

# Transportation Questionnaire for Local Elected Office Candidates for Nov. 2022 Election

Total points 0/0 ?

If you are a candidate for local office and have been sent this questionnaire by a constituent or community group, please fill it out by September 9, 2022, 11:59pm.

Responses from all candidates who fill out the questionnaire will be published online by September 26th by the community groups who collaborated on this questionnaire, in order to help voters make their choices for the November 2022 Election. Once you submit the form, you will not be able to change your responses. If you would like a PDF version of the Questionnaire, please email [info@transbaycoalition.org](mailto:info@transbaycoalition.org).

--

Locally elected officials, including city council members, mayors, and county supervisors, make a variety of decisions that impact transportation, including decisions about pedestrian and bicycling safety, street design, transit-oriented development, public transit access, and other issues. Several transportation advocacy groups in the San Francisco Bay Area developed this questionnaire to help voters understand where local office candidates stand on a range of issues. However, any group can use this questionnaire for any candidate race in California, if helpful.

Groups that are cosponsoring this questionnaire include Transbay Coalition, SPUR, Seamless Bay Area, Bike East Bay, Silicon Valley Bicycle Coalition, Transport Oakland, Peninsula for Everyone, and South Bay Yimby.

Contact [info@transbaycoalition.org](mailto:info@transbaycoalition.org) with questions about the survey.

Email \*

[sergio@sergiozymunt.com](mailto:sergio@sergiozymunt.com)

0 of 0 points



Your name

Sergio Zygmunt

What county are you running for elected office in? \*

San Mateo

What type of local office are you running for? \*

Mayor

City Council

County Supervisor

Other: \_\_\_\_\_

What city, town, or county are you running for office in? (e.g. Oakland, Los Gatos, San Mateo County). \*

San Mateo

If applicable, indicate the specific ward or district you are running for (e.g. "Ward 3", "District 4", etc.). If not applicable, leave blank.

District 3

Candidate Questions

0 of 0 points



The following are general candidate questions for all candidates.

What forms of transportation, including transit and active transportation (bicycling, walking, scooters, wheelchair), do you use on a regular basis and for what types of trips?

I walk, use an electric scooter, and ride Caltrain and Sam trans regularly. While I do work from home, I do take Caltrain when I need to go into San Francisco for work. Also, I try to take as many trips around town and beyond via my scooter/walking and transit.

Transportation is the largest single source of carbon emissions in California, and in the Bay Area, and the largest share of transportation emissions come from single occupancy vehicles. What do you see as the quickest and most cost-effective way to achieve substantial reduction in transportation-related GHG emissions? And if elected, what actions would you prioritize to bring about a substantial reduction in transportation emissions?

Reducing the number of personal transportation vehicles (cars/trucks) is a great step. Encouraging people to take transit is another good step. Finally, helping people work from home if they're able to is another major part. While I fully support electrification efforts of transit systems, I do not want to distract people from the fact that the emissions from transit are "efficient" because many people are being transported with the emissions.

[Traffic violence and deaths in California are increasing annually](#); in 2021, 4,258 people died in vehicle crashes, a 10.7% increase from the prior year. If elected, what will you do to reverse the trend, increase street safety, save lives and reduce injuries in our community? What policies or specific projects would make the greatest impact?

Encouraging people to take transit is always a good idea, but we also need to make transit safer - meaning making real protected bike lanes and more transit oriented development. Getting cars off of the road should be a priority.



Transportation planning in many Bay Area communities focuses on serving commute hour trips, to work, to school, which often benefits middle class and more wealthy commuters, and gives less priority to improving travel options for everyday trips, particularly for low income people and people of color. What changes are needed to improve mobility in lower-income communities and what concerns do you have that such changes could impact regional transportation priorities?

We need to decrease headways between stops, making transit a viable option for people with strict schedules. Transit should not interact or be in the same lane as cars to make service better. Finally, public safety efforts should be made to ensure the public from all backgrounds feel safe riding transit at all times.

In what circumstances do you support removing parking or repurposing vehicle travel lanes to create safer and more efficient bus, biking, and walking options? How do you propose balancing the demands of different interest groups who may disagree on how streets should be designed?

