

# SFLCV November 2022 Election Board of Supervisors Questionnaire

Thank you for participating in San Francisco League of Conservation Voters' endorsement process. Please limit answers to the below questions to 2-3 paragraphs at most (250 words). We are accepting responses until June 29, 2022 at 11:59 pm.

Email \*

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Please enter your contact info here (Name, District, Campaign contact, Phone, Email, FPPC#) \*

Brian Adam, District 10, Self: 408-859-6014, briansamadam@gmail.com, pending

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Affordable Housing: What are your top priorities around supporting infill development within your district and throughout the City? How will you respond to pushback from your constituents regarding height, density and affordability? What have you done to advance housing initiatives in your district, neighborhood, SF? Specifically, how did you vote (or would have voted) on both the UCSF Parnassus expansion and the 469 Stevenson project? \*

If elected as District 10 Supervisor, my focus will be to convert unused commercial zones into mixed development that prioritizes safe, sustainable housing developments with convenient access to transportation. Developments that look more like the Valencia corridor or the Haight instead of what currently exists along 16th between De Haro and 4th street or the under-construction Mission Rock along 3rd street. I would have voted to support both the UCSF expansion and the 469 Stevenson project. If elected, I will listen to all residents' concerns regarding safety, congestion, and more. I hope I will convince them that additional, mixed-use, and transit-oriented development will: 1. Reduce traffic, 2. Reduce cost of living, 3. Reduce violent crime and traffic accidents. Parts of District 10, e.g. the Dogpatch or Mission Bay, are lower density and fluctuate dramatically with incoming employees from all around San Francisco — really from all over the Bay Area. Businesses close early; streets are empty by 6-7 PM. Even with the UCSF shuttle to the Bart station at 16th, UCSF Mission Bay and Zuckerberg General bring lots of traffic and parked vehicles. Potrero is more residential; Visitacion Valley and Bayview-Hunter's Point doubly so — so car congestion along Bayshore and 3rd street can get even worse during rush hour. New, dense, and affordable development ideally means more renters can become homeowners, or at least save income; pairing this with transit means more public transit ridership or pedestrian traffic.

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Walkable and Bikeable Streets: What are your top priorities for better and safer streets for pedestrians and bicyclists? How do you intend to advance those priorities if elected? How will you work with constituents who are opposed to bike/ped infrastructure improvements in your district (such as traffic calming, bike lanes, and bike share docking stations)? What have you done to champion these efforts up to now? Specifically, how did you vote (or would have voted) on Car Free JFK and Great Highway? \*

I am a runner. 3-4 times a week, I spend hours around San Francisco seeing car traffic and how differently people move all over the City. There is not a single district I have yet to visit with my feet or by transit. The Valencia corridor has struck a balance with several blocks being fenced off each weekend; pedestrians and bikers bring life to the area. The Mission corridor is also always bustling despite car traffic. Comparatively, 3rd street north of 22nd is only alive when the Giants or Warriors have a home game.

If I were able to vote on Car Free JFK and the Great Highway, I would have voted to keep both car-free. Car-free is carefree. I am happy that JFK remains car free, and I am sorry that the Great Highway was not the same, yet the beach and pedestrian traffic remains lively with the current compromise.

Congestion pricing, i.e. tolls coming into SF, is one way to reduce car traffic and generate revenue for additional programs. Vision Zero SF has successfully implemented some measures to limit traffic accidents, but expanding sidewalks, tree cover, and protected bike lanes will not only calm traffic but also make walking in San Francisco that much more pleasant. There are so many opportunities to introduce additional tree cover all over District 10 — from Leland Ave in Viz Valley to every bit of 3rd Street south of King.

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Reliable, Fossil Free Public Transit: What are your top priorities for improving local and regional transit? How would you advance your priorities if elected? What have you done to improve transit operations, access to transit, passenger experience, etc.? Specifically, do you support efforts like SB-917 Seamless Transit Transformation Act? \*

Transit needs riders. Public transit needs to be convenient and reach the places people want or need to go. Muni already provides free rides for youths and select seniors and people living with disability. Beyond fare hikes, commercial corridors can charter SFMTA lines for a fee or riders with Clipper can “beep” in at a restaurant or shop for a slight discount.

New transit development needs to be sustainable. The easy choice will be more fossil fuels, e.g. “eBart” the diesel rolling stock extensions for Bart. Short-term savings will be long term damage to our communities and sustainability efforts.

As a rider of public transit and someone who believes that the Bay Area must work regionally to solve its problems, my support for SB-917 is obvious. Syncing up travel to reduce downtime — understanding the alphabet soup of local transit agencies — making it easier for riders to plan trips — we need all of this for our far-reaching public transit system to succeed. This State Senate Bill gives us the obligation, but we need an immediate expansion of the ongoing but insufficient regional effort to improve Bay Area transit.

Right now, agencies using Clipper can agree to implement a subscription model. Charge the rider up to a cap, and caps can be adjusted at rider request for seniors, youths, and low to moderate income riders.

Based on address and ridership, monthly fares are distributed. The key difference from what we have now is incentivizing people to make their subscription worth it.

