



BASIC INFORMATION

Name: Jason Jungreis

Candidate for: Supervisor District 1

PERSONAL WALKING EXPERIENCE

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

I run regularly, but have slowed over the years, so perhaps it's kind of like walking now.

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 website (www.jasonjungreisforsupervisor2016.com) details my specific proposed actions

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 disagree with bulbouts and other obstructions placed in roadways. These do not enhance safety, they reduce parking, they are expensive, and they only present an impression of doing something about pedestrian safety while failing to address the important issues. Timed traffic lights, adequate crossing times, driver education, pedestrian education, and most of all adequate law enforcement are the real solutions.

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

The best solution is to ensure adherence to sensible laws. That adherence is best effectuated through inexpensive use of video cameras in public places to ensure that offenders are cited and punished. However, I do not believe the cost of citations should be increased due to the use of video cameras. This basis for a solution is the least expensive and most effective.

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?

I do not believe speed limits must be lowered: 25 MPH is exceedingly slow for attentive drivers. The key is to actually enforce that speed limit. Ensuring that offenders are cited for any failure of driver safety -- for instance, striking a pedestrian, violating a pedestrian's right of way in a crosswalk, or driving dangerously -- is the most important element to public road safety.

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 do not believe Supervisors can create laws to increase student walking. Supervisors can only ensure that intersections are safe, that crosswalks are well-marked, and that there is adequate signage. However, the SFUSD can provide increased funding for school crossing guards, for pro-walking campaigns, and for an increase in the percentage of students who are living within walking distance.

Lastly, as a general statement about pedestrian safety, there should be an education campaign to get pedestrians to look up and not become mesmerized by their smartphones, which is particularly important for young people.

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. Help ensure good civic planning of housing and retail.

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 disagree with such a description of “equal access” vis-à-vis “private automobiles.” Inside those “private automobiles” are members of the public, and if they are in the public street, then they have a right to “equal access.”

That being said, I wish to see private cars taken off Market from the Embarcadero to Van Ness in order to improve bicycle and public transit, if accompanied by a related move to take buses off Mission through that same stretch and make it 4 lanes of automobile traffic.

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?

I have long been Vice President of the Golden Gate Electric Vehicle Association, which promotes non-polluting electric vehicles.

I have long been an officer of the Planning Association for the Richmond, which seeks to ensure that the Richmond District is as livable as possible with the highest quality of life.

I have always been a bicyclist, and also regularly use an electric motorcycle I have built myself.

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 believe that with better planning, the City can improve its quality of life for all residents and improve its flow of all traffic, whether by foot, by bike, by public transportation, by private bus, or by car. For example, Los Angeles has timed the lights for 14,000 major intersections, and yet San Francisco, which has vastly fewer intersections, has failed to do so. There is only a limited amount of money available for public use, and the best use of that money for the highest “bang for the buck” projects is the responsibility of the Board of Supervisors. I will carefully monitor the use of public monies to ensure that the most efficient planning and most useful projects are promoted.