



London Breed - *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?

London Breed

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

Yes: <https://www.londonformayor.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.

On my workdays, I take a car between events across the city - though I also opt to walk and take Muni when it's just as efficient. I do not own a car, so on weekends I like to walk, especially on Page Street and along JFK Promenade, and take Muni, like the 22 to the Fillmore or the J to Noe Valley. I've had a Public Bike for years, but there's nothing like an e-bike to get around on the San Francisco hills. I've been renting and borrowing friends' e-bikes recently to find one that I like best. Plus, we've got great bike parking at City Hall.

5. How often do you ride public transit?

I aim to ride public transit regularly, but the frequency varies from week to week depending on my schedule. I most often ride transit on the weekends when I'm not running between meetings across 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.

As I wrote in my Transportation Vision, which you find here with additional details, <https://londonbreed.medium.com/mayor-london-breed-2024-transportation-vision-58736d9e30f6>), I have three main goals for transportation in San Francisco:

1. I want our transportation systems to work efficiently. That means building and maintaining the infrastructure, policies and programs that keep Muni fast, frequent and reliable; our traffic moving predictably; and our pedestrian and bicycle networks connected and safe. We need to make sure it's easy and convenient for people to get where they need to go — within their neighborhoods and across the entire city.
2. I want people to have choices. I want everyone to be able to pick the mode that makes sense for their trip. Having choices means you can choose to walk to your friend's house, you can choose to bike to McLaren Park, you can choose to take Muni to Chase Center, you can choose to drive to the grocery store. You can pick the mode that best fits your trip. As a transit-first City, we are prioritizing improvements to our transit, walking and biking networks so that those are options you can choose first.
3. I want our streets and public spaces to bring people together. When I was growing up, our streets were part of our neighborhood. They were where we met and walked and talked. Yes, we need our streets to be for moving people around by car, bus, and bike, but they also need to be a place for people. Every time I'm on the JFK Promenade or at a neighborhood block party, I'm reminded that our streets have the potential to bring people together instead of pushing them apart. I want our streets to be joyful again. And when we bring more people out onto our streets, we also make them safer.

In practice, that means I have prioritized Muni improvements, safe streets, and joyful streets. As Mayor, I have taken aggressive steps to eliminate traffic fatalities on our streets. Our Vision Zero program has a Safe Systems approach that takes into account all of the factors that influence street safety: Safe people, safe vehicles, safe streets, and data systems. Some of those, such as enforcement and street design, are more within our control than others, such as vehicle design and driver's education. Speeding is the leading cause of serious and fatal crashes in San Francisco and a trend that is

increasing across the United States. To make our streets safer, I sponsored the legislation (AB-645) and streamlined the process to install Speed Safety cameras in San Francisco. I made sure San Francisco was the first City to lower our own speed limits after AB 43 went into effect in January 2022. We have led the state in implementing lower speed limits citywide, including lowering limits to 20 mph on 44 miles of streets on 62 corridors. We will implement 17 additional corridors that will go through Sep 2024 and more starting in 2025. In 2019, I worked with SFMTA to streamline street safety projects, creating the Quick-Build Program. We've built 41 miles of protected bike lanes, 72% of which we've built under my leadership, 32 miles of Slow Streets, and seven miles of car-free streets, including the JFK Promenade. Under my leadership, our police department is on track to be fully staffed in three years. This will help us ensure that SFPD follows through on its 2024 Traffic Enforcement Plan to increase traffic enforcement citywide. I have also directed the SFMTA to increase their parking enforcement to prioritize safety-related violations, such as parking on the sidewalk, in bike lanes, and crosswalks. I directed SFMTA to bring forward a No Turn on Red plan to ensure that pedestrians, not cars, are prioritized across our city.

The SFMTA needs a sustainable funding source to provide its most essential services for San Francisco. We are working closely with our regional and state partners on exploring the options for a ballot measure that could provide continued funding for transit across the region. In the meantime, there are a number of incremental changes SFMTA is taking, including:

- Making the agency more fiscally efficient with their own processes so they can continue to do more with less
- Increasing Muni fare inspectors to ensure people are paying their share for transit
- Working strategically with state and federal opportunities to win competitive grants that fund major capital projects

San Francisco has road and transit infrastructure that no longer fully meets our needs or matches our values. Our systems need a physical modernization, which takes time, resources and political will. I have spent my tenure as Mayor leading with our Transit First and Vision Zero policies to move as many people as possible safely and efficiently. Today, Muni is cleaner, safer, and more reliable and connected than ever before. Ridership is recovering post pandemic. Major subway delays are down 76% since 2019, and short delays are down 89%. Our bus lines are up to 35% faster because we put in red transit-only lanes. We've added over 22 miles of new or upgraded transit

lanes – the fastest expansion of transit priority in our history. And people are feeling the difference. In a recent ridership survey, two-thirds of respondents rated Muni service as “good” or “excellent,” a 9-point increase from the previous year, and 71% of Muni riders and 61% of all respondents approve of the job the SFMTA is doing. More bikers are taking advantage of the 41 miles of protected bike lanes across our city, and we are seeing more pedestrians, rollerbladers, and skaters on our streets, especially along JFK Promenade, the Great Highway, and our various Slow Streets. But our work is not done. We need to build upon what’s been successful, expand and fully connect our slow street and bikeway network, grow our transit priority network and invest in more public spaces that bring people together.

