



## Adlah Chisti - *Ride the Vote!*

### 2024 San Francisco Board of Supervisors candidate questionnaire

**1. What office are you running for?**

Board of Supervisors, District 11

**2. What is your name?**

Adlah Chisti

**3. Do you have a section on your website about public transit, transportation, or mobility? If so, please provide a link.**

[www.adlahchisti.com/policy](http://www.adlahchisti.com/policy)

**4. How do you usually get around San Francisco? Please tell us when and why you use cars, trains, Muni buses, bikes, walking, wheelchairs, or any other mode you frequently use for transportation.**

I use MUNI specifically number 29, 54 and the K line

**5. How often do you ride public transit?**

Almost everyday. Often it is difficult as a caregiver and a mother of a young child to travel safely on the bus with all of them. In District 11 the needs are different. We have families that are multigenerational like mine and we often will need to use our cars or opt to not travel and stay at home. Public transportation in our neighborhoods makes

essential travel easier and getting around is convenient as an individual. As a single parent I love riding the bus with my daughter.

**6. If elected, what would be your top transportation priorities? This can include priorities related to public transit, active transportation, driving, or any other mode of transportation.**

- Electronic vehicle shuttle service for our seniors
- Using AI to ensure bus frequency and peak hour commute frequency
- Underground street cars, K, M, J Lines leaving Balboa Park Station
- Taxing autonomous vehicles and ride shares to maintain our roads and invest in public education and housing and supporting free muni for all.

**7. San Francisco's [Transit First Policy](#) applies to all officers, boards, commissions, and departments of the city and county, and states that within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile. Do you support the principles laid out in the full Transit First Policy? If so, how will you use your position to advance the policy?**

Yes. For public and active transportation to be an attractive alternative to individual vehicles San Francisco must make sure that there is adequate infrastructure in place. Bike lanes should be clearly marked and protected. MUNI and BART must be reliable, safe, convenient, and most importantly affordable. As supervisor, I plan to support legislation that supports these principles.

**8. What role do you think law enforcement, fare enforcement, community ambassadors, and private security should play, if any, in patrolling transit? What should Muni do to improve safety and the sense of safety for riders?**

Law and enforcement are important for public safety and are a basic necessity. We should continue to use cameras on buses for the safety of the passengers and the drivers. Enforcement is a jurisdictional issue and I would seek community input to address this issue. Community ambassadors are important. Cameras and technology are important for rider safety and driver safety.

Fare enforcement In this case there is an issue of equity in terms of fines applied. Often youth, seniors and lower income families use transit. I believe the MUNI should be free for San Franciscans, and I want to work towards this. We should be

encouraging people to take the city buses and not penalize people if they cannot afford bus fare.

We should switch to allow people to pay with cash, debit cards or electronic pay systems and shift the change from a separate ticketing system altogether. This incentivizes payment instead of evasion for now.

9. Muni is facing a budget deficit of up to \$322m starting in 2026. How would you work towards financial stability for Muni? What new revenue sources should be on (or off) the table? How should the City address the deficit if funding from other levels of government do not materialize? If new sources of funding are not found, what kinds of SFMTA cuts would you support or oppose?

We have to address the mismanagement of funds at SFMTA. This is one of the largest budgets and we should ensure funds are reaching operators, and are funds benefiting riders.

We should have better public private partnerships with transit to incentivize funding sources especially with larger corporations. We should also tax ride share cars and autonomous vehicles to fund public transportation. I think before making any cuts to MUNI lines or operations we must collect data to see which lines/ stops are the most used and make sure we do not cut any popular routes.

10. Since the pandemic, different Bay Area transit agencies have adopted a variety of fare policies to help recover ridership and revenue. This year, [Muni approved](#) a 14% fare increase for most of its riders. On the other hand, San Francisco Bay Ferry [lowered fares](#), and has seen ridership grow quickly as a result. Petaluma Transit also expects to see [large increases in ridership](#) since using the city's general fund money to make fares free this year

Currently, only about [8%](#) of Muni's total revenue comes from fares.

What role should fares and fare increases play in the future of Muni? Do you support raising fares to balance Muni's budget and keep up with the cost of inflation, or should Muni consider lowering or freezing fares to grow ridership? If you support raising fares, how should Muni address equity concerns for low-income riders, most of whom are not enrolled in Muni's Lifeline discount program? If you support fare-free public transportation or fare freezes, what alternative funding sources do you support?

I do NOT think fare increases are necessary to provide quality transit. MUNI should be free for all to increase usage and decrease personal vehicle usage in San Francisco. We should tax the billionaires and massive tech companies that use San Francisco as an experimental tech playground with autonomous vehicles to make up for the lost revenue and fund free public transit for all.

**11. How should San Francisco work toward equitable access to public transit for all people, no matter their race, gender, abilities, neighborhood, income, or other characteristics? Do you support or oppose any local or regional transportation projects or policies because of the effect they will have on equitable transit access?**

We need to make sure that San Francisco is accessible to everyone. When it comes to policies and projects, I support initiatives like Vision Zero, which focuses on enhancing pedestrian and cyclist safety, especially in lower-income neighborhoods where infrastructure is often inadequate. I'm cautious about policies or projects that could contribute to gentrification and displacement, such as transit-oriented developments that might increase housing costs in already vulnerable areas. It's crucial to ensure that transit improvements are balanced with protections for current residents so that everyone benefits from equitable access to public transit without negative consequences.

