



# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, February 11, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:02 a.m.

**Present at Roll Call:** Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

**Absent at Roll Call:** Commissioner Mandelman (entered during Item 4) (1)

### **2. Approve the Minutes of the January 28, 2025 Meetings - ACTION**

There was no public comment.

Commissioner Fielder moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

### **3. Community Advisory Committee Report – INFORMATION**

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the January CAC meeting, members had voted to support the proposed allocations for five funding requests, the Fiscal Year 2025/2026 Transportation Fund for Clean Air local expenditure criteria, and the State and Federal Advocacy Program. She said that regarding the latter, members had reiterated concerns about the challenges in obtaining safety data reporting from autonomous vehicles.

Chair Siegal stated that two high-interest information items had generated extensive discussions, the first being an update on the regional transportation revenue measure, which had been requested by several members, including herself. She said that members had expressed strong interest in understanding why certain counties had opted out, the obstacles associated with a hybrid scenario, and the feasibility of staffing and funding a citizen initiative.

Chair Siegal stated that the other high-interest information item was an update on the Biking and Rolling Plan. She reported that Vice Chair Daniels, representing District 10, thanked staff for engaging with Bayview partners, acknowledging past harmful transportation and planning decisions. She continued by stating that Vice Chair Daniels emphasized the importance of the agency fulfilling its commitments to the community. She added that CAC members provided feedback advocating for greater emphasis on street grade in network design and the inclusion of more protected bike infrastructure, particularly on residential streets.



Chair Siegal reported that during new business, several members voiced disappointment over recent traffic violence incidents, citing extreme speeding, multiple pedestrian fatalities this year, and the 42 traffic fatalities recorded in the city last year—the highest since 2000. She stated that given that 2024 was the original Vision Zero target year, members requested that relevant city agencies present to the CAC for an open discussion on more effective strategies to eliminate traffic violence.

There was no public comment.

**4. Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee – ACTION**

Amelia Walley, Senior Program Analyst presented the item per the staff memorandum.

Commissioner Sherrill stated that he was pleased to appoint Jerry Levine as the District 2 representative and extended his gratitude to Mr. Levine for his willingness to continue serving in his role, emphasizing his dedication not only to District 2 but to all of San Francisco.

Mr. Levine spoke to his interests and qualifications for serving on the CAC.

There was no public comment.

Commissioner Sherrill moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood,  
Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

**5. Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests – ACTION**

Anna Laforte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Mandelman thanked staff for developing the Duboce Triangle Slow Streets Study proposal. He said that it provided an opportunity to consider the area holistically rather than on a project-by-project.

Chair Melgar thanked staff for developing the Lincoln Way Traffic Signals proposal quickly.

There was no public comment.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood,  
Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

**6. Approve the 2025 State and Federal Advocacy Program – ACTION**

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff



memorandum.

Commissioner Walton asked how state legislators were responding to the data that was presented showing that the state was underfunding transit operations.

Ms. Crabbe responded that the information presented was recently compiled by SPUR and the Metropolitan Transportation Commission and that state officials were currently evaluating it. She noted that state legislators, particularly members of the Bay Area delegation, acknowledged the need for additional funding for operations to help address the pending fiscal cliff faced by transit operators, especially in the short term.

Commissioner Walton expressed his disapproval of the state's lack of investment in transit operations. Chair Melgar concurred.

Chair Melgar asked for additional information about why some Bay Area counties were hesitant to consider a regional transportation revenue measure.

Martin Reyes, Principal Transportation Planner, stated that several attempts had been made to introduce a Bay Area transportation revenue measure, most recently Senate Bill 63 (Wiener). He explained that Santa Clara County had decided that rather than participate in a regional measure it would instead contribute to BART and Caltrain shortfalls in an upcoming ballot measure to renew its transportation sales tax. He stated that San Mateo County was open to participating in the regional measure, but wanted to resolve certain issues, such as the amount of funding attributed to their share of the BART shortfall, which was still under discussion.

During public comment, a speaker stated that it was important to focus on stabilizing Muni before making capital investments. They said Muni ridership had been declining prior to the pandemic, in part due to transportation network companies like Uber and Lyft. They said that the reality of the ridership decline had put pressure on the budget and had caused distress for residents.

