



BASIC INFORMATION

Name: President of the Board and Supervisor London Breed

Candidate for: Board of Supervisors, District 5

PERSONAL WALKING EXPERIENCE

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

I spend a lot of time walking around the City to commute, as well as for pleasure. Growing up in San Francisco, we used to walk everywhere. Though I take the bus, drive, and occasionally bike, there is no replacement for walking, especially in such a beautiful and diverse District with iconic commercial corridors and parks. Since I've been campaigning for re-election, I've walk door to door to talk to my constituents as often as possible.

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.

The City is growing, getting denser, and correspondingly more congested. The only way we can accommodate this growth is with greater mode shift and an expanded transit infrastructure. I carried legislation to purchase hundreds of new Muni buses and replace/expand the entire train fleet. A more reliable fleet will help Muni carry more people more efficiently. I've supported Van Ness and Geary Bus Rapid Transit (BRT); helped fund and expand Bikeshare; secured \$9 million to improve traffic flow and safety along the Octavia corridor; implementing transportation safety and redesign projects in Hayes Valley; helped launch the 5 Fulton Rapid; created a new seat layout for Muni trains that added more space; reformed outdated minimum parking laws; prioritized housing development along major transit corridors; and helped pass the Transportation Sustainability Fee, projected to bring about \$20M/year to Muni, to ensure developers finally start paying for the impacts their projects have on our transportation system. All of these efforts allow—and encourage—more people to use transit instead of a car, but it is just as important that we encourage walking as a viable means of transportation. That means that we as a city need to invest not just in transit that benefits drivers, passengers and cyclists, but also pedestrians.

Going forward, we have to support BART's improvements, including its bond, fight for funding for additional subway and/or light rail projects in the City, and ensure that transit and transportation infrastructure improvements benefit pedestrians as well

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.

I was one of the first elected officials to embrace Vision Zero in San Francisco and have consistently pushed for the implementation of street safety projects throughout my district and the entire city. Right now we are heading into construction for the Masonic streetscape project, which I led the effort to fund in 2014, and will shorten street crossings, improve visibility, and provide a separated bike lane. I secured \$9M to improve transportation safety in Hayes Valley, including a number of projects to add back crosswalks and shorten crossing distances. These are just two examples – there are many other projects going on in the Western Addition and the Inner Sunset to ensure pedestrians are safe in our streets, and I will continue to fight for these kinds of safety improvements.

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

This week I helped place a half cent sales tax on the November ballot to provide \$100M per year in transportation improvements, including street safety - I also want to point out that my support for this measure never wavered. In 2014 I was the deciding vote to put Prop B on the ballot, which tied SFMTA funding to increases in population. I was a strong supporter of the \$500M transportation bond and as a member of the Transportation Authority I have consistently fought for federal and regional funding for street safety improvement projects.

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?

As a member of the City-State Legislative Committee, which I sit on in my capacity as the President of the Board of Supervisors, I have already voted to supported these changes in state law and have worked with your organization to coordinate San Francisco’s support for those changes.

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?

I whole heartedly agree. I walked to school my entire childhood and think it's a great way to be a part of the community. The best way to encourage more people to walk is to make sure that they feel and are safe.

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?

I strongly support this goal and am proud to have participated in Walk SF events that help promote walking in our city. Visible support and public promotion of walking is essential, as it securing funding to improve our physical landscape in order to safely accommodate travel by foot.

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 grew up playing in Buchanan mall, which is possibly the original park made out of a right of way. I think these projects can be a great source of community, but as with any such project, you need to have consistent community involvement and buy-in.

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?

As the current Supervisor of District 5 and a D5 native, I am extremely proud of my track record, as both an individual and a legislator elected to represent this community. When I assess legislation by my colleagues or introduce it myself, I always make sure that what we pass at the Board effectively benefits the community it is intended to serve without unintended consequences. I am running for re-election because I am proud of the things we have accomplished, but there is still so much to do. As Supervisor, I passed neighborhood preference legislation, giving those who live in the neighborhood preference for all new affordable housing units built in District 5. I also introduced the city's highest affordable housing requirements, funded new Muni trains that get people to work more quickly, fought for more beat patrol

officers on our streets, and passed groundbreaking legislation to improve our environmental health including the Styrofoam ban and passing Prop H, which implemented CleanPowerSF.

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?

Yes, we all start every trip on foot, and like the Chinese philosopher Lao Tzu said, "every journey of a thousand miles begins with a single step," and we have to make sure all of those steps are safe and enjoyable. With respect to assistive devices, when I working at the African American Arts & Culture Complex, I suffered a torn ACL and had to use crutches for weeks. I've always been an avid walker, and being forced to use crutches, even for just a limited amount of time, was eye opening to me in many ways - not the least of which is the state of our walkways and pedestrian crossings. It is essential that we create safer streets and walkways for pedestrians of all ages and abilities.