

SAN FRANCISCO BICYCLE COALITION
November 2010 Supervisor Candidate Questionnaire
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www.sfbike.org/2010candidate

1. Do you use a bicycle in the city? If so, for what purposes (commuting, recreation, errands) and how often? Please indicate how you most commonly commute to work. (300 words or less)

I do not use a bike. I commute to work on Muni and use Muni just about every day.

2. In 2008, the Board of Supervisors enacted the "Climate Change Goals and Action Plan" ordinance, which commits the City to greenhouse gas reduction targets of 20% below 1990 levels by 2012, with progressively larger targets in subsequent years. Given that roughly half of San Francisco's greenhouse gas emissions come from the transportation sector, and that the vast majority of those emissions come from private automobile use, what specific legislation or plans would you implement to reduce our green house gas emissions in the transportation sector? (300 words or less)

--I will prioritize funding for Muni so that we not only reverse prior service cuts but expand service. Service expansion should focus on providing high quality, reliable service, and should be accompanied by changes to make the system more efficient, including bus rapid transit, signal priority for Muni, physically separated transit lanes, moving away from cash fares (to speed up boarding), and better spacing of bus stops. The most effective way to get people out of their cars is to provide viable alternatives, specifically, a reliable, and efficient public transportation system.

--I will support transit-oriented development so that more people can live near public transportation and thus can function without a car or with a car that they use less.

--I will prioritize transportation-oriented new revenues (e.g., a local Vehicle License Fee) over other forms of revenue so that we encourage people to use public transportation or other forms of transportation such as biking and taxis.

--I will support making San Francisco more bike-friendly so that people who are able to and who want to bike are able to do so safely and enjoyably. I will support completion of the bike plan, physically separate bike lanes, and other physical changes to make biking a better option and to allow transit, bikes, and cars to co-exist on our roads.

3. Have you championed or strongly supported any initiatives that are in line with the SF Bicycle Coalition's mission of promoting bicycling for everyday transportation to create safer streets and more livable communities? (300 words or less)

- I was the lead sponsor at the DCCC of a resolution supporting Healthy Saturdays.
- I supported the proposed Noe Plaza at 24th and Noe. I was the only District 8 candidate who publicly supported the plaza.
- As president of my neighborhood association, I supported the 17th Street Plaza and helped provide the political support to make the plaza happen.
- I support the local VLF and support Senator Mark Leno's efforts to allow for a larger local VLF. I am proud to have Senator Leno's endorsement.
- I have worked with the Bike Coalition on implementation of the Bike Plan in the Upper Market area.

4. Market Street carries more people every day on bikes and transit than any other street in the city. The number of people using bicycles on the street has risen dramatically over the last five years; now more than two out of every three vehicles on the street every day is a bike. Even more people are riding on Market Street since the City has adapted four blocks of existing bike lanes into a separated, green bikeway. The SF Bike Coalition has received countless grateful e-mails, including parents who now feel safe biking their children to the Civic Center Farmers Market and the Embarcadero. Do you support the extension of the continuous, separated bikeway on Market Street, from Octavia Boulevard to the Embarcadero, to ensure that even more families and commuters feel safe biking on Market Street, supporting local businesses and institutions?

Yes

5. After a 4-year delay in physical bike improvements on city property, which was caused by a lawsuit and a slow Environmental Review process, the City is currently installing bike infrastructure and intends to install over 30 miles of bike lanes by the end of 2011.

Specifically included in the Bike Plan, which was adopted June 2009 by the Planning Department, the MTA Board, and the Board of Supervisors, are proposals for adding bike lanes on over 50 streets. A few of the projects still require a public hearing and are likely to result in a net loss of parking or travel lanes. Will you support legislation to improve the biking infrastructure on these streets, all of which are part of the official Citywide Bike Network, but currently lack specific safety accommodations for the growing number of bicycle commuters and potential bike riders:

2nd St.	Yes
17th St.	Yes
Bayshore Blvd.	Yes
Cesar Chavez St.	Yes
Kirkham	Yes
Phelan Ave.	Yes
Polk Street	Yes

Masonic Ave. Yes

6. Would you support a citywide goal aimed to decrease the number of private motor vehicle trips making San Francisco a better place to bike, walk and take transit, understanding that this goal would be met by, not only making biking, walking and transit more attractive, but also by making private motor vehicle trips and parking less convenient, and increasing parking fees to better reflect the true cost of parking?

I support reducing the need for people to drive private automobiles in San Francisco, which will reduce the number of vehicles on our roads. We can do this by dramatically improving Muni's reach and reliability, by making it easier to bike, by improving our taxi system, by increasing access to car-sharing, and by making our city more pedestrian-friendly.