Commissioner Sauter moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood,  
Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

**7. Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mahmood moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood,  
Mandelman, Melgar, Sauter, Sherrill, and Walton (11)



Absent: 0

## **8. SFMTA Bike and Roll Plan Update – INFORMATION**

SFMTA's Maia Small, Planning Director, Christy Osorio, Transportation Planner, and Ben Frazier, Transportation Planner presented the item.

Commissioner Dorsey stated that, based on his long-term experience in the area, bike share had been the fastest mode of transportation. He acknowledged visible improvements and commended the SFMTA for its strong community engagement, noting that its efforts had been well received. He inquired about the Climate Action Plan's goal of achieving 80% of trips through low-carbon modes within five years, asking how detailed the data had been in tracking bike share rides, scooters, and private bicycles. He also asked whether the SFMTA had collaborated with the San Francisco Department of Environment (SFE) on this initiative.

Ms. Small reported that the SFMTA was updating its climate action plan but faced challenges due to insufficient data to assess progress. She stressed the need for a detailed and substantive update.

Ms. Small noted that the Transportation Authority had been developing a travel diary to collect precise mode share data, offering more accuracy than previous surveys. She expected this data to provide valuable insights and planned to share the findings with agency colleagues.

Ms. Small also highlighted a significant rise in biking and rolling activity, particularly in e-bike usage, which she described as a major recent shift. She mentioned that SFE had been studying and piloting e-bike delivery to evaluate its impact. She anticipated substantial growth in this sector, especially if commercial businesses adopted e-bike delivery alongside residents and commuters. While she lacked specific data, she stated the climate action plan update was an opportunity to gain further insights.

Commissioner Dorsey reported that the San Francisco Chronicle's December data analysis revealed a record-high increase in bike share usage as of October.

Ms. Small attributed this growth to the introduction of e-bikes at stations and hubs.

Commissioner Dorsey stated that bike share had reshaped the political landscape by driving investment in bike lanes and reducing car dependency. He noted that two decades ago, cycling was seen as a conflict between bikes and cars, but bike share had lowered barriers and eased tensions by removing the need for ownership. Citing the San Francisco Chronicle's findings, he highlighted a strong correlation between bike share usage and bike lane availability, especially protected lanes. He emphasized that as the SFMTA pursued ambitious goals, continued investment in bike infrastructure was essential.

Commissioner Walton inquired whether door-to-door outreach had been conducted, particularly in public housing and low-income communities.

Ms. Osorio confirmed that door-to-door outreach took place from 2023 through the summer of 2024. She stated that the Bayview Hunters Point Community Advocates led the effort, conducting extensive outreach in public housing.

Vice Chair Sauter acknowledged the lengthy process and stated he was eager for the next steps. He noted that previous plans had not always led to concrete action. Representing a



district largely excluded from citywide progress for 20 years, he stressed the need for change and affirmed his commitment to collaborating with the SFMTA. He requested details on the next steps for implementing planned projects, the criteria for prioritization, and the timeline and community engagement process for the three designated Community Action Plan zones in District 3.

Ms. Osorio replied that the SFMTA prioritized projects based on safety, technical feasibility, available resources, and community readiness with projects in equity priority communities received the highest priority, followed by those aligning with staff resources and feasibility. She continued by noting that District 3, particularly Columbus Avenue and Chinatown, posed challenges that weren't easily addressed through a citywide biking and rolling plan. Community feedback revealed broader transportation concerns, leading to a commitment to a more engaged study in Chinatown. She said that discussions had begun on a Chinatown Community-Based Transportation Plan as a result.

She stated that similarly, community input emphasized the need for further study on Columbus Avenue, focusing on curb management and transit operations, including the trolley. Given these factors, the SFMTA designated these projects for additional analysis.

Commissioner Mahmood asked about the SFMTA's Vision Zero efforts and policies to reduce traffic collisions. He noted that previous goals had not been met and requested an assessment of past shortcomings and any new policy recommendations. He also sought projections on the biking and rolling plan's impact, including measurable metrics and potential reductions in traffic fatalities.

