



2016 CANDIDATE QUESTIONNAIRE - STATE SENATE

Instructions: Please provide brief responses to the following 10 questions by **Friday, July 22, 2016, and return via email to nicole@walksf.org**. Walk SF will share these responses with our members and the public. The Walk SF Board will consider endorsing candidates based on responses to this questionnaire AND candidates' track record on issues related to walking; note that the Walk SF Board may choose to remain neutral on a particular candidate race.

BASIC INFORMATION

Name: Jane Kim

Candidate for State Senate, D11

Date: 7/22/16

Current job title and employer: Member, Board of Supervisors, City & County of San Francisco

How long have you lived in San Francisco? 17 years

PERSONAL WALKING EXPERIENCE

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

I grew up in a major city and for the first twenty years of my life, my only modes of transportation were walking and public transit. I only learned to drive in my early twenties and learned to bike in the last six years. I am fortunate to live in the District where I work, and walking and public transit continues to be central in my daily life. I am also increasing my rides on my bike to work and meetings in my neighborhood. As our city grows in density, we need to build infrastructure and a culture in San Francisco that encourages and incentivizes our residents and workers to get out of their cars and walk, take public transit, and bike. Beyond issues of congestion, which we are experiencing as we grow in jobs and housing in San Francisco, walking and biking activate our neighborhoods and create healthier individuals and cities.

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 vision of a healthy, safe, equitable, and sustainable city is a city where residents and workers walk, bike, and ride public transit as their primary mode of transportation. In order to accomplish this, we must build a City that is safer for pedestrians and cyclists. In 2014, Supervisors Avalos, Yee and I called for San Francisco to adopt Vision Zero by 2024 through a three pronged approach--engineering, education and enforcement. We must design streets that anticipate and prevent conflicts between pedestrians, cyclists, drivers, and large vehicle drivers,

including MUNI. I have fought for and secured funding to implement Vision Zero education campaigns in District 6, and I was the only Supervisor to set aside district funds to launch an education campaign specifically for the Tenderloin and SoMa along many of our high injury corridors displaying real residents and small business owners stating “Slow Down. We live here,” reminding drivers that they are driving through neighborhoods with youth, families, and seniors with schools and community centers. Finally, I have called on SFMTA and SFPD to increase traffic enforcement on the top five most dangerous traffic violations for pedestrians and cyclists. I also worked closely with SFMTA to launch the first “Don’t Block the Box” enforcement effort in the South of Market, utilizing parking control officers to provide traffic control and ticket vehicles “blocking the box” endangering pedestrians and stopping traffic unnecessarily.

District 6 has the highest rate of pedestrian and bicyclist fatalities, and since my first Board of Supervisors meeting in January 2011 when I called for my first Pedestrian Safety hearing, I have made pedestrian and bike safety a priority of my office. I have prioritized Vision Zero budget requests throughout the South of Market and Tenderloin, implementing lead pedestrian intervals, scramble signals, signalized crosswalks, and pushing through the funding, study, and plan for Second Street, Folsom/Howard, Tenderloin/Little Saigon Plan, Golden Gate/6th Street, and Polk Street. I have been one of the few Supervisors to successfully remove parking spaces through daylighting and also to increase safety on streets like the unit block of Turk and 100 block of Eddy Street.

I also have utilized pedestrian safety as an organizing tool in District 6. My office has convened a monthly District 6 Pedestrian Safety Task Force for the last six years, bringing together condo homeowners in Rincon Hill and South Beach, SRO residents in the Tenderloin and 6th Street, and Filipino and Latino families in SoMa and Tenderloin to identify dangerous corridors and intersections and fight together for increased safety. I am proud of what we have accomplished including implementing the first pedestrian safety pilot for the City on 6th Street, the number one and three injury intersection in the City. I continue to balance long-term strategy improvements with near-term pilots in our highest injury corridors.

