



Daniel Lurie - *Ride the Vote!*

2024 San Francisco Mayoral candidate questionnaire

1. What office are you running for?

Mayor of San Francisco

2. What is your name?

Daniel Lurie

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

<https://daniellurie.com/priorities/climate-emergency-transportation/>

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 own an e-bike and frequently ride to the office and events, in addition to around the neighborhood with my family. Muni is great for when I need to leave the office to go to a meeting in another part of the city. Similarly, BART is useful when I need to attend meetings or events elsewhere in the Bay Area. Since launching my campaign for mayor, I have made a proactive effort to walk and bike with residents and advocacy groups in all neighborhoods throughout the city.

5. How often do you ride public transit?

2-3 times per week

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.**

San Francisco needs a world-class transit system to meet our climate goals and to accelerate our economic recovery. Transit must be fast, reliable and safe. I will bring together people who take transit, bike, walk and drive. Instead of demonizing one another, we will make a comprehensive plan to actually implement solutions instead of just talking about them. Too often bureaucracy and lack of coordination between departments and agencies gets in the way. I will change that. I will also support additional dedicated bus lanes, signal timing and other technology improvements, advocate to the state and federal government for increased funding, and support recruitment, retention, and training efforts for transit operators to alleviate current and future shortages.

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, I support Transit First. Unfortunately, San Francisco's bureaucratic dysfunction sets back transit-first policies and street improvements through poor unaccountable implementation, delays and cost overruns, and unnecessarily angering residents and small businesses. My City Hall Accountability Plan will reform the construction management process to centralize and streamline the process for large public works projects so we can get key projects done.

8. **The Mayor appoints members to the SFMTA's Board of Directors, which provides oversight over agency policy and the Director of Transportation. If presented with a vacancy on the Board of Directors, what qualities would you look for in a candidate for SFMTA leadership?**

When appointing a member to the SFMTA's Board of Directors, I would prioritize candidates with a blend of transportation expertise, finance and budget expertise, equity commitment, and accountability. The ideal candidate should have a deep understanding of urban transportation systems and a proven track record of advocating for equitable access, ensuring that San Francisco's transit system serves all communities fairly. They must value transparency, be committed to holding the SFMTA accountable to measurable goals, and engage with the public effectively. Additionally,

collaborative leadership is key, as the candidate should work well with city departments and stakeholders to advance broader city goals. Lastly, innovative thinking is crucial for addressing modern transportation challenges, so I would seek someone open to new ideas and technologies that can enhance our transit system's efficiency, safety, and sustainability. This approach ensures that SFMTA leadership is both effective and aligned with the needs of all San Franciscans.

9. 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?

San Francisco has a problem with brazen lawlessness that permeates nearly every aspect of our city, with Muni fare evasion being a common and visible example. Fare evasion contributes to setting the tone that there won't be consequences for breaking the rules here. I would increase the visibility of enforcement personnel, conduct random fare checks, deploy more safety ambassadors who can double as deterrents against evasion, and invest in technology to assist enforcement.

10. 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?

While I'll advocate strongly for state and federal funding, we must also plan for the possibility that these funds may not materialize. In such cases, I support making strategic, data-driven cuts that prioritize preserving essential services for low-income and transit-dependent communities. Cuts should focus on underutilized routes and administrative efficiencies rather than essential services.

I'm also committed to the long-term financial health of Muni. This includes modernizing the fleet, investing in operational efficiencies, and securing sustainable funding mechanisms. Additionally, I fully support the Community Transit Act, which aims to provide dedicated funding for transit Muni operations, ensuring that they remain reliable and accessible for all San Franciscans.

My approach will secure diverse revenue streams, advocate for government support, and protect essential services, ensuring Muni remains a reliable, equitable, and sustainable transit system.

11. 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?

Fares play a crucial role in Muni's revenue, but they should not be the primary tool for balancing the budget, especially when ridership is still recovering. With only about 8% of Muni's revenue coming from fares, I believe we need to focus on strategies that grow ridership rather than relying on fare increases, which can deter use, particularly among low-income riders.

12. 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?

Equitable access to public transit is essential for a just and inclusive San Francisco. To achieve this, we must prioritize expanding service in underserved neighborhoods, ensuring that all residents have reliable and frequent access to transit. Affordability is also crucial; I support expanding programs like Muni's Lifeline discount and exploring fare-free options for low-income riders, making it easier for eligible residents to enroll.

Accessibility improvements are needed to ensure that public transit is usable by everyone, including people with disabilities. Additionally, safety and inclusion must be

prioritized, with enhanced measures to protect women, the API community, LGBTQ+ individuals, and communities of color.

Finally, community engagement is key—residents should be directly involved in shaping transit policies that affect their lives. By focusing on these areas, we can build a transit system that truly serves every San Franciscan, ensuring equitable access for all, regardless of race, gender, abilities, or income.

13.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 will be a mayor in the vein of Willie Brown and Dianne Feinstein, walking the streets every day, interacting with the community, and giving direction to department heads based on what I see and hear on the street and public transit. I already take public transit and that won't change when I am mayor.

14. 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?

With SFMTA's independence must come a strong culture of accountability and transparency, which has been lacking in many aspects of city governance. To make the SFMTA more accountable to San Franciscans, I would push for reforms that increase transparency in decision-making processes and establish clear, measurable goals for performance. This includes regular public reporting on key metrics like service reliability, rider satisfaction, and budget management. I would also advocate for a stronger oversight mechanism, where independent audits are conducted to assess the effectiveness and efficiency of SFMTA's operations. Additionally, I would reform the culture inside City Hall by fostering collaboration between the SFMTA and other city departments to ensure that transportation planning is integrated with broader city goals, such as housing and economic development.

15. 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? If so,

what corridors would you prioritize for transit-only lanes and other needed transit improvements?

I would expedite the creation of new transit-only lanes in San Francisco to improve the efficiency and reliability of our public transit system. My focus would be on enhancing key transit corridors, reducing traffic congestion, and encouraging more residents to choose public transportation. In addition to transit-only lanes, I would prioritize upgrading transit signal priority systems, improving bus shelters, and enhancing pedestrian safety around transit stops.

16. While transit ridership is very high in some neighborhoods, it remains lower in others, including San Francisco's outer western and southeastern neighborhoods. As Mayor, how would you promote high transit ridership across the whole city?

Public transit must be a viable and appealing option for all San Franciscans, regardless of where they live. I would focus on improving service frequency and reliability, ensuring that residents in underserved areas can depend on safe, timely, and frequent transit. Expanding transit routes to better connect these neighborhoods, along with investing in necessary infrastructure like transit-only lanes and bus shelters, will make public transit more accessible and attractive. I would also expand fare discounts and programs like Muni's Lifeline to make transit more affordable, especially for low-income residents and youth. Engaging with communities to understand their specific needs and promoting public transit through targeted outreach will further boost ridership.

Rapid-fire questions

Feel free to expand on your answers to any of these questions, but all that we're looking for is a quick "yes" or "no."

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

Please visit my website to learn more about my priorities at www.daniellurie.com

18. 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?

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

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20. 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?

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

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22. 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?

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23. 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?

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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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