I also support better management of our parking system. We should study parking benefit districts, where a portion of the meter revenue in an area remains in the area to make tangible transportation and streetscape improvements. I support SFPark, upgrading our parking meters to accept credit cards and Clipper, and perhaps restriping some parking spaces smaller to reflect the growing number of smaller vehicles in certain neighborhoods in the district.

7. "Bicycle boulevards" are traffic-calmed streets that function as bicycle priority routes, similar to street designs in use in Berkeley and Palo Alto. Bicycle boulevards are designed to discourage cut-through traffic on neighborhood streets via traffic-calming measures and restrictions on automobile through-traffic, to allow for more continuous and comfortable travel by bike. Would you support the implementation of bicycle boulevards in San Francisco, even if this means restricting continuous automobile access at some intersections (while still allowing auto access to all homes and places of business)?

I support bicycle boulevards, but I would need more information about the specific proposed intersections. This strikes me as a case-by-case determination.

8. Though San Francisco has made great strides in improving the city's bicycle transportation environment, the bike route network is still woefully incomplete, discontinuous, and intimidating to most people. The SF Bicycle Coalition is advocating for significant improvements to the bicycle route network, in the form of continuous, separated, cross-town bikeways that are safe and comfortable for people of all ages and abilities to move around town by bike. Knowing that in many cases, streets will likely have to be reconfigured, reducing the number of conventional car lanes and converting space for on-street parking to make room for bicycle right-of-way, would you support the establishment of cross-town bikeways that are safe and inviting for all users?

I support cross-town bikeways, but I would need more information about the specific proposed routes/reconfigurations and the resulting trade-offs. As with bicycle boulevards, this strikes me as a case-by-case determination.

9. A world-wide trend to enhance the quality of city life has led to cities creating car-free space on city streets, providing opportunities for people to bike, walk and play safely in their neighborhoods. More than just bike programs, the car-free space in Golden Gate Park (which the SFBC helped expand from Sundays to Saturdays) and San Francisco's "Sunday Streets" program (which was adopted as an official program of the SF MTA) have helped local businesses and enhanced neighborhood cohesion. As Supervisor, will you commit to expanding popular programs like these and to significantly increase funding for more car-free spaces in San Francisco?

Yes, I am a strong proponent of creating more people-friendly public space. As I mentioned above, I was the lead sponsor of a resolution supporting Healthy Saturdays, and I am the only District 8 candidate who has consistently supported implementation of the Pavement to Parks program in the district.

10. The City's Pavement to Parks program has created new tools for interested community groups and businesses to expand public open space and support local businesses. Will you help interested businesses and community groups create new "parklets"-- extensions of the sidewalk in place of one or more car parking spaces, examples of which can be found on Divisadero Street at Mojo Café and on 22nd Street at Mission-- and trial street plazas in your district?

Yes.

11. Poor pavement quality is a major hazard for people on bikes in San Francisco. Do you support for additional funding for street repaving, with a priority on bicycle & transit routes?

Yes, street resurfacing must be a priority. Because of historic underfunded maintenance, our streets are now sharply deteriorating and will soon require significantly more expensive treatments to repair them. I will work closely with SFBC on this issue.

12. Would you support legislation to require large commercial buildings (i.e. over 20,000 Gross Square Footage) to allow employees of companies to bring their bike into their office space, if the building does not provide secure bike parking facilities?

I am open to this proposal and would consult with all affected stakeholders in crafting appropriate legislation.

13. The California Environmental Quality Act (CEQA) was adopted to help citizens and policy makers understand the environmental impact of project proposals by requiring lengthy and expensive analysis and reporting for projects with potential significant environmental impacts. Under CEQA, transportation impacts are measured via "intersection level of service" (LOS), a metric that prioritizes the unobstructed flow of motor vehicles. The use of this particular metric results increased costs and delayed implementation of transit projects, bike lanes, and even sidewalk widening whenever such projects have the potential to slow motor traffic, even if these projects are clearly beneficial to the environment. In 2008 the SF County Transportation Authority approved a superior alternative transportation impact methodology based on automobile trip generation ("ATG") to replace the use of LOS, and in 2009 the State of California amended the CEQA Guidelines to allow local jurisdictions to utilize other metrics for transportation analysis, such as ATG, in place of LOS. Despite these innovations at the state and county level, the SF Planning Department has not yet adopted ATG to replace LOS and continues to privilege the convenient movement of motor vehicles as an environmental good. Reform of this key element of CEQA will help to speed future pedestrian, bike and transit projects towards implementation.

Would you support changes at the local level to reform environmental review, using ATG and other methods in keeping with San Francisco's transit-first policy, even if it meant making automobile trips less convenient?

