

2024 San Francisco Ride the Vote! Questionnaire: Mayor

Completed by Ellen Lee Zhou on August 27th, 2024 at 11:05 pm.

Deadline to submit: Friday, August 30, 2024

This is a candidate questionnaire by [San Francisco Transit Riders](#), San Francisco's member-supported public transit advocacy non-profit with hundreds of members throughout San Francisco and beyond. This questionnaire has been sent to all the qualified mayoral candidates we could get a hold of to gauge their priorities regarding transportation access. The questions were created by San Francisco Transit Riders staff and volunteers.

Voters are eager to understand where you stand on important transportation issues, and how you will improve mobility for residents and visitors to our city. 30% of San Francisco households are car-free, which means that hundreds of thousands of San Franciscans—families, seniors, students, low-income people, people with disabilities, and people who just love the bus—rely on public transit and other non-automotive forms of transportation. Thank you for taking the time to carefully complete this questionnaire, which will help transit riders in our community better understand your transportation priorities.

We hope to publish responses in early September to coincide with [Bay Area Transit Month](#), so the **deadline to submit responses is Friday, August 30th**. All responses from all candidates will be published together as submitted (without edits) on the San Francisco Transit Riders website in early September and will be shared in person at our events in the community.

We encourage you to answer every question to the best of your ability. While most of the questions are not marked "required," any question left unanswered will be indicated as such on the public responses we post to our website. Your constituents who rely on transit want to know where you stand on these issues, so please try to answer them fully and concisely – one paragraph for each of the questions is usually enough.

Thank you!

If you have any questions, please reach out to ridethevote@sfrtransitriders.org.

Email *

ellen@mayorellen.com

What office are you running for?

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Mayor of San Francisco

What is your name?

*

Ellen Lee Zhou

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

<https://mayorellen.com/mission/>

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.

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I take Muni if there is no parking. I drive when there is parking.

How often do you ride public transit?

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As needed. Along with many unvaccinated government employees, I was wrongfully terminated in 2022 due to no COVID-19 vaccines. So I don't ride Muni as often. But I am campaigning to be the next Mayor, so I can re-instate all unvaccinated government employees.

If elected, what would your top transportation priorities be? This can include priorities related to public transit, active transportation, driving, or any other mode of transportation.

As your Public Servant / Mayor, I will give back the money and power for each district in each community to fund your transit, light bus, or van to meet the needs of each individual and family, especially seniors and people with disabilities. I learned that Hong Kong, easily operated by private contractors, has easy access, good for the public and users.

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, it is the People's choice, not a few leaders' choice. It would be a survey from all riders, to see what they need, and how often they need, then we can divide the resources to make all public riders important. People in Hong Kong and some areas in China do that well. Areas with fewer riders don't need a big bus but can replace it with smaller side buses.

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?

Yes. But must be willing to serve as a Public Servant, not a dictator. Currently, we see some dictator leaders and communist leaders.

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?

The Muni drivers should be trained on how to de-fuse angry riders and riders with mental health issues. Empower young people to be part of the community, and allow young people to take part in the changes we need such as patrolling and monitoring by young people, young people are more friendly. The current systems are NOT cost-effective.

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 does not materialize? If new sources of funding are not found, what kinds of SFMTA cuts would you support or oppose?

As your new Mayor in January 2025, I will find out more about income and expenses for each dept. If we have businesses come back to SF, our income and expenses should be balanced. My new team will re-evaluate the effectiveness of Muni and public transit. As I said, we can apply some public-private contractors to operate instead of big MUNI buses. I will not know 100% until I am in the Mayor's office to re-access the needs. My team will do a survey and gather feedback from employees and the public.

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?

Our current government leaders, many of them NOT working for you, the People, many of the current SF leaders are for the deep state, cabal agenda 2030, to destroy SF further. As your new Mayor, I will have public hearings, day/night for the first 6 months, to learn more about each community and its needs, and to re-direct funds to meet every district and each dept.'s needs. It must be public interests, NOT leaders in control, but the People and riders are in control. Public funds should be equally funded for riders, poor or un-housed riders.

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?

Many of the current public policies are NOT set up to benefit local San Franciscans. It is the deep state, sick, and evil leaders' intent to make residents or riders experience hardship. In reality, all public entities should benefit residents. Equal access for all people and all ages.

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 love to ride public transportation to work. It is a great way to connect with people. But if I need my car to go places for a meeting, then I have to drive to work. As a Mayor, I believe I will be either being picked up and dropped off or driving a government car. I used to work for SF Public Health as a Family Social Worker, I have to drive a government car because I have to provide rides to my clients. But if there is no need for a car, I would take public transportation.