Streets should be designed to support modern transportation, including personal transit (bicycle/scooter) and public transit. Bike lanes should be actually protected with more than pylons. I would support separating public transit from road traffic to improve service. People are always going to disagree with transit, so a public education campaign would be critical. These changes are necessary to ensure our area is ready for the future.

What do you think are the most important actions that can be taken to make public transit safe and accessible for all communities?

Improve headway, improve public safety, and make fares more fair for people utilizing multiple systems.



What three specific streets or corridors in your community should be priorities for improvements that would reduce traffic violence, incentivize sustainable transportation, or both? What specific improvements would you support (e.g. adding bike facilities, reducing speed limits, widening sidewalks, repurposing travel lanes as transit priority lanes, conversion to 'slow streets') - and how can improvements be completed quickly and efficiently?

El Camino Real, B St (in San Mateo,) and 3rd Ave in San Mateo should all be addressed. El Camino Real needs traffic-separated transit such as Bus Rapid Transit. B St and 3rd Ave should be made slow streets to create "strong towns"/"5 minute towns" to better the lives of people who live downtown.

Public transit in the Bay Area is highly fragmented, with 27 transit agencies, each with different fares, schedules, branding, and customer information. This keeps ridership low, and low income and transit-dependent people are particularly burdened. Polling indicates that 89% of the public supports legislation to create "one seamless, multimodal transit system...with consistent mapping and signage and regional fares"; and 83% support combining BART and Caltrain into an integrated system. Do you believe it should be a priority for the region to create an integrated transit system? And as an elected leader or potential member of a local transit agency board, would you support state legislation that advances a more integrated, high ridership system, even if it diminishes local control?

I would support efforts to harmonize and consolidate these systems. Not only would this ensure fairer fares, it would also harmonize schedules to decrease the amount of time people have to wait for transfers. It would also allow for a common priority set - meaning that one transit system won't leave passengers behind of their inbound transfer is delayed - a sometimes seen at the Caltrain/BART Millbrae station.



How would you support transit-oriented development in your community, and what specific policies should be prioritized to ensure that newly built projects promote sustainable and equitable mobility. (Examples: 'unbundled' parking, a transportation demand management ordinance, congestion pricing). Are there any specific planned TOD projects in your community/district that you have opinions about?

100% of new developments should be transit oriented. We need to stop designing cities for cars. The recent Assembly Bill that cut the minimum parking space requirement is a great start, but we need to ensure transit is one of the first steps that is considered in any development plan. We can help people get out of their cars and get onto transit by cutting fares, reducing the incentive for vehicle traffic, and by building nice homes and workplaces near transit.

---

Are you running in any of the following specific races? (There are a couple of locally specific questions for specific races) \*

- Oakland City Council or Mayor
- Palo Alto City Council
- Mountain View City Council
- Not running in any of the above races.

Mountain View specific candidate questions

0 of 0 points

The following additional question is for Mountain View City Council candidates only.



Do you have specific plans on how to make public transit in the city really useful (e.g. providing high frequency bus connections serving the largest number of people with priority for high-density areas and most popular destinations)? Do you think you could leverage Measure P funding and the existing MVCS and MVGo systems to do this quickly and without waiting for VTA?

.....

Oakland-specific candidate questions

0 of 0 points

The following additional question is for Oakland City Council or Mayoral candidates only.

Do you support the development of a transit plan for the City of Oakland, in coordination with AC Transit and BART, that identifies an interconnected network of streets/bus routes to be converted into bus rapid transit (BRT) routes, in-fill stations along existing BART lines, and transit-oriented development opportunities throughout the city? If so, what steps will you take to advance this effort?

.....

Palo Alto-specific questions

0 of 0 points

The following additional question is for Palo Alto City Council candidates only.

Have you read the Bicycle and Pedestrian Transportation Plan (BPTP) and Comprehensive Plan Transportation Element? Which three recommended BPTP projects rise to the top for funding next in your mind? Why? If these projects are not currently funded in the budget, what infrastructure projects might you delay or cut in order to make budget resources available for your chosen project more expediently?

.....



# Google Forms

