



Connie Chan - *Ride the Vote!*

2024 San Francisco Board of Supervisors candidate questionnaire

1. What office are you running for?

Board of Supervisors, District 1

2. What is your name?

Connie Chan

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

<https://www.conniechansf.com/post/demanding-transit-safety-equity-and-efficiency>

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 grew up in Chinatown and relied on public transit and walking. I have always appreciated how Muni gave me an affordable way to get around the city, and that is one reason why I've championed free Muni.

Today, as a resident of the Outer Richmond, I drive to work at City Hall and on my way, I drop my kiddo off at school. I'll take different routes to downtown, taking Geary, Clement or Balboa so I can survey street conditions and maybe grab some breakfast to-go (usually dim sum on Clement).

Most days, I'll have multiple events or community meetings scheduled back-to-back from the Civic Center to the Richmond or other neighborhoods before heading home.

On my way home, as in the mornings, I switch routes so I can check on street conditions in different pockets of the Richmond. When I have a day of meetings and events in the Richmond, I prefer to walk around the neighborhood if my schedule allows.

5. How often do you ride public transit?

As a teenager growing up in Chinatown, and as a staffer and community activist, I relied solely on Muni to navigate the City. When Muni was unreliable, I would walk. I didn't own a car until I was in my 20s and my job needed me to travel across the city and I couldn't rely on transit. Currently, I take public transit when it's convenient and my schedule permits.

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.

Reducing traffic injuries and fatalities, and ensuring safe and efficient public transportation is one of my top goals. We need to ensure the departments responsible for implementing Vision Zero and managing our public transportation are accountable and focus their efforts on the basics of making our streets and transit systems top notch.

I have sponsored legislation to streamline lengthy City procurement processes to more quickly deliver approved Vision Zero projects and also allow our Public Works department to help SFMTA implement these projects more quickly.

I also have commissioned a District 1 mobility study to redesign safety in the Richmond for pedestrians, cyclists and transit riders. The study will identify existing challenges throughout the district and develop near- to long-term strategies to improve pedestrian and bicyclist safety, create transit reliability, and shift neighborhood trips from driving to transit, walking and biking. The study has identified near- and long-term improvements that our residents would like to see implemented, including a mobility hub that connects micromobility to public transit.

In my time in office, I have also advocated and approved funding for new speed camera installations, traffic signal and pedestrian safety improvements, including a rapid flashing beacon on 38th and Geary, and secured state funding to install a protected bike lane on Arguello from the Presidio to Fulton Street.

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?

In order to implement a truly Transit First policy we must invest in our public transit. This means securing a progressive funding source to make Muni fully free; prioritizing reliability, efficiency, safety; and holding SFMTA accountable in management. We must also ensure safety by increasing safety at bus stops with adequate shelter, increased lighting, and regular patrol for rider safety. Finally, for equitable access, we need to connect our modes of transit, not just in San Francisco but throughout the Bay Area.

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?

In recent years, it is evident that our Asian seniors often don't feel safe on transit, especially in light of the anti-Asian attacks that have increased since the pandemic. I have requested SFMTA have ambassadors on the buses and staff at bus stops to assist passengers and step in if another rider is being aggressive towards other riders. Ride-alongs and patrolling of bus stops are especially important during peak ridership hours in addition to the lowest ridership hours late at night. We also must make sure the cameras on the buses actually work to both be an adequate deterrent and for investigations.

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 support Prop L, the ComMUNity Transit Act, to expand the tax on transportation network companies to make sure they pay their fair share. This is a first step and we need to continue working on these types of progressive funding models that build on state and federal support to create a source of funding we can continue to rely on for operations, not just capital improvements.

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 support free Muni for all San Franciscans, so those without a car or those who need incentives to drive less, can access our public transit system and increase ridership. I have called for SFMTA to restore its transit lines to pre-pandemic service and levels to better serve our transit riders.

As Budget Chair for the past two years, I have been on the front line of contending with these difficult choices and have worked closely with community advocates and City departments to take a hard look at their budgets and cut waste and inefficiencies in order to fund critical services.

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?

In addition to Free Muni, I support the Geary/19th Ave. Subway Project, because a subway to the Richmond District would improve public transit access and help residents rely less on their cars. This will also improve the north-south connection between the Richmond District and the rest of San Francisco, which is currently lacking. I also support the 29-Sunset Improvement Project.

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?

Public transit and walking were my only options most of my life and it wasn't until I became a mother and moved to the Outer Richmond that I started driving on a regular basis. We need reliable, safe, and efficient public transportation that serves all

of San Francisco equitably, particularly those who live on the outer edges of our City, and right now, that is not the case.

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 needs to do a better job with managing their operations, and serving the public through community outreach, especially in conducting linguistic and culturally appropriate outreach. They also need to improve how they listen to and problem solve with communities and small businesses, instead of rolling out new decisions and infrastructure and taking feedback later. Without transparency and accountability we cannot tackle a potential \$240 million deficit for SFMTA alone.

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 supported the conversion of temporary emergency transit-only lanes on Geary to become permanent side-running transit-only lanes. Future transit-only lanes should have community support and serve my district equitably. District 1 lacks connectivity north-south so I support improvements to better serve this connection.

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?

I did not take a position on Prop I in 2022. District 1 voters were split nearly 50/50 between Prop J and Prop I.

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

I did not take a position.

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, I voted in support of it as Commissioner of the San Francisco County Transportation Authority.

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, public transit is a public good so we must fund it as such. I'm supporting the ComMUNItY Transit Act because it provides a crucial step forward and requires companies who are profiting from using our roads and our infrastructure, to pay their fair s

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, I do not support a winner-takes-all approach to determining critical issues like banning vehicle access to Great Highway, because it presents a false choice scenario to city planning.

22. The [Geary Boulevard Improvement Project](#) was approved and implemented by the SFMTA last year. The project added transit and safety improvements to the western part of the Geary corridor at the expense of some curb parking spaces. Did you support this project as approved by the SFMTA? Why or why not?

Yes, I supported the implementation of the Geary Boulevard Improvement Project (GBIP) project, working with SFMTA and our local merchants to offset the parking loss along Geary Boulevard by adding angled parking on the side avenues. We can do better and have better transit but not on the backs of our small businesses, this is why we continue to support the remaining elements of GBIP and pedestrian improvements and mitigating parking loss with increased parking on side streets.

23. Do you think the City should be doing more to improve public transit and encourage transit ridership in San Francisco's western neighborhoods? If so, how can the City better meet those goals?

By implementing its own equity plan, drafted in 2018, SFMTA could ensure that everyone has equitable and easy access to public transit. Improving transit reliability, safety and efficiency for cross-town trips is the best way to encourage increased transit ridership in our western neighborhoods.

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.



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