



Alan Wong - *Ride the Vote!*

2024 SF Community College Board candidate questionnaire

1. What office are you running for?

Community College Board Trustee

2. What is your name?

Alan Wong

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

N/A

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.

For much of my youth, I grew up in San Francisco with public transit as my only option. My family could not afford a car. As a SFUSD school kid and Student Advisory Council member, I would take MUNI to my school and community meetings and go back home late at night on MUNI.

I use public transit around three times a week. Historically, my primary line is the L-Taraval to go to work, downtown, city hall, or special events. Although during the L-Taraval construction, I have often just walked to West Portal to take any line available. My other forms of transit are driving, walking, and rideshare. I use a car around three times a week. I use rideshare when I am in a rush. Walking, paired with one of the

other transit options, is almost always a significant part of my movement around the city.

The determinants for my transportation choice include: Time constraints, convenience, dependability, weather, and safety.

5. How often do you ride public transit?

I use public transit around three times a week.

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

My top transit priorities would be:

Free or subsidized City College student fare fee transit pass

Making City College a hub for public transit, bicycling, and walking by increasing cooperation with BART, MUNI, SFMTA and other agencies

Making sidewalk and street improvements to improve walkability and pedestrian access to campus. See the next question answers for specifics.

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. How will you use your position to advance the Transit First Policy for people commuting to and from City College?

Improving transit access to City College will increase equitable access to education, student and employee safety, and student enrollment. In order to make most of the transit in and around campuses, we would need the SFMTA to take action.

From 2016 to 2023 there were three pedestrian fatalities along Ocean Avenue and three motor vehicle collision fatalities along Ocean Avenue or Judson Avenue. According to the City, San Francisco's "Vision Zero" policy represents the City's commitment to eliminating traffic deaths on our streets by 2023 through building better and safer streets, educating the public on transit safety, enforcing traffic laws and adopting policy changes. The construction of a new Performing Arts and Education Center and Science, Technology, Engineering, Arts and Mathematics Building will increase demand for and reduce the number of parking spaces available at the Ocean Campus.

In a 2018 City College of San Francisco survey of mode of transportation by students: 48% of students took transit, 6% of students took active options such as biking or walking, 33% drove alone, 10% participated in a carpool. For employees: 22% of employees took transit, 5% of employees took active options such as biking or walking, 66% drove alone, 4% participated in a carpool.

In a 2018 City College of San Francisco outreach event targeting students on campus and asking how City College of San Francisco should allocate resources for transportation: 29% of students favored improved connections to Bay Area Rapid Transit and Muni (such as better access pathways, lighting, crosswalks, and improvements to bus stop facilities) and 27% of students favored subsidizing transit passes for all students. For employees: 26% of employees favored safety improvements and 24% of employees favored improved connections to Bay Area Rapid Transit and Muni.

Recommended core measures in the City College of San Francisco Ocean Campus Transit Demand Management (TDM) Plan included: improving connections with Bay Area Rapid Transit and Muni stations by working to address sidewalks, crosswalks, and other environmental issues requiring cooperation with San Francisco Municipal Transportation Agency, improving signage supporting bikeways and pedestrian access, and improvements to bicycle and pedestrian network, such as marked bicycle lanes, high quality sidewalks and campus pathways.

City College of San Francisco Associated Students and community have also consistently advocated for free or subsidized student transit passes for students, including Assembly Bill 610 Youth Transit Pass Pilot Program: free youth transit passes, which would create a five-year Youth Transit Pass Pilot Program to providing grants to transit agencies to create or expand free fare transit programs for college and K-12 students. The Free Muni for Youth Program began as a pilot in March 2013, providing free Muni rides to children ages 5 through 18 who reside in low to moderate income households. In 2021 the San Francisco Municipal Transportation Agency Director estimated a cost of \$20 million to pay for City College student transit passes for all students.

It is essential for City College of San Francisco to clearly communicate transit improvement priorities and represent the interests of students, staff, and City College to the SFMTA. Transit improvements in and around City College for public transit, roads, bicycle lanes, and sidewalks effects or is under the jurisdiction of multiple

government agencies and will require interagency cooperation. Here's what we can ask other agencies to work with City College on:

Work on a multi-agency effort for a free or subsidized student transit pass in partnership with San Francisco Municipal Transportation Agency and/or Bay Area Rapid Transit

Work with SFMTA and BART to make City College a transit hub such as making it easier for students and employees to get to and from the BART station, make permanent environmental changes on roads, and incentivizing sustainable transportation

Expansion of the northside Ocean Avenue pedestrian sidewalk adjacent to City College and bicycle lane

Creation of a sidewalk on the southside of Havelock Street between City College and Havelock Bridge

Creation of a sidewalk on the southeast-side of Circular Avenue between Havelock Bridge and Judson Avenue

Painting of a crosswalk at both Cloud Avenue street crossings intersecting with Frida Kahlo Way

Ensure necessary crosswalks between Balboa Park and City College to promote safety for pedestrians and those using wheelchairs

Half of students take public transit to City College. I would like to see internal structural changes to make it easier for students and staff to bike, walk, or take public transit to the college such as:

Develop a comprehensive sustainable transportation plan, including a systematic review of City College facilities to identify ways to make City College safer for pedestrians and those using wheelchairs to access

Expand the existing programs providing subsidized and free passes for students and employees

Proper lighting and visibility to support security and prevent accidents during the night

8. How can City College help make access to campus easier for people who cannot or do not drive?

City College can make access easier for people who cannot or do not drive by:

Making a City College student transit fare free pass available

Coordinate with BART and MUNI to make it easier for students commuting via Balboa Park Station or other major transit hubs to make the last mile

Make sidewalk and street improvements to increase safety, walkability, and ease of access for pedestrians. This can include expanding sidewalk space, improving lighting, and clearly delineated pedestrian crossings.