For the past two years, I have chaired SFCTA’s Vision Zero Committee, working with SFMTA, Department of Public Health, and the Police Department to make pedestrian safety a priority for all our agencies. And I look forward to continuing this work in Sacramento by introducing legislation to allow San Francisco to implement automated speed enforcement cameras and automated “Don’t Block the Box” enforcement cameras.

3. What are your priorities if elected as State Senator, and where does transportation and walking in your priorities?

If I am elected to State Senate, my top priorities will include housing affordability, tenant protections, increasing our investment in higher education, and reforming our broken criminal justice reform. We can address the tremendous inequalities that are hollowing out our middle class and making it hard for working families to get ahead. Part of supporting a more affordable Bay Area and a diverse community means investing in housing, education, and regional public transportation system, including high speed rail, the downtown extension of Caltrain along with electrification, a second BART tube, and increased regional ferry and bus service.

Housing & Affordability - I have been the strongest proponent for acquiring and building affordable housing on the San Francisco Board of Supervisors. I challenged San Francisco to make the City more affordable by setting the goal that 33% of all new housing that is built should be affordable for low- and middle-income households. In addition, I established the forward thinking standard that 40% of housing built on public land should be affordable to these same households. Last year, I negotiated an unprecedented agreement with the San Francisco Giants to achieve 40% affordable and middle-income housing on one of the largest remaining vacant public parcels in San Francisco. I also negotiated 40% affordable and middle-income housing in two other major development deals in my District. I proud of the fact that through aggressive negotiating and organizing, 54% of all of San Francisco's affordable housing is being built in the district that I represent.

Furthermore, I have stood up for tenant's rights, authoring and passing the boldest tenant protection ordinance in the country to counter frivolous and profit-incentivized evictions.

As Supervisor, I have been a leader in building housing, including affordable and middle income housing, along with safer streets, and I have activated open space. I am proud to have been a part of growing the SoMa, Treasure Island, Mission Bay, and Tenderloin into smart growth neighborhoods that promote density near jobs, walkable streets, health, and activation.

Creating Jobs and Raising Family Wages - I have been a leading voice to close the income gap. In 2014, I negotiated and authored the ballot measure to increase San Francisco's minimum wage to \$15/hour. This is the strongest minimum wage ordinance in the country and was passed overwhelmingly by San Francisco voters in November 2014. In 2011, I authored a tax exclusion legislation to attract technology companies and small businesses to the Mid-Market corridor in my district, a corridor which previously had the highest commercial vacancy rate in the City. The commercial vacancy rate has fallen as low as 2.4% in many parts of my district, and this corridor is now home to Twitter, Square, Dolby, the new Strand Theater, and Zendesk. I am committed to creating good paying jobs and increasing access to those jobs. I am proud to have

authored and passed the Fair Chance Act, which banned the conviction and arrest question box on employment and affordable housing applications and directed background checks to occur after the first live interview or conditional offer of employment or housing allowing individuals with conviction records to have a chance to obtain employment and housing that they are eligible or qualified for.

Education - Education has been a central part of my policy and advocacy work. I served as President of the Board of Education, and I chaired the City and School District Committee on the Board of Supervisors. Last year, I was the lead author of the Public Education Enrichment Fund (PEEF), which allocated \$81.76 million in city funding for fiscal year 2014-2015. In the last decade, PEEF has funded sports, libraries, arts, and music funding ensuring that San Francisco public schools have librarians, arts and physical education teachers, college counselors and health clinics. We have a responsibility to invest in the education and success of our youth and make up for where the State has failed. California currently ranks 46th in per pupil spending--with only Texas, Nevada, Idaho, and Arizona trailing behind--and that is unacceptable.

In addition, I have authored legislation to make City College of San Francisco free for all San Francisco residents. I have placed a Luxury Real Estate Transfer Tax measure on the November 2016 ballot, which would generate more than double the amount of funds to make City College free for all San Francisco residents. This modest tax on luxury homes, buildings of \$5 million or more, will cover tuition and provide financial support for students, regardless of socio-economic background, and will provide additional funds for our General Fund for additional services, affordable housing, and/or infrastructure needs.