Yes

14. Presently, traffic law enforcement in San Francisco is given a low priority, leaving vulnerable users (pedestrians and bicyclists) to fend for themselves and discouraging increased walking and bicycling. The San Francisco Bicycle Coalition is encouraging the SF Police Department to more assertively enforce laws against aggressive and dangerous driving within the City by placing traffic safety as a higher priority within the Department. Will you commit to calling on the SFPD to create the position of pedestrian and bicycle safety coordinator whose role will be to coordinate a department-wide focus on enforcing laws against double-parking in bike lanes, speeding, and failure to yield right of way?

Yes.

15. In recent years, childhood obesity has been identified as a significant national health risk. "Safe Routes to School" programs coordinate the "5 E's"- Education, Encouragement, Engineering, Evaluation, and Enforcement to promote safe walking and bicycling to school. San Francisco's Safe Routes to School Program began in the Fall of 2009 and is in the classrooms of 5 elementary schools and implemented an extremely successful SF Bike to School Day on in 2010, where 1,000 students from 32 schools rode to school.

San Francisco Bicycle Coalition November 2010 Candidate Questionnaire
Email your response to marc@sfbike.org no later than Friday August 16, 2010

As a Supervisor, would you support San Francisco Safe Routes To School efforts by advocating for consistent long-term funding, as well as support the expansion of the program to middle and high schools?

Yes.

DISTRICT SPECIFIC QUESTIONS

Please answer only the question(s) related to the Supervisorial District you are a candidate for. Responses to questions in other districts will not be considered or published.

District 2:

A Traffic Calming project, including bike lanes, was proposed Broadway Avenue between Polk and Webster. This street is the location of two schools and often has very high speed traffic. The proposal would remove one travel in each direction and reconfigure 26 parking spots to create turning lanes and install bike lanes, while reducing speeding to protect students at the schools and limit rampant double-parking during school time. As supervisor, will you support installation of this project?

Yes / No

To bring San Francisco's bike network to the next level, and to make San Francisco a world-class bicycling city, the next step for the city is to create continuous, separated, cross-town bikeways that are safe and comfortable for people of all ages and abilities to move around town by bike. In many cases, streets will have to be reconfigured to make room for safe and inviting bikeways, by reducing the number of conventional travel lanes and/or converting on-street parking space into dedicated bikeways. Would you support the establishment of cross-town bikeways that are safe and inviting for all users, even if it means dramatically reconfiguring Polk Street (with some parking loss) and Broadway (with fewer travel lanes and some parking loss) and the Marina Bay Trail (with some parking relocation)?

Yes / No

District 4

Residents along 20th Avenue have requested Traffic Calming in order to reduce dangerous speeding for passing drivers. The San Francisco Bicycle Coalition intends to incorporate concepts of 'Bike Boulevards' into the Traffic Calming, including possible roundabouts, speed tables, and other street infrastructure that slows cars and prioritizes biking and walking on this designated bike corridor. Would you support efforts to turn 20th Avenue into a premier 'Bike Boulevard' opening the street to all road users, including novice bike riders who may feel uncomfortable riding in fast traffic?

Yes / No

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Yes / No

District 6

Do you support transforming 2nd St. from Market Street to Townsend into a better place to live, work, shop, and dine by adding features such as bike lanes, greenery, and safer crossings for pedestrians, even if it requires the removal of car parking or travel lanes?

Yes / No

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Yes / No

District 8

To bring San Francisco's bike network to the next level, and to make San Francisco a world-class bicycling city, the next step for the city is to create continuous, separated, cross-town bikeways that are safe and comfortable for people of all ages and abilities to move around town by bike. In many cases, streets will have to be reconfigured to make room for safe and inviting bikeways, by reducing the number of conventional travel lanes and/or converting on-street parking space into dedicated bikeways. Would you support the establishment of

cross-town bikeways that are safe and inviting for all users, even if it means dramatically reconfiguring Market Street (with lane reconfiguration and some parking loss) and San Jose Street (with traffic signals and lane reductions and other measures) and 17th Street (with some parking loss) and Monterey Street (with some parking loss and/or travel lane reduction)?

I support the establishment of cross-town bikeways, including on the referenced streets, and will need to see the specific plans before taking a firm position on specific bikeways. We need to ensure that parking spaces lost in commercial areas where merchants depend on available parking for their business, are replaced (e.g., the way parking is being replaced to implement the bike plan in the Upper Market area).

District 10

The redevelopment plans for parts of District 10 such as the Shipyard project create an opportunity to build livable streets where biking and walking are prioritized over car travel and car storage. Because these projects will create new street grids, we have the opportunity to build street designs that encourage neighborhood shopping, walking, and biking by requiring developers and planners to include large sidewalks, physically separated bike lanes, and bike parking. As Supervisor, will you require developers to include biking and walking amenities on all commercial corridors, and quiet bike-friendly residential streets?

Yes / No

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Yes / No