9. Earlier this year, the City College Board of Trustees approved a [Green New Deal for City College](#), which calls for City College to “promote mass transit methods, including free public transit for students,” but sets no specific benchmarks toward achieving that goal. How can public transit help meet City College’s climate goals? Should City College set more specific transportation goals to encourage bus ridership over cars and reduce carbon emissions?

Thank you for referencing the Resolution Supporting a Green New Deal for City College and Adopting a Climate Action and Sustainability Plan. I was proud to have worked over the course of three calendar years to develop the policy. I do acknowledge that the policy can be expanded to further meet all of our environmental areas and am open to learning how we can improve and expand our climate action policies.

Acknowledging that the SFMTA governs public transit, the most achievable goals that are within the scope and control of the City College Board is looking at opportunities to advocate and work with SFMTA to increase student access and incentives to utilize public transit.

The following are the opportunities for us to advocate and work with SFMTA that can lead to increased bus ridership and reduction of carbon emissions:

-Fare free student transit pass

-Coordination of resources to develop City College locations as transit hubs

-At SFMTA and City controlled properties near City College, advocate for changes that would shift incentives to encourage bus ridership, by improving reliability, convenience, dependability, and safety of public transit

10. What role do you think law enforcement, fare enforcement, community ambassadors, and private security should play, if any, in patrolling the transit lines that serve City College?

As I mentioned earlier, the determinants for my transportation choice include: Time constraints, convenience, dependability, weather, and safety. Any practical action that the SFMTA can take to make transit lines more attractive for me and the general public as consumers while remaining consistent with our San Francisco culture and values of nonviolence, I am willing to support.

11. 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?

Per my earlier questionnaire answer, I already ride public transit regularly and meet this City policy declaration.

12. Students are working to get fare free student transit passes for all students at City College. This year, City College [received discretionary funding](#) from Senator Padilla (Dem-CA) to start a transit pass pilot program. To fully fund fare free passes, City College will need to find additional funding. Do you support using the funding remaining from past years of the Free City funds to offer fare free transit passes for students who live in San Francisco? What other funding pathways should City College pursue to provide transit passes for all students?

Yes, I fully support using remaining Free City College funding for student transit passes. Student and transit groups have consistently advocated at the Free City College Oversight Committee for fare free transit passes for students. I support their advocacy. In order to use remaining Free City College funding for purposes other than free tuition, we must protect Free City from budget cuts and advocate for the Mayor and Board of Supervisors to expand the use of Free City College funding.

As a City Hall education policy advisor in 2019, I was the principal legislative staffer that worked on drafting and passing the current Free City College program, guaranteeing a decade of Free City College for all San Franciscans.

Now the City has reneged on that ten-year agreement, taken Free City College reserve funds meant for students to address its budget deficit, and plans to further downsize Free City College starting in the 2025-26 academic year so the program will only provide tuition-free enrollment for some classes, not all. The plans to further downsize by the City will likely come out later this year and are being proposed for the 2025-26 academic year.

San Franciscans voted for Prop. W in 2016 to support and provide funding for Free City College. Turning back on the 2019 agreement would undermine student access to higher education and destabilize City College, particularly as it faces impending financial hurdles and is counting on stable enrollment growth.

For a small fraction of the City's \$16 billion budget that should have already been set aside for Free City College, San Francisco can uphold its promise of free community college tuition, and even expand support for student debt relief, basic needs, and public transit.

City College is San Francisco's only lifelong learning institution where all residents — regardless of age, income or background — can enroll for free. Free enrollment is essential to our mission of removing barriers for low-income students, historically marginalized communities, working students and parents who need childcare to attend classes.

I will defend the Free City College program and negotiate hard to ensure that all City College classes remain tuition free and support expansion to fare free student transit passes.

13. Did you support the SFMTA's [Frida Kahlo Way Quick-Build Project](#), which will remove some curb parking spaces to add pedestrian safety improvements and bike lanes on Frida Kahlo Way and Judson Avenue? Why or why not?

The Board of Trustees and I unanimously voted to support postponement. While I cannot speak to the rationale behind the vote for other trustees, I can share my own perspective and reasons.

Our Student Chancellor, Student Trustee, and Associated Students all approached the Board of Trustees asking for a deferral, expressing their desire for and lack of available affordable transit alternatives, including getting SFMTA to hear their request for fare free transit passes for City College students. As City College Trustee, I believe that my

#1 constituency are the students and I wanted to support their request. After that, I worked to introduce student groups with the Bicycle Coalition and SFMTA in order to have good faith discussions and make positive progress on the issue. I also connected with the SFMTA to ensure they had an opportunity to present to the college community.

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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.

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