Equitable and sustainable transportation, walking, and pedestrian safety are key to my vision of a more affordable San Francisco. So many of our residents, the working- and middle-class are being squeezed out of the City with high rents and cost of living. A quality and affordable local and regional transportation system, along with creating a more walkable city, are key to making San Francisco more affordable.

4. Have you championed 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?

Yes. I was the primary author of Vision Zero San Francisco--a citywide initiative to reduce traffic fatalities on San Francisco streets to zero by 2024 through increased enforcement, education, and engineering of City streets. Sixty percent of our City's collisions occur on 6% of our streets, much of it in the District I represent. I have worked closely with our City departments, advocates, and residents to identify high injury corridors and brainstorm and then

implement solutions including lead pedestrian intervals, more signalized crosswalks, bulb outs, daylighting, and more.

I have worked to fully fund Vision Zero's pedestrian and bike safety requests, working closely with Walk SF to implement the first phase of WalkFirst and other congestion management programs. I supported the first pedestrian and bike safety pilots in the City on Sixth and Folsom Streets, and launched the "Don't Block the Box" enforcement pilot in SoMa with pedestrian advocates and SFMTA.

5. What would you do to address the State's contribution to transportation funding, which has been steadily declining over the last few decades leaving local tax payers to fill the gaps, and/or resulting in sub-par transportation systems in communities across the state?

We cannot close the income and opportunity gap if we don't have access to safe, reliable, and affordable transportation. I am committed to examining the State's budget and working closely with Walk SF and other pedestrian advocates to invest in walkable cities, reduce vehicle congestion, and improve regional public transit systems. As a Supervisor, I have supported a variety of revenue measures dedicated to funding public transit and Vision Zero needs, including the General Obligation Bond for Transportation, the Population Growth Charter Amendment, and forwarding Vehicle License Fee increase in San Francisco.

VISION ZERO

6. 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 limited school zones. Do you support these strategies? If so, how will you work to change these laws so the City can use these strategies to save lives?

Absolutely. Speed is the number one factor in determining the safety of our pedestrians in the case of a collision. I support decreasing speed limits and the use of automated speed cameras to reduce vehicle speeds, road injuries and fatalities.

7. If elected, what steps would you take to ensure that Vision Zero issues in San Francisco are prioritized in the State Capital? What policy issues would you champion related to traffic safety and justice (in addition to any of the policies listed above, if applicable)?

In addition to fighting for automated speed enforcement cameras and reduced speed limits, I would work to allocate more funding for Vision Zero projects and regional public transportation systems.

WALKABILITY/WALKING MODE INCREASE

8. The State established a goal to double walking trips by 2020 (from 2015 baseline). What would you do to help San Francisco (and other communities) realize this goal?

We are rightly moving away from a sprawling suburb and car culture toward building smart growth neighborhoods with housing near public transportation hubs that consider how to prioritize and plan for walking, bicycling, and carpool or commuter shuttle bus options. I will continue to push this culture shift through funding and implementation.

80% of all of San Francisco's commercial and residential development is occurring in the District I represent, and this has afforded me an opportunity to work closely with the Planning Department and developers to plan for and invest in walking and biking infrastructure and needs. I work with WalkSF and the Bike Coalition when negotiating with developing on large projects to ensure that walkability and bicycling is considered in the project and that the developer invests in the streets of the neighborhood they are building in. I have ensured that developers have agreed to reduce parking spots, fund signalized crosswalks, bulbouts, sidewalk widening, bike parking and access, and to ensure car garages entrance and exits are strategically placed to best prevent conflict with pedestrians and cyclists.

OTHER

9. 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?

Pedestrian and bicyclist safety will continue to be one of my policy priorities, at the local and State level.