



BASIC INFORMATION

Name: Sandra Lee Fewer

Candidate for: Board of Supervisors, District 1

PERSONAL WALKING EXPERIENCE

1. Please describe what role walking plays in your life.

Before I was running for office, my husband John and I walked to the beach from my house at 22nd and Fulton 3x a week! We often walk in the park, or walk to neighborhood merchants. Walking is my main form of exercise—and if I can't get out, I use the treadmill at home.

BIG PICTURE

2. Describe your vision of a healthy, safe, equitable, and sustainable transportation system for the city and the role that walking plays in that vision.

My vision for public transit is that it is accessible, affordable, efficient, and a system that everyone uses. It does not include the privatization of transit for the public. I believe that in order for everyone to use public transportation it must be used by people of all income levels, and that a combination of public transit and walking to arrive at one's destination is ideal.

VISION ZERO

3. If elected, what steps would you take to ensure the implementation of Vision Zero projects? In your answer, please explain whether you pledge to prioritize safety improvements that narrow crossing distances and slow traffic (bulbouts, "road diets," etc.) over other competing demands for street space, including parking or automobile lanes.

As a school board commissioner, I authored the Vision Zero resolution for the SFUSD and feel very committed to its implementation. I would take steps to ensure first—that sidewalks are safe for walking and that there are safe paths of passage. With so much construction now in San Francisco and a lack of enforcement for providing safe passages for pedestrians, I am very concerned about safety. Our sidewalks must be accessible also to people with disabilities, seniors, parents with strollers, etc. Certainly along high incident corridors, I would prioritize pedestrian safety measures.

4. What would you do to ensure there is enough funding for pedestrian safety improvements and Vision Zero projects?

Since Vision Zero is an inter-departmental collaboration, I would want to better understand the current funding structures and needs, in order to understand how to best allocate funding to ensure that Vision Zero becomes a reality.

POLICY/LEGISLATION

5. The most dangerous transportation behavior in the city is speed, as it exponentially increases a victim's risk of injury or death. Two key strategies that have effectively reduced speeds in other states and countries are automated speed cameras and decreased speed limits. Unfortunately, the State of California doesn't permit automated speed enforcement and only allows speeds lower than 25 mph in school zones. Do you support these strategies? If so, how will you work with your community and State legislators to change these (and similar) laws so the City can use these strategies to save lives?

The law says that cars should never go faster than conditions allow. I do think that traffic tickets can be deterrents, and my husband was a traffic cop at Richmond Station who can testify that enforcement is also a key strategy for traffic calming. I think that speed cameras have been applicable in certain areas, and I would advocate for the ability to lower the speed limit in key zones.

SAFE ROUTES TO SCHOOL

6. Approximately 41% of San Francisco elementary school students live within walking distance of school. Unfortunately, only 25% take the short journey by foot. Studies have shown that children who walk to school enjoy key health benefits and academic advantages, as well as getting more quality bonding time with parents. What would you do to increase the number and safety of children walking and biking to school?

As a school board Commissioner, I authored the resolution giving priority for students to attend their neighborhood school. In SFUSD, we serve 57,000 students, predominantly students of color and low-income students--- and unfortunately many of our students can't afford a bicycle. But students walking to school is ideal and while my neighborhood schools resolution could have encouraged more of this, unfortunately we were short one vote and it did not pass.

WALKABILITY/WALKING MODE INCREASE

7. The City has established a goal to steadily increase the percentage of all walking trips and walking trips for commuting in the next 5 years. Do you support this goal? If yes, what would you do to help the City realize it?

Yes, I support this goal. I think we could encourage collaboration of neighborhood associations, Democratic Clubs, schools and non-profit organizations and sponsorship of walking programs or special events to encourage and perhaps incentivize walking.

8. Walk San Francisco believes that everyone deserves equal access to enjoyable places to walk, and that our street space can be better used by shifting excess street right-of-way from private automobiles to places for people to walk and gather. How do you feel about projects like these that improve our public realm, and how will you support them?

I like the idea of expanding public space—however I'd have to assess this on a case by case basis in order to think through the impacts on public transit and its ridership and possible costs.

OTHER EXPERIENCE

9. Have you championed or strongly supported any other initiatives that are in line with Walk San Francisco's mission of making walking in San Francisco safe, so that our community is healthier and livable?

Yes— while on the Board of Education I championed resolutions to support Vision Zero and neighborhood schools. Every year, I participate and promote the annual Walk/Ride/Roll to School days, and also participate in Walk to Work day.

10. Is there anything else you'd like to share with the people of San Francisco, all of whom walk or travel with an assistive device at some point?

I am committed to making our streets safer and more accessible to those using assistive devices. We are only 49 square miles and there is no reason why we can't have a culture of making travel accessible to those with disabilities.