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To learn more about the SF Bicycle Coalition's endorsements process, visit sfbike.org/vote.

John Avalos

District 11 Supervisor candidate

Campaign website: avalos2020.com

Question	Yes	No	No Answer
Do you ride a bicycle in the city?	X		
Do you support maintaining and further expanding Slow Streets corridors in your district?	X		
JFK Drive in Golden Gate Park is currently car-free between Kezar Drive and Transverse Drive during shelter-in-place. Do you support keeping JFK Drive car-free after shelter-in-place?	X		
Will you actively support and champion proposals to further expand car-free spaces in Golden Gate Park?	X		
Do you support and would you champion a proposal for congestion pricing in San Francisco?	X		
Do you believe that SF Police Department should maintain its traffic company and continue its traffic enforcement program?			X
Do you believe that the City and County of San Francisco should be promoting sustainable modes of transportation, namely bicycling, walking and taking transit, over driving?	X		

1. Do you ride a bicycle in San Francisco? How often do you bike and where are your favorite places to ride a bike in the city?

I have been an avid bike rider since the age of 5 and riding in San Francisco as my preferred mode of transportation since 1992 when I bought my first bike in SF, three years before the City installed SF's first modern bike lines on Valencia St in 1995. I ride as a commuter, most often from the Excelsior in San Francisco City Hall. For the past several years after leaving public office, I have had a labor organizing job that requires a car to get to around. At the present, I am mostly in D11 and my bicycle is my preferred mode of transportation to all of D11 neighborhoods.

2. How would you describe the state of transportation in District 11 and if (re)elected, what would your top transportation priorities be?

The pandemic and the economic depression has decimated our public resources and muni most of all. In D11 the neighborhood lines have stopped running and or running less frequently and D11 rail lines have dramatically cut back and combined. I expect that the recovery will be

slow in the city and even slower in D11 as it always is. Biking is a great alternative for those who can hope on a bike and walking is always the best alternative. My top priorities for transportation will be to revive Muni, to move forward the Geneva Harney BRT, the upgrade of Balboa Park Station and the building public support for upgrades to the Mission St buses. I have been cycling in D11 for 21 years and hope to build out greater parts of the bike network in D11 with better connections to city college and along Ocean Ave and Frida Kahlo Way. I intend to work with my colleagues on the BoS to make Muni fare free.

3. If (re)elected Supervisor, which streets in your district would you prioritize for bicycle infrastructure? Which corridors do you think would benefit the most from the Slow Streets and Shared Spaces programs?

For bicycle infrastructure, I would prioritize Ocean Ave, San Jose, Lakeview, Sickles, Brotherhood Way, Silver Ave. Onondaga could be a good temporary street closure, as well as Ocean Ave between Mission and Alemany. Naples is a large, fairly flat street that could be good for slow streets. Holloway is also a great flat street for more a slow street.

4. What role do you think the SF Police Department should play, if any, in traffic safety and enforcement?

I prefer to see greater street engineering to free up police enforcement for focused traffic safety and enforcement. I am also willing to study non police department alternatives to traffic enforcement. Traffic regulation should be data driven focusing on the most difficult intersections and dangerous behaviors. As a Supervisor, I wrote legislation to make yielding instead of stopping at a stop sign the lowest level of enforcement. This was to free up police traffic resources for more targeted enforcement.

5. When it comes to our budget, we have big dreams but limited resources especially in light of revenue losses due to the pandemic. What do you believe are budget priorities for our city's transportation and what revenue sources would you look to in order to fund affordable transportation options and safe bicycle and pedestrian infrastructure?

In 2012, I wrote the gross receipts tax and see it as a fair source for progressive and fair taxation. I am interested in congestion pricing and a city wide parking permit as sources of revenue. However, I believe our federal government has much more to do to support overall transportation and see the Green New Deal as instrumental in creating our transit infrastructure for years to come.