

Youth Commission
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YOUTH COMMISSION MEMORANDUM

TO: John Carroll, Assistant Clerk, Public Safety & Neighborhood Services
FROM: Youth Commission
DATE: Tuesday, May 22, 2018
RE: Referral response to BOS File No. 180401 [Hearing on Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements]

At our **Monday, May 21, 2018 meeting**, the Youth Commission voted unanimously to support the following motion:

To support BOS File No. 180401 – Hearing on Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements.

Youth Commissioners also approved the following comments regarding this legislation:

Comments:

- Youth Commissioners request this hearing be held after school
- Youth Commissioners would like youth included in the target implementation of vision zero improvements
- Seniors and children are one of the most vulnerable populations when it comes to pedestrian injuries and fatalities

Youth Commission Staff note:

- The Youth Commission’s Budget and Policy Priority report segment on pedestrian safety is attached to this memo

Youth Commissioners thank the Board of Supervisors for their attention to this issue. If you have any questions, please contact our office at (415) 554-6446, or your Youth Commissioner.

Handwritten signature of Chiara Lind in cursive script.

Chiara Lind, Chair
Adopted on May 21, 2018
2017-2018 San Francisco Youth Commission

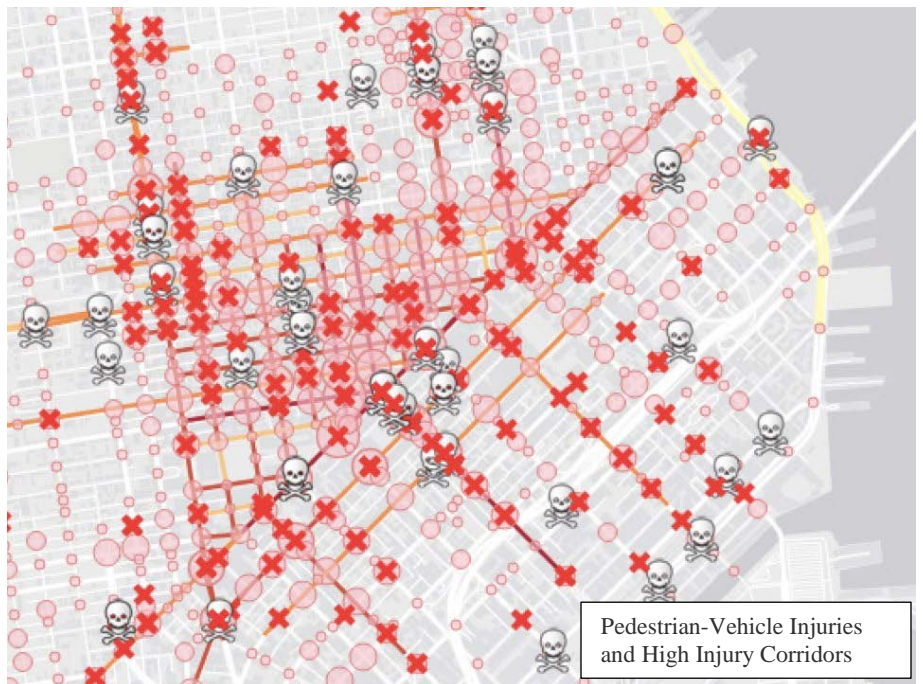
PRIORITY 5: PEDESTRIAN AND NIGHT SAFETY FOR CHILDREN, YOUTH, AND FAMILIES

Urging the Board of Supervisors, San Francisco Public Utilities Commission, and San Francisco Municipal Transit Agency to prioritize safer streets created for pedestrians.

BACKGROUND

Walking is an everyday part of life, and this is especially true for people in the South of Market. As a working class community in one of the most densely populated areas of one of the most densely populated cities in the United States, most of the residents rely on walking and public transportation to get to work, school, the store, and at the end of the day to go home¹.

