



## Chyanne Chen - *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?**

Chyanne Chen

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

<https://www.chyannechen.com/issues>

**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 live within walking distance of Balboa Park BART Station. I love walking and using public transit, which is a more affordable and often more efficient way to get around, especially when going downtown.

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

Most days I walk to Balboa Park BART or take the #14 and #29 buses to get around the city.

**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.**

I support efficient, reliable, stable and affordable public transportation for the health of the city, investing in infrastructure for our residents and small businesses, vision zero goals for pedestrian and bike safety, and lowering gas emissions for our planet. From an equity standpoint, public transportation ensures equal access to all parts of our city, regardless of where someone lives and whether they can afford a car. Our goal should be to fully support and fund effective public transportation to ensure its long term stability in the city and in the region.

We must make it easier for residents to use transit and we can make a positive difference now by restoring lost connections and service. I've seen how the loss of the 14X line has significantly lengthened commute times for the cross city connect, especially access to Chinatown. The consolidation of bus lines over the past 10-15 years has made it difficult for seniors and people with mobility issues trying to get around the district. SFMTA removed some "redundancies" by moving the 54, 52 and 29 lines, but as a result, those lines became less accessible to many. The 29 line serves youth who travel across the city to get to school. It is often extremely packed.

In addition to encouraging public transportation and active transportation, we need to reckon with the fact that some households are unable to give up their private vehicles. Thus, we need to build incentives to encourage carpooling, reducing vehicle miles traveled, retiring older vehicles, or otherwise building efficiency. We also need to aggressively support car electrification through charging infrastructure, education, incentives, and pro-electrification policies.

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 support Transit First principles, prioritizing multi modal public transportation for the many versus prioritizing the needs of individual automobile drivers. We need to reduce our carbon footprint, developing the infrastructure that supports public transportation – sidewalks, bus stops, transit stations like Balboa Park Station.

The Transit First provisions have not fared well in D11. Balboa Station needs improved pedestrian safety and disability access, better systems of transit flow, traffic signals, street design; and equitable policies for seniors and people with disabilities, families with children, workers, etc.

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 want to work with MUNI to improve pedestrian safety around transit stops. I will advocate to improve transit stop safety by ensuring they are well-lit, regularly patrolled, and equipped with emergency call boxes, providing a secure environment for individuals, especially women, waiting for public transportation.

Communities are safe when there are more eyes and ears of people looking out for each other; public-sector and non-profit community ambassadors are excellent at creating safety and supporting transit corridors.

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 fully support robust public transportation funding as we move towards a cleaner, more sustainable future. In addition to advocating for state and federal funding, we should consider local and regional revenue measures, and also create incentives for employers to support employees to choose public transportation. SFMTA cuts need to prioritize protecting low income and obligate riders and consider climate impacts.

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?

Fare increases need to incorporate equity concerns to ensure that obligate riders especially low-income people, children, and seniors are not adversely affected. For non-obligate riders, we need to incentivize people to choose public transit through predictability, reliability, and low or even no fares. If we increase the pool of riders and invest in public transportation as a public good, we are more likely to have public support for revenue measures.

I support fare freezes and fare-free transit, beginning with a pilot program by tapping philanthropic dollars and temporarily reducing the costs of fare enforcement infrastructure. If successful, we could look at permanent funding through the budget process or going to the ballot.

**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?**

Transportation justice is inextricably linked to climate justice and economic justice. We need transportation policies that prioritize the health of our planet and the needs of riders, who rely on public transportation for school, work, and accessing services. Transportation should build a more equitable society by connecting people to opportunities, and encourage healthy options like walking, micromobility, and mass transit. Public transportation should be enticing to all elements of society as a shared and desirable public good.

**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 would mainly get to City Hall by taking BART from Balboa Park near my home.

**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?**

I support devolving the SFMTA's power, which solely comes from the Mayor, in favor of a structure that is more independent, democratic, and accountable to San Franciscans.

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?

Firstly, I want to ensure that D11 gets a comparable investment in transit services as other parts of the city, which it currently does not get. We have lost the 14X, and during commute hours, the 14R is often too full to pick passengers waiting at the bus stops in D11. So I support transit-only lanes and other solutions that would make bus service more reliable, and, I think we need to ensure that D11 has the adequate number of buses to meet its demand in the first place. Any decision making process about transit lanes also needs to be inclusive and accessible, focusing on the riders who need it the most.

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?

Abstain

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

I abstained for Prop I and J because I do not believe that those decisions should be made through a ballot measure. The pandemic is a great example of when the City needs to quickly respond to emerging needs. We need to ensure there is proper community input when making decisions about our streets, but setting this in stone through a ballot measure and not having the ability to change it to meet the needs of the times until the next election cycle is not conducive to problem solving.

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. While I generally find sales tax regressive and disproportionately impacting low-income communities, I support investments in public transportation and infrastructure.

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 (see my explanation for Prop J 2022)

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?

Many people in my district, especially youth and seniors, rely on MUNI and BART to access services, which can often become overcrowded. I want to ensure that transit lines are reliable, wait times are reasonable, and that D11 residents can get downtown and to other parts of the city efficiently. Many workers rely on cars when public transit just isn't predictable enough to meet their needs. We need safer roads that reduce congestion and driver incidents, and more infrastructure to encourage alternative active transportation options. We also need cultural programming to encourage these shifts to walking, biking and public transit use.

Public transit improvements need to be intentional and can sometimes have adverse effects. Low-income and immigrant residents in D11 overwhelmingly depend on cars as their primary mode of transportation. Loss of parking and road closures disproportionately harm low income D11 residents. We need to ensure public transportation improvements also address people who drive. I support a community-led process that is "bottom-up" rather than "top down".

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?

District 11 residents need a safe and reliable M Ocean View line. I am supportive of the proposed changes and the work needs to continue connecting with the community during construction, implementation, and beyond, because safety is not just about the infrastructure, but the behavior and culture interacting with the 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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