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. People in San Francisco should be able to get around our city safely, reliably and comfortably, regardless of whether they walk, bike, take Muni or drive. Throughout my time as Mayor, I have championed a transportation system that supports the city’s economy, our workforce and our families. As someone who grew up riding mostly the 31 Balboa, 5 Fulton and the 22 Fillmore, I know that transit is the backbone of our transportation system.

During the pandemic, I oversaw the transformation of Muni to prioritize service for essential workers and healthcare hubs. At the onset of the pandemic, I created the Shared Spaces program, rethinking how we use our parking spaces to revitalize the city's commercial corridors and support our local businesses. In addition to Shared Spaces, I directed SFMTA to implement major efficiency and reliability improvements for Muni. Major lines like the 22-Fillmore and 14-Mission are operating faster, more frequently and more reliably than they have in decades, and as a result have ridership levels that exceed pre-COVID numbers.

Even as Muni had to reduce services levels due to its hiring freeze, I ensured that Muni’s Equity Priority Neighborhoods received the highest level of service – including adding the new 15-Bayview Hunters Point Express, which dramatically reduced commute times for essential workers. Mayor Breed has also directed staff to

implement all audit findings to ensure SFMTA projects are delivered on time and on budget. As a result, SFMTA has made dramatic changes to their project development, procurement and management processes, with most projects begun in the last two years now being on-time and on-budget.

And as mentioned above, I fully support the City's Vision Zero Policy that aims to eliminate traffic fatalities from our streets. I continue to oversee the SFMTA's quick-build program that delivers street projects at one-tenth the cost of traditional projects in one-fifth the time. The program has delivered over 27 street safety projects, including over 20 miles of new protected bike lanes, to help make our streets safer for everyone on our streets. In Spring 2022, I spearheaded the legislation to convert JFK Drive into a promenade to expand our City's access to open, recreational space. And, due to my leadership, San Francisco voters will have the opportunity to ensure that Ocean Beach Park remains open every day for the enjoyment of pedestrians, cyclists, and other forms of recreation this November.

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?

I look for diverse perspectives and a willingness to be open to differing points of view. With this said, I also look to appoint people who understand that sometimes difficult decisions must be made, and that at the end of the day, we must work to make our transportation system more just, equitable, and efficient for all users, in keeping with our Transit First policy.

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?

Ensuring that all riders are safe and can be confident riding our buses and trains has been a long-term priority of my administration. Muni has 13,000 high-quality video cameras on vehicles, in stations and at transit facilities, and video footage is shared with the police when a crime occurs. Inside transit stations, Muni station agents are monitoring these video feeds. Our buses each have at least 11 cameras on them that are recording while they operate. This video footage has enabled the police to identify and arrest people who perpetrated crimes.

We also have Muni Transit Ambassadors who ride Muni routes and are trained in conflict resolution to assist customers, address any conflicts, prevent acts of vandalism,

and assist bus operators. Currently, there are 21 Ambassadors, many of whom know the system because, like me, they grew up here riding it. The SFMTA is hiring another 20 Transit Ambassadors in the coming months. Our Muni Transit Ambassadors are San Francisco community members with deep ties to their neighborhoods. They are trained in conflict resolution techniques and ride-specific Muni routes to assist customers, defuse and deter any conflicts, prevent acts of vandalism and assist bus operators.

Everyone should feel safe riding Muni, and I've heard too many stories of women not feeling safe. Enforcement has a role to play, but we also need to make it clear that when an incident does occur, it needs to be reported. That's how we can work to respond to and prevent these kinds of occurrences from happening. It's also how we know where to direct our staff and other resources. To address this, the SFMTA has launched an awareness campaign on gender-based harassment called MuniSafe. Already, we have seen a major increase in reporting, averaging about 2.8 reports per month over the last five months. Compared to 0.4 reports per month from 2015–2021. That doesn't mean we've had an increase in the incidents, it means we have an increase in their reporting. That's important because we have been able to access video for a majority of the incidents and have already identified individuals for staff awareness. Depending on the nature of the incident we are working with the San Francisco Police Department as appropriate.

I feel confident that we are providing affordable Muni fares and a great service. We've seen a rise in fare evasion in recent years, which is why we're increasing the number of fare inspector staff on Muni. In addition to ensuring people pay their fare to ride transit, the fare inspectors also help educate people about fare programs, including discount passes, inform riders about supportive services for people who may be experiencing homelessness, and encourage safety and security on Muni. Plus, I know the feeling of paying for my own transit ticket and then watching other people break the rules - it doesn't feel fair, and it hurts people's trust of SFMTA. We expect people to follow the rules; and we need fare inspectors to help ensure people are informed, the system is working, and we can continue to provide great service.