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Green Energy Policy: What are your top priorities for improving energy conservation, household efficiency and renewable power, and how would you advance these efforts? What have you done to promote energy conservation in these areas? Are you, personally, a CleanPowerSF SuperGreen customer? Specifically, what efforts have you participated in to help fund the city's C.A.P. program? \*

I am a renter, but my household is in the process of transitioning to CleanPowerSF Super Green from CleanPowerSF. The great benefit of CleanPowerSF Super Green is that it provides 100% renewable energy – and it is even slightly cheaper than PG&E's 100% solar option!

I largely agree with most of the C.A.P. I think we need to make it easier and more practical to buy local, eat plant-based, and reduce waste. Some of this may involve expanding grants to build local groceries or cooperatives; some of this may need to come with incentivizing more walking or transit ridership.

According to a 2016 SF Planning department report, there are .48 cars per capita in San Francisco. In other words: for every two people, there's one car! District 10 is no exception, and half of its residents own a car. A massive culture shift and new safety measures are required to convince residents to turn in private horsepower for foot power and public transit

The C.A.P recommends at least 50% affordable housing in all new developments. Private builders may not be willing to meet us in this regard. I will push the City to consider additional capital investment; social housing or housing as an employment benefit. Highlighting the number of (City) employees that commute to SF can, once again, demonstrate the interconnected nature of the Bay Area.

Water Sustainability & Conservation: What are your priorities for improving the sustainability of San Francisco's drinking and wastewater systems? If elected, what steps will you take to enhance the City's water resiliency and reduce its reliance on imported water? What have you done to promote conservation in this area? Specifically, how did you engage to support conservation efforts regarding the Tuolumne River? \*

I have not engaged with conservation efforts regarding the Tuolumne River. We need to expand existing PUC programs to reduce water waste; we need additional public education campaigns to promote water saving habits; we need to highlight the politics of water coming from Hetch Hetchy and related water sources. The Bay Area relies on this water and the Alameda watersheds, so we need to balance the prices residents pay with the demands of commercial firms in places like Alameda or Santa Clara County. We also need to balance this with agricultural needs or recreational water use.

In the long term, we need to invest in protecting our storm drains to protect them from sewage. Again, this aligns with existing PUC efforts, e.g. Rain Water guardians, Adopt-a-Drain, and tax rebates for rainwater capture.

Zero Waste: How can the city advance its Zero Waste goals in light of the temporary (we hope) \* move to suspend programs such as the required fee for grocery store bags that previously incentivized customers to reuse bags and containers, or purchase foodstuffs from bulk-stocked bins? What are your thoughts around recent legislation to reduce waste and what more can we do? How will you make it happen? What have you done to promote zero waste?

I have not personally been involved in zero waste efforts. However, I think institutional support and education are critical to making zero waste lifestyles easier. We need to expand the perception of zero waste beyond metal straws and reusable bags. There are extremely few zero waste consumer options in San Francisco, which largely makes the effort to live zero waste a consumer-side decision. Internal City efforts to buy green must often award contracts on the basis of cost and services delivered rather than greenhouse gas impact or generated waste.

San Francisco must work with the Bay Area to support regional and state efforts to transform industrial packaging. We need less plastic to begin with. Grants can be used to supplement local options; cooperatives like Rainbow Grocery already award grants to residents attempting to start their own worker-owned cooperatives. We can support and guide residents to do the same, in a model like the voter approved Community Challenge Grants. When alternatives exist and people are aware of the costs of plastic, it will make the change easier as potentially regressive taxes or fees are applied to businesses or firms that sell or manufacture plastic/packaging heavy products.

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Your Environmental Vision: Why should the San Francisco League of Conservation Voters endorse you? How will protecting the environment shape your agenda given the potential for ongoing pandemic conditions? With the passage of Prop E the city took over street tree and sidewalk maintenance from homeowners, but the urban canopy is still insufficient both in maintenance and the planting of new trees. What would you do to ensure a robust urban canopy?

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Prop E unfortunately reflects a historical tug-of-war between residents and the San Francisco government. The Prop, to my knowledge, undid an earlier voter approved ballot proposition asking for control of trees from the City government. I am painfully aware that individual management of urban canopy and sidewalk is very expensive. Homeowners in the South Bay can pay anywhere from \$1,500 - \$3,000 for the permitting and labor necessary to replace trees, repair sidewalks due to tree damage, and more!

Maintaining and expanding the tree canopy will cost money — it may even damage sewer lines — but it is something we should justify in budgets. There are opportunities to create more open spaces, urban gardens, and more! As a contributor to Seamless Bay Area's advocacy blog, I am a natural supporter for new Caltrain stations, its electrification, and its nascent multi-county governance structure.

I believe that the SFLCV should endorse me for District 10 Supervisor because I am the only candidate for this district that regularly rides public transit across the Bay Area, and the only candidate willing to go to bat for additional housing, socialized housing, and public transit. District 10 has many car drivers; it is a large district after all! Despite all that, I am the only candidate considering these issues, and the only candidate who will combat these issues while protecting residents from gentrification or displacement. I am the only candidate that will do this without forgetting the potential environmental harm done to residents from exposure to highways 101 and 280, the waste at the Navy Shipyard, and exposure to asbestos from ongoing development.

I acknowledge that, in addition to a candidate's environmental qualifications and activism, SFLCV will also expressly consider the way in which officials comport themselves, their ability to act with decorum, and respectfully engage with their colleagues and constituents.

☒ Yes

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# San Francisco League of Conservation Voters

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