Streets are directly decreasing our city’s carbon emissions and increasing our sustainable mode share—helping us to move towards our goal of 80% sustainable trips by 2030.

**Slow Streets are better for emergency access.** Slow Streets have an immediate and direct benefit to emergency access/response. Thanks to the reduction of car traffic/congestion on Slow Streets, emergency vehicles (SFPD and SFFD) have improved access and response times on Slow Streets.

**Post-Pandemic Slow Streets can work better than Emergency Slow Streets.** As an emergency response, Slow Street materials were limited to barricades and signs. According to SFMTA, post-pandemic Slow Streets will contain a range of permanent traffic calming tools (including, signs, markings and speed humps) implemented in response to community needs.

**Slow Streets are an opportunity for San Francisco to lead.** San Francisco is considered an “innovator” city—both in California and in the rest of the United States—for introducing Slow Streets early in the pandemic. As cities across the country explore paths to permanence for traffic restrictions and slow streets programs, they are looking to San Francisco for guidance and insights.

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Signed \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Bert Hill, Chair