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 has been controlled by deep-state cabal leaders. Many of these policies have No benefits for riders. If you know how to apply basic math, you can calculate income and expenses that don't add up to the actual number. We need accountability on how money is spent and why. Who are the leaders? SFMTA must meet the needs of the public, on time and available in each district. We need public education to train riders to be respectful to drivers too.

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 services. 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, public transportation should be able to deliver quality services including on time. I don't know which corridors to prioritize until I am in the Mayor's Office, my new team will survey to find out more needs about who needs what in where.

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?

As the new Mayor in January 2025, my new team will survey drivers and riders, on how often riders use public transportation, if the group is small in certain areas, we can promote small buses or share rides, no need to waste a big bus for a few riders, cost and effective will be in place for non-peak hours. Each neighborhood should be able to pick up workers and riders through the day/night. It depends on the needs. We can collaborate with private drivers to help those who are in need but no public transit available.

Rapid-fire round

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."

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

Any public bonds without monitoring are NOT good for the public. It is the deep-state cabal system to puts us in debt. If we need to fix something or buy something new to meet the transit' need, it should be done accordingly with outcome measure, income vs expense, can we afford it first? Any other way to accomplish this?

Did you support [Proposition I \(2022\)](#), which would have reopened the Great Highway to cars at all times, and reopened the JFK Promenade to cars on weekdays?

Yes, I support 100% for Great Highway to be opened. Residents need to have access. The people keep using this Great Highway to open / close, keep on fighting to waste public funds to fight for nothing. Who are the people who benefit from doing the Proposition? Who gets paid? Why? It is the deep-state operating system to fools us! It created a lot of hardship and tension between residents and local businesses.

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

SF has a lot of problems created by unnecessary propositions. Who authorized which proposition? You should begin to learn the sick cabal systems to destroy our public tax dollars! Each neighborhood should have its desire for transportation desire. Look around SF, why do we have so many problems with crimes? Illegal Drugs? Thefts? City hall corruption? Missing funds? Why do businesses leave SF? Who benefits from car-free lanes? Why? What businesses suffer from being car-free? Why car-free?

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?

Anything with scam intent action is NOT good for the general public. The deep state cabal systems have been infiltrated SF for many years (<https://stopworldcontrol.com/>). All and any of the propositions are meant for corruption! It is a way to fool the public about money! Who are the people leading the income and expense? Who monitors the spending? Why? If you compare it with other cities in America or the world, SF is NOT functioning inside America per the U.S. Constitution. We, the public can only spend what we need, and if we have the money, not corrupt and blind the whole city, especially since many people are too busy to work to meet ends meet, not paying attention to those who corrupted the public system. As your new Mayor, my new team will educate the public about public taxes, expenses who gets what for public goods. We will create safety committees to hold any public projects accountable.

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

SF has a cabal deep state system, which does not much benefit the residents, but benefits the leaders of the cabal system, learn more here: <https://stopworldcontrol.com/>. If you study who authorized the bill or any bills, you will understand more about public corruption. Why ongoing homeless problem? Why never-ending car-break-ins? why increasing crimes? Why lack of affordable housing for working families? Why police can NOT do their job? Why do some MUNI bus drivers feel unsafe? Why public transportation when riders can have an option for more reliable private transportation? Why fund something when there is no qualify of control or monitoring of how money is used?

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?

An average voter will NOT understand all these cable and deep state propositions created to harass businesses. Learn more here: <https://timetofreeamerica.com/> Who is the author of this Proposition? Who is going to monitor the \$30 million? The deep state cabal system drives more and more businesses to leave SF due to all kinds of extra taxes. SF is a tourist' city. we can always work with the tourist industry to see what is good for visitors and at the same time to co-share to provide public transportation for local riders. The more money the city taxes, the more

corrupted the cabal of career politicians will be. Who will use the money? Who monitors the budget and details expenses?

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?

I support great highways open to support residents and those who travel through from city to city. We already have Golden Gate Park, Ocean Beach, Cliff House, SF Zoo, etc. If SF is now facing a deficit, where do you get the money to build? What is the purpose? Who will benefit from building new projects? SF has been controlled by deep-state cabal players inside the government, the more they build new projects, the more corrupt they are. If SF has a new project, it should NOT be the city's funds, it should be a private entity to bear the cost of creating and also maintaining the operation costs. The government is only to regulate, not to own or control. We have 13 mayoral candidates. I am the only Republican candidate who can give you my honest feedback. I've worked and lived in SF for almost 39 years. I witnessed firsthand city hall corruption. As a pro-life mother and a Family Social Worker, I make my pledge to transform SF back into a world-class city. Each community will have its beauty and projects to earn income to benefit local use. The bigger the government, the bigger the problems we face. The smaller the government, the smaller the problem we have. Vote Ellen Lee Zhou for the new SF Mayor. You've lost so much already, vote Ellen for a new change. Changes that everyone can benefit from. Thank you. www.MayorEllen.com

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