**12.A [1993 ballot measure](#) made it official city policy that all elected city officials must ride Muni or other public transit to work at least twice a week. If elected, how closely will you abide by this policy?**

I plan to ride public transit to work everyday. Oftentimes with the traffic it is much more efficient anyway!

**13. San Franciscans have strongly supported SFMTA's independence from the city's electoral politics in two separate elections over the past several decades, including Prop E in 1999 and Prop A in 2007. What are your positions on SFMTA's independence from the Board of Supervisors and the Mayor's office? How would you make SFMTA more accountable to San Franciscans?**

We must maintain a robust system of checks and balances, especially in public transit, which serves the needs of all residents. Smart, forward-thinking policies are essential, and incorporating sunset clauses on ballot measures would allow voters to reassess and address evolving transit issues every 10 to 20 years. This approach ensures that our transit system remains responsive and adaptable to the changing needs of the community.

14. Transit-only lanes provide faster and more reliable service. They prevent buses from being stuck in traffic and save money that can be reinvested in additional transit service. If elected, would you work to expedite the creation of new transit-only lanes in San Francisco? What streets in your district would you prioritize for transit-only lanes and other needed transit improvements?

If elected, I would strongly advocate for accelerating the creation of new transit-only lanes in San Francisco. In my district, I would prioritize streets that have high ridership and frequent congestion, as these are the areas where transit-only lanes would make the most impact. Streets like Alemany, Ocean, and Mission could benefit significantly from dedicated lanes, helping to reduce travel times and improve overall service reliability. I would also focus on making other transit improvements, such as better bus stop amenities, increased frequency of service, and enhanced pedestrian safety measures, to create a more integrated and efficient transit network that meets the needs of all residents.

15. Did you support [Proposition A \(2022\)](#), which would have authorized up to \$400m in general obligation bonds to support SF transportation infrastructure projects?

Yes

16. Did you support [Proposition I \(2022\)](#), which would have reopened the Great Highway to cars at all times, and reopened JFK Promenade to cars on weekdays?

No

17. Did you support [Proposition J \(2022\)](#) which codified a permanent car-free JFK Promenade?

YES (at the time and now we have made Golden Gate Park completely inaccessible to the south and east sides for working class and seniors)

18. Did you support [Proposition L \(2022\)](#), which approved a new 2022 Transportation Expenditure Plan and extended an existing half-cent sales tax for transportation for 30 years to fund the plan?

Yes

19. Did you support [SB 1031 \(2024; Wiener, Wahab\)](#), the authorizing legislation for a regional transportation funding measure?

Yes

20. Do you support this year's [Proposition L \(Fund the Bus\)](#), which will tax ride-hail companies to generate up to \$30 million annually for transit in San Francisco?

yes

21. Do you support this year's [Proposition K \(Ocean Beach Park\)](#), which will create a new park by permanently closing the Upper Great Highway between Lincoln Way and Sloat Boulevard to cars?

No. With better engineering, construction, and design we can create an underground tunnel system for cars to go through if it is a possibility and have the park on top. Taking away the Great Highway would primarily affect the working class who use it to drive southbound to work. There must be a hybrid solution to please both parties.

22. Do you think the City should be doing more to improve public transit and encourage transit ridership in District 11? If so, how can the City better meet those goals?

Yes, district 11 should have increased transit services and MUNI stops with clearly and accurately listed times of service with benches. I also believe we can improve upon our bike lanes by making them more protected from cars and shifting the street parking to be separated from bike lanes to prevent blockage and risks.

23. Earlier this year, the SFMTA Board approved the M Ocean View Transit and Safety Project, which aims to improve transit reliability and accessibility and enhance safety for people walking on San Jose Avenue. What are your opinions on the project and its final design? What is your vision for the future of the M? Are there other transit lines in your district that you would like to see outfitted with similar improvements?

I appreciate that the final design takes community feedback into consideration and benefits pedestrians and transit. Dedicated transit lanes and upgraded crosswalks, should help streamline service and reduce delays, making the M line a more reliable option for daily commuters. My vision for the M line is to see it continue evolving to make it efficient, accessible, and safe public transit. I would like to see more enhancements eventually such as more frequent service, improved station amenities, and additional safety measures. Lines like J and K could use more improvements like better reliability and safety by adding dedicated transit lanes, upgraded stops, and pedestrian-friendly infrastructure.

*Note: This Ride the Vote! questionnaire is provided to the public for informational purposes only and does not imply endorsement by San Francisco Transit Riders. San Francisco Transit Riders does not endorse electoral candidates. Responses to this questionnaire are presented as submitted by the candidate unless otherwise noted.*



San Francisco Transit Riders is the city's member-supported, grassroots, nonprofit advocate for excellent, affordable, and growing public transit. We believe that empowering everyday transit riders to speak up for rider-first policies will bring us the world-class transit system we need for a livable, sustainable, and accessible San Francisco.

[www.sftransitriders.org](http://www.sftransitriders.org)

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