



## 2015 CANDIDATE QUESTIONNAIRE

Name: Stuart Schuffman

Candidate for: Mayor

### PERSONAL WALKING EXPERIENCE

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

Since I was 18 I've only owned a car for 6 months. I'm 34 now. I also am not a cyclist, which means I end up walking pretty much everywhere. I always credit this for keeping me from losing my lovely figure. 😊

### 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.

In San Francisco we live in the streets. We walk to work or bike or take muni and because of this we get to know who are neighbors are. That's part of the city's charm. We need to continue to support Muni while urging it to better accommodate the people who need it the most. Also, any company that "disrupts transit" should have to pay a certain tax that exclusively goes into keeping Muni up to date and to pedestrian safety improvements.

### VISION ZERO

3. If elected, what steps would you take to ensure the implementation of Vision Zero projects? In your answer, please explain how you would address trade-offs that may result from building a safe transportation system (e.g., the removal of parking in order to improve visibility of pedestrians at intersections, or the removal of vehicle lanes to slow traffic and shorten pedestrian crossing distances, etc.).

If elected I would make it a priority that we go back and look at every single place a pedestrian had been killed in San Francisco. Then I would assess what actions would be needed to make it avoidable in the future. For example, I live near Division and Folsom. Walking under the freeway is very dangerous because cars making a left turn can't see crossing pedestrians

because of the giant girder supporting the freeway. We need to give left turn drivers a protected arrow for when there is no crossing signal.

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

Any company that "disrupts transit" (uber/lyft) should have to pay a certain tax that exclusively goes into keeping Muni up to date and to pedestrian safety improvements.

#### 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?

San Francisco is vastly different than Bakersfield or Ukiah or Los Angeles and so it has different needs. I would go to Sacramento and explain this to them urging that it's important to the welfare of our citizens that they allow San Francisco to legislate its own speed limits and automated cameras.

#### SAFE ROUTES TO SCHOOL

6. Given the student assignment policy, 41% of San Francisco elementary school students live within walking distance of school. Unfortunately, only 25% take the short journey. 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 of children walking and biking to school, and what would you do to increase safety around local schools?

I would focus on educating about the safety and benefits of walking to school and disseminate the info through the teachers and faculty at the schools. I would work with schools to go over the most direct and safest routes with students at the start of each school year and have extra crossing guard staff set up along the routes.

## 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 haven't read up enough on these statistics but I'm a firm believer of walking in general. If we can realistically get more San Franciscans walking let's do it. I would probably defer to Walk SF's insight about the issue.

8. Walk San Francisco believes that everyone deserves equal access to enjoyable places to walk. Walk SF is working with community groups and the City to install '[Intersection Murals](#)' that will advance this goal, as well as other Pavement to Parks projects that reclaim wide/dangerous intersections for public use (e.g., Persia Triangle). How important are these projects to you, and how will you support them?

I think this is a wonderful idea! I've been a fan of the idea for the Poet's Plaza for years and I would like to see more public space in general. I would do whatever I could to support this.

## 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?

On my site we've championed just about all transportation methods that don't revolve around cars. One particular article we ran was about "Jade Walking" which is about walking to your destination or wandering the city, by letting the green lights dictate your path.

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?

Just keep walking. It's about the best thing you can do.