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?

As mentioned above, the SFMTA needs a sustainable funding source to provide its most essential services for San Francisco. We are working closely with our regional and state partners on exploring the options for a ballot measure that could provide continued funding for transit, and particularly transit operations, across the region. In the meantime, there are a number of incremental changes SFMTA is taking, including:

Making the agency more fiscally efficient with their own processes so they can continue to do more with less

Increasing Muni fare inspectors to ensure people are paying their share for transit

Working strategically with state and federal opportunities to win competitive grants that fund major capital projects that increase efficiency and reduce operational costs.

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?

Until we have a viable, sustainable funding source, fares need to be part of the revenue picture for SFMTA. Without a dedicated funding source to replace fair revenue loss, our system will slowly unravel. I don't support reducing fares, or freezing fares, despite inflation, without dedicated funding replacement.

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?

Transportation justice is more than how efficiently our residents get around the city or their access to safe, reliable, clean, and multi-modal transit options. It's about our

ability to shape public policy and design our streets to ensure that every San Franciscan can live close to where they work and access quality education, healthcare, and childcare without the financial and physical stress brought on by car dependency. It's about ensuring that, as a city, we are redressing the lasting harms of past policies that uprooted communities and redesigned our street network for cars, by investing in updating our infrastructure to make it easier for everyone to access communities across the city on bike, Muni, or foot. And it's about emphasizing the needs of all communities, those with disabilities, and children and families while minimizing disruption to our small businesses. A good example is the first phase of Geary BRT, which helped reconnect the Fillmore and Japantown, long divided by the Geary Expressway. I remember trying to get between the two neighborhoods growing up, and it was an honor to cut the ribbon that reconnected them.

During the pandemic, I saw Latino, Black and low-income residents in San Francisco disproportionately impacted by the COVID-19 virus. It was critical, therefore, that the SFMTA maintained equitable service in the various stages of pandemic response and recovery. Through multiple efforts, the SFMTA prioritized equity in our decision-making processes as we restored and adjusted Muni service and made improvements to our streets to serve people who relied on transit the most. This included suspending fare increases through July 2022 to make transportation more accessible to low-income San Franciscans during the pandemic. Our Essential Trip Card program subsidizes taxi trips for seniors and people with disabilities. During my time in office, SFMTA provided Free Muni for all youth, 18 years and younger, regardless of household income level and residency. The program is a result of my Fiscal Year 2022 budget, which included \$2 million to fund the program for 12 months. The change eliminated the requirement for families or households to submit an application with proof of age and self-certification of income. We have also continued Free Muni for Seniors, Free Muni for People with Disabilities, and Access Pass for people experiencing homelessness, and a Lifeline Pass for customers on a limited income. Plus, anyone going to the Chase Center for a game or event gets free Muni as part of their ticket. We've also made paying for your fare easier than ever; people can use Clipper, cash or a Muni Mobile app.

Muni is affordable. In 2021, I announced funding for the SFMTA to expand the Free Muni for Youth program so that everyone 18 and under can ride Muni free of charge, without having to apply. The SFMTA has continued this program ever since. The SFMTA also provides Free Muni for seniors, persons with disabilities, and people experiencing homelessness. People are noticing the improvements. In a recent annual

ridership survey, two-thirds of respondents (66%) rated Muni service as “good” or “excellent”, a 9-point increase from the previous year. 71% of Muni riders and 61% of all respondents approve of the job the SFMTA is doing, according to our 2023 community survey.

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?

When possible, I take Muni to work or between events when it's the most efficient option and I will continue to look for opportunities to prioritize riding Muni while on the job.

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?

I support Prop E and Prop A's past efforts to allow the SFMTA some level of independence from opportunistic political influence. I am open to a conversation on reforms that protect this independence but allow for every day San Franciscan's to feel better heard. I don't have a presupposed outcome in mind, but it is in the interest of the Agency and our work to advance our transportation goals for the Agency to feel transparent and accountable to the people of San Francisco.

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?

Yes, I support more transit-only lanes in San Francisco. Where to install these lanes must be driven by transportation needs, such as the Muni Rapid Network, while engaging in good community conversations. The Muni Forward program has demonstrated that incremental changes, such like transit priority signals and transit only lanes, taken together have broad positive impacts on the entire system.

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?

High ridership is the result of several factors: population density, land use, and the transit service itself. In other words, we need people, destinations, and fast, reliable, frequent transit service to have a high ridership route. We're doing the work to add more housing throughout the City, and, in tandem, are planning for and building the transit service to support existing and future residents, such as Geary BRT, the L-Taraval, the K-Ingleside. We also added the new Bay View shuttle to support southeastern residents getting to downtown. My goal is for everyone in San Francisco to have choices in how they get around the City, and I hope that walking, biking and transit are their most preferred options.

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?

Yes

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?

No

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

Yes

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?

Yes

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

Yes

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?

I'm still assessing Prop L at this time.

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?

Yes

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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