



Allen Jones - *Ride the Vote!*

2024 San Francisco Board of Supervisors candidate questionnaire

1. What office are you running for?

Board of Supervisors, District 5

2. What is your name?

Allen Jones

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

<https://www.d5campaign.com/electric-wheelchair-charging>

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.

Electric wheelchair.

5. How often do you ride public transit?

Almost never.

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.

Public electric wheelchair charging stations.

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?

I do not support these principles because they are incomplete.

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?

I am not qualified to answer this question because I have not used a public transit in some time.

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?

I would support cutting fares.

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?

Again, I support lowering fares.

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?

Yes.

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?

Does not apply to me. Not only do I use a mobility scooter/wheelchair, I only live three blocks from City Hall.

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?

SFMTA should only be independent if they receive no funds from the city.

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?

I support bus only lanes.

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. But I do not support JFK restrictions.

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

No.

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?

I do not recall, but it sounds like something I would support.

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

I do not recall.

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?

No.

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 position.

22. District 5 residents rely on Muni routes 31-Balboa and 21-Hayes, which both connect the Tenderloin to other communities on the west side of the district and beyond. Neither of these routes have yet returned to pre-pandemic ridership levels, and the 21 currently has the lowest ridership recovery out of all of Muni's active lines. Will you work to keep the 31 and 21 running in the face of Muni's budget deficit? If so, how?

No.

23. Masonic Street, Divisadero, and most of the Tenderloin are all part of San Francisco's [High Injury Network](#) – the 12 percent of city streets where 68 percent of severe and fatal traffic injuries occur. For transit riders, accessibility and pedestrian safety are concerns when traveling to and waiting at bus stops. How will you work to help people have safe access to, from, and at bus stops, especially in areas on the High Injury Network?

I don't like this question. But based on things I have seen, people need to pay more attention and injuries will go down.

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

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