Ms. Osorio stated that to address Vision Zero directly, the Transportation Authority might need to invite Vision Zero staff to speak on the matter. She noted that quick-build installations had led to increased ridership and emphasized that in 2023, there were no bicycle fatalities on San Francisco streets. She attributed this success largely to the separation infrastructure implemented through the quick-build program. She highlighted these metrics as evidence of improved biking and rolling safety, contributing to overall traffic safety.

Chair Melgar thanked the SFMTA for engaging a diverse range of stakeholders, including PTAs, parents, and youth organizations, and commended the inclusivity of its outreach. She praised the north star map but suggested expanding it to enhance southwest-northeast connections. Acknowledging San Francisco's challenging terrain, she noted the role of e-bikes in transforming mobility. Citing Commissioner Dorsey, she recognized the bike-share expansion's impact on travel patterns and emphasized the need for continued progress to support climate goals. She also stated there were historical factors contributing to gaps in southwest-southeast connections and mentioned the importance of improving travel between Districts 4, 7, 10, and 11.

Chair Melgar asked about the initiative's programmatic aspects, emphasizing school accessibility based on prior discussions with SFMTA staff, including Ms. Small. She stated that while District 7 has few designated priority equity communities, it includes institutions serving vulnerable populations, such as the Pomeroy Center, San Francisco State University, and City College. She stressed the need for safe school commutes, particularly for middle and high school students, highlighting biking as an ideal transportation option. She acknowledged the plan's inclusion of school connections but emphasized the need for a stronger integration of the Safe Routes to School program. She reiterated the program's role in promoting safe biking habits and stressed the importance of safety and



connectivity education for students and parents.

Ms. Osorio stated that SFMTA was committed to connecting schools to the network and planned to return with a more comprehensive implementation plan at a later stage.

During public comment, Claire Amable, Director of Advocacy at the San Francisco Bicycle Coalition, thanked the Transportation Authority for funding the Biking and Rolling Plan. She highlighted its significance in shaping mobility over the next 20 years amid a transit fiscal crisis and the city's goal of building 82,000 housing units in the next decade. She emphasized the need to invest in active transportation to reduce car dependency while addressing financial challenges.

Ms. Amable stressed the importance of creating a safe biking environment, particularly in school zones and on base-grade routes accessible to all ages and abilities within the first two years. While supporting the new approach to inclusive community engagement and the plan's approval, she expressed concerns about the absence of timelines and goals. Ms. Amable concluded by urging commissioners to view it as a starting point rather than a final outcome and emphasized the need for strong leadership in its implementation.

A commenter reminded the governing body of its responsibility to balance current street conditions with long-term planning. They criticized the Transportation Authority Board for prioritizing ambitious projects despite budget deficits, potential Muni service cuts, and high costs benefiting a limited population, stressing the need for fiscal responsibility. Regarding Vision Zero, the commenter noted that after nearly a decade and \$750 million, traffic fatalities had not decreased. Calling the 250-page plan unrealistic, they urged the Transportation Authority to reprioritize resources and blamed ongoing street fatalities on poorly conceived projects.

A commenter opposed the proposed plan, citing the lack of a budget and arguing that adoption as city policy had been inappropriate without secured funding. While supporting increased bike share usage, they said that San Francisco already had over 500 miles of bikeable infrastructure. They commented that Market Street, which had been closed to traffic and considered safe for biking yet had been excluded from the Biking and Rolling Plan's safety analysis. The commenter criticized the lack of a clear cost-benefit analysis of the plan, expressed concerns about the SFMTA's past impact on commercial corridors, and questioned the reliability of a survey that had indicated 80% of respondents would have biked more if they had felt safer.

## **Other Items**

### **9. Introduction of New Items - INFORMATION**

There were no new items introduced.

### **10. Public Comment**

During public comment, a commenter stated that transportation's primary function was to move people efficiently and asked attendees about their commuting methods. They stated there was widespread use of scooters, particularly on 24th Street, and shared a personal experience advocating for their integration with cars, while emphasizing the need for improved safety and regulation. They also stated the importance of effective governance in managing regulations, boards, budgets, and processes.



**11. Adjournment**

The meeting was adjourned at 11:16 a.m.