In 2017, Youth Organizing Home and Neighborhood Action, (YOHANA), a youth program with the South of Market Community Action Network (SOMCAN), conducted numerous workshops in the South of Market to address the issues of pedestrian and night safety. SOMCAN, in partnership with various city agencies and organizations, are working to reach Vision Zero's goal of zero pedestrian fatalities by 2024². Children and seniors are particularly at risk while cars are speeding through the busy streets of SoMa. SOMCAN has been advocating to increased traffic signage, one-way streets, and advance pedestrian and mid-block crossings that can reduce the dangers that their most vulnerable community members face³. In addition to multiple pedestrian safety issues involving cars, due to smaller than average living spaces and a lack of public and affordable spaces for people of various ages to convene and hang out, the streets become a default gathering space.



¹ http://www.somcan.org/about_us

² http://visionzerosf.org/wp-content/uploads/2018/04/03.2018Fatalities_MarSummaryMemo.pdf

³ <http://www.somcan.org/>

Currently, San Francisco is going through a transition with replacing the current high pressure sodium lights to light-emitting diode (LED) lighting but at a very slow rate. As of June 2015, there was a recorded 465 LED lights spread across the city while there is about 46,000 lights total in the City. That is about 1% of lights changed to LED lighting over the span of 3 years. The high pressure sodium lights have a life span of 3-5 years while the LED lights have a life span of 15-20 years. Also the low lighting and/or broken fixtures cause numerous pedestrian safety issues. Two issues that stem from low lighting and broken fixtures are loitering and stalking. These issues already happen more at night, and low to no lighting only helps those continue to do so.

Example of Night Safety Issue Before and After Changes:



RECENT UPDATES

A majority of the lighting around the city is currently owned by Pacific Gas & Electric (PG&E) and SF Public Utilities Commission (SFPUC), with SFPUC currently owning about 60% of the street lights in SF. Recent updates show that SFPUC has already converted 13,000 light fixtures, with future plans to convert 18,500 more fixtures to LED lighting. These are great changes and future plans, but we would like to see both PG&E and SFPUC prioritize and address pedestrian safety with the new improvements and future plans.

On April 11, 2018 YOHANA came to the Housing, Environment, and City Services committee to present their Night and Pedestrian Safety campaign and over 20 young people were in attendance from YOHANA as well as the Chinatown Community Development Center (CCDC).

Pendant Luminaire



Post Top Luminaire



LED Lights



RECOMMENDATIONS

Pedestrian and night safety is so important that young people in Districts 3 and 6 came to the Youth Commission to make sure this is a top priority for the City and County of San Francisco. The Youth Commission urges:

- 1) **The San Francisco Public Utilities Commission and PG&E commit to replace LED lights at 50% done or more.** Since 2015, about 1% of lights in SF have been changed to LED lighting over the span of 3 years.
- 2) **The San Francisco Public Utilities Commission and PG&E commit to incorporate light fixtures being pedestrian leveled lighting.** Currently most fixtures are meant for cars, so while having LED lighting, streets still won't have enough lighting if they are too high up in the streets.
- 3) **The San Francisco Public Utilities Commission and PG&E maintain monthly maintenance on light fixtures.** It is important to have working lights to keep pedestrians safe. Low lighting and/or broken fixtures cause numerous pedestrian safety issues.
- 4) **The San Francisco Planning Department, SF Public Works, and SF Municipal Transportation Agency to increase the size of sidewalks.** In the South of Market area and, in particular, residential areas, there are blocks with barely enough room for two people to walk side by side.
- 5) **The San Francisco Planning Department, SF Public Works, and SF Municipal Transportation Agency to add more mid-block crossings and increase crossing times.** This could slow down cars trying to speed down long blocks as well as give more time for those in need to cross certain streets.

- 6) **The Board of Supervisors hold a hearing on the impacts of pedestrian and night safety in San Francisco, and in particular, focus on areas most impacted by fatalities, stalking, and loitering.** The Youth Commission thanks Supervisor Norman Yee for introducing File No. 180401 [Hearing – Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements].