



BASIC INFORMATION

Name: Hillary Ronen

Candidate for: District 9 Supervisor

PERSONAL WALKING EXPERIENCE

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

I have a genetic condition that has caused me to have knee problems and has made it impossible for me to participate in sports. Walking is one of the only ways that I can exercise and it has therefore played a central role in my life. Throughout my life, I have built extra time into my day to walk to the places I need to go. When I first moved to San Francisco, I walked every day from my home in Bernal Heights to my job in the Mission district – about a 30 minute walk. I know every corner of my district thanks to all the walking I have done for my commute. When I lived in Barcelona for two years after I graduated from college, I made a living by teaching English. I walked from one student's home to another – usually over 2 hours a day, because I loved getting to know the city by walking it. Walking allows you to learn your environment in a way that no other mode of transportation allows. The terrain, the businesses on the streets, and the pedestrian crossings that must be fixed. I believe I will be a better Supervisor because I'm a regular walker and have walked every part of my district on a regular basis.

I'm lucky to now live in the Portola, one of the few remaining neighborhoods where families can still afford to live, and where families can still be seen walking the neighborhood visiting San Bruno Ave. shops or the Aleman Farmer's Market. Living in a walkable, affordable neighborhood should be a reality for all San Franciscans, not just the lucky ones. If elected, I will fight tirelessly to make District 9 and all neighborhoods safe, affordable, and walkable.

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.

We must work to ensure our communities are walkable, bikeable, and transit-oriented. We need to invest in a world-class public transportation system to serve our growing population and reduce emissions and traffic congestion. This means not only expanding bus and train service, but also removing barriers to public transportation for low-income communities. I helped create Free Muni for Youth, which was eventually extended to seniors and people with disabilities. As Supervisor, I will continue to innovate in order to increase accessibility of public transit and reduce car dependency.

In the Portola where I live, my neighbors, many of whom are seniors, have struggled with inadequate transit for years. I fought to increase Muni service on the 8 and 9 bus lines serving

the Portola, and I will continue to fight for service increases particularly in lower income communities where families rely on transit.

Our City's aging bus fleet has also meant higher maintenance costs, putting the burden on Muni's ridership to foot the bill with rising fares year after year. Muni's 5-year plan to replace all buses is a step in the right direction, and we should continue to look for revenue streams to fund other much-needed improvements in service. As Supervisor, I will continue fighting to ensure developers of commercial and residential projects are paying their fair share to offset the transit impact of new developments. I believe we should extend TDIF's to residential projects, particularly to luxury developments, and as Supervisor I will make this a transit policy priority.

We must also address the need for improvements to pedestrian and public safety around the City, including the need for many protected bike lanes and intersections. When residents in the Portola couldn't safely walk to Alemany Farmer's Market, I fought to create a pedestrian crosswalk across the Alemany Maze, a project that is now underway. As Supervisor, I will continue to work with the community to identify and fight for safety improvements around our district.

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.

The one size-fits-all, "I know what's best for you" style of 1960s planning is what left District 9 with many unwalkable neighborhoods bisected by freeways. We need to learn from history and separately address the unique transportation and safety needs of each of District 9's neighborhoods. As Supervisor I will work to modernize our outdated infrastructure and will prioritize the over 50 high-injury corridors where the MTA has few or no plans to introduce safety improvements. I will fight to increase funding for desperately needed updates to our infrastructure, including modernizing all traffic signs and signals in District 9, reconnecting Portola, Bernal and Alemany Farmer's Market by creating cross walks, bike lanes and open spaces on the unused land near the Alemany Maze, redesign of the "Hairball" underneath the 101 to make it safe for pedestrians and cyclists, and separating bicyclists and cars through road redesign including bulbouts. I pledge to prioritize safety improvements that narrow crossing distances over updates to car lanes and parking.

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

I believe we can use progressive revenue strategies to balance the City's budget and allocate funding for pedestrian safety priorities. In the past, I have supported and teamed up with other offices to champion an increase to the real estate transfer tax, increased hotel tax, and increased TIDFs paid by developers. I support and will continue to support closing the commercial property tax loophole in Proposition 13. This year, I fought to increase the inclusionary requirement for developers, and, as Supervisor, I would also like to explore a special tax on

pied-à-terres (second homes). I will continue fighting to secure revenue that can fund improvements in the walkability and safety of our City.

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 mother, I'm incredibly concerned about speeding vehicles and the danger they present to both pedestrians and cyclists in our City. I do support the use of automated speed enforcement as well as decreased speed limits, and as Supervisor will work to hold SFPD accountable to their Focus on the Five pledge. If elected, I will work with organizations like Walk SF and the Bike Coalition along with community to carry out infrastructure improvements in High-Injury Corridors, and to continue identifying priority areas for safety improvements. I will use my experience fighting for budget allocations and identifying new revenue streams to fund improvements. I also fully support Vision Zero, and, if elected, will work directly with city agencies to connect them to the communities who are fighting for the implementation of Vision Zero. I will work hand in hand with the community to ensure walkable, safe communities in District 9 and citywide.

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?

As a mother, I'm personally committed. As discussed above, I will fight to increase funding to improve safety for pedestrians and cyclists in order to encourage walking/biking

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 absolutely support this goal. I believe the best way to incentivize walking trips and the use of public transit is to reinvest in our public transportation system and city infrastructure. As discussed above, I will use my experience negotiating budget allocations to identify new revenue streams that will fund safety improvements to our streets, including creating more protected bike lanes and protected bike intersections like we've seen in Salt Lake City, creating physical

separation between cars and cyclists/pedestrians through road redesigns like bulbouts, and modernizing street signs and traffic signals. I also believe we should invest in building affordable housing in transit-rich areas, ensuring our residents live in walkable, bikeable, and transit-oriented communities where they can easily rely on transit or walking to get around. As Supervisor, I will work to identify and carry out such developments in District 9.

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 would absolutely support these types of projects, and in the past have supported efforts to increase accessibility of public spaces through the creation of public parklets and mini-parks in District 9. As discussed above, we have much work to do to create a safer space for cyclists and pedestrians on our streets. It's simple logic, if we invest in our infrastructure now, we will ensure regular and increased use of our transit system and more widespread reliance on walking and biking. As Supervisor, I will prioritize projects including those identified by Vision Zero, and will work with the community and advocacy groups like Walk SF and the Bike Coalition to continue identifying where safety and infrastructure improvements are needed. I will work to increase funding to create more public spaces where neighbors can gather, and improve accessibility of bike lanes and walkways to encourage cycling and walking.

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 strongly supported Vision Zero, and have been working with the community in D9 to identify other needed safety improvement projects, including the crosswalk under the Alemany Maze. If elected, I will work closely with the Vision Zero campaign to fully implement construction projects that make our streets safer for pedestrians and cyclists. I will work with the community to launch and mount campaigns to educate the public about safe driving practices and sharing the road with pedestrians and cyclists. I will work to ensure SFPD is held accountable to its Focus on the Five pledge, and will use my experience navigating City Hall to pressure the MTA to prioritize Vision Zero projects. In the wake of the recent tragic deaths of Kate Slattery and Heather Miller, our City doesn't have time to wait for life-saving updates to our infrastructure.

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 am an avid walker. I know the streets of district 9 like the back of my hand because I have walked them for over 14 years. I will work and fight hard to ensure that the pedestrians of San Francisco are Safe when using this critical mode of transport.