



# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, April 22, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:00 a.m.

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

**Absent at Roll Call:** Commissioner Chan (1)

### **2. Chair's Report - INFORMATION**

Chair Melgar wished everyone a Happy Earth Day, noting the international theme, "Our Power, Our Planet." She stated according to the Climate Action Plan and the Transportation Authority's San Francisco Transportation Plan, transportation was San Francisco's largest emissions source, underscoring efforts to improve sustainable modes such as walking, biking, transit, and electrifying fleets.

Chair Melgar shared that two community events in District 5 had been held that month with Commissioner Mahmood, neighbors, and city agencies to promote pedestrian safety and access. She stated that the first had been the Buchanan Street Mall Renovation groundbreaking in the Western Addition with Mayor Lurie, Commissioner Mahmood, Senator Wiener, and local leaders. She said that San Francisco Recreation and Parks and partner agencies, including Public Works, SFMTA, and the Transportation Authority, had joined the event marking the next phase of the five-block walkway from Eddy Street to Grove Street. She stated that the Transportation Authority had contributed \$1 million in sales tax funds to earlier phases, including the 2017 Community-Based Transportation Plan and pedestrian safety upgrades that were completed in 2022 and that the project completion of this next phase was expected in 2026.

Chair Melgar stated that last week, she had joined a student-led daylighting painting event with Walk San Francisco Foundation (Walk SF) and SFMTA at New Traditions Elementary. She stated that alongside District 5 and Transportation Authority staff, students had painted curbs red and had learned about daylighting's role in improving visibility and safety. She thanked the students, Walk SF, and SFMTA for highlighting this simple, cost-effective Vision Zero strategy. She noted that daylighting, now required by state law, restricted parking near crosswalks and helped prevent 1 in 3 crashes. She added that with \$1.2 million in Transportation Authority funds, SFMTA was painting curbs red at over 300 intersections, prioritizing areas near schools.

There was no public comment.



### **3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, Jodie Medeiros from Walk SF, stated that the group had long opposed allowing autonomous vehicles (AVs) on Market Street, fearing it would have lead to a full return of private vehicles on the street and that she had already seen TNCs threaten lawsuits for access. Ms. Medeiros said Walk SF had spent a decade pushing to remove private cars due to major pedestrian safety concerns, explaining that Market Street was the city's most walked corridor and had five of the ten most dangerous intersections. She stated that before the ban, serious injuries from crashes had occurred more than twice a week and that collisions had dropped 40% after removal. She argued that reintroducing traffic with AVs was a step backward because Market Street needed people, not cars, to thrive.

During public comment, Christopher White, Executive Director of San Francisco Bicycle Coalition, stated he opposed the mayor's declaration allowing Waymo on car-free Market Street that summer. He expressed concern that many officials had received no advance notice and had little chance to weigh in. He stated the mayor's decision overturned over a decade of public input and planning with no clear safety analysis or evidence it would boost business or foot traffic. He noted Market Street had long faced challenges and that data showed more vehicles made it deadlier and less efficient for transit and opined that the solution was to attract people with a vibrant, walkable space to help downtown businesses which were struggling. Mr. White clarified that his opposition wasn't about Waymo or AVs specifically, but about opening the door to irreversible harm, opining that the mayor's move may flooded the street with robo-taxis, trigger legal battles, slow Muni service, and increas risks for vulnerable road users.

### **4. Approve the Minutes of the April 8, 2025 Meeting - ACTION**

There was no public comment.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Sherrill.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Chan (1)

## **Consent Agenda**

### **5. [Final Approval] State and Federal Legislation Update – ACTION**

Projects: Position: Support: Senate Bill 63 (Wiener, Arreguín)

### **6. [Final Approval] Approve Programming Priorities for Up to \$4,565,603 in San Francisco's Estimated Fiscal Year 2025/26 State Transit Assistance County Block Grant Funds, with Conditions – ACTION**

Projects: SFMTA: Paratransit Program (\$3,300,000). BART: Elevator Attendant Program (up to \$1,265,603)

### **7. [Final Approval] Adopt the Final Prop L Strategic Plan – ACTION**

### **8. [Final Approval] Exercise Contract Option for On-Call Project Management and**



Engineering Services in an Amount Not to Exceed \$2,700,000, for a Combined Total Contract Amount Not to Exceed \$10,700,000 – **ACTION**

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The Consent Agenda approved without objection by the following vote:

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

Absent: Commissioner Chan (1)

## **End of Consent Agenda**

### **9. Vision Zero Freeway Ramps Study Update - INFORMATION**

Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

Commissioner Melgar thanked the authority for the study. She stated the off ramp at 280 and Ocean Ave was in her district and near many schools and that it was on the high injury network and she was looked forward to making it safer.

During public comment, Ms. Medeiros with Walk SF thanked the Transportation Authority team for continuing the Vision Zero work because one of the most dangerous places for pedestrians were near off ramps. She said that the day's meeting was missing an update on Vision Zero citywide. She said it had officially been 112 days since the City's plan had expired and stated that the Board should have been as concerned as Walk SF was that there hadn't been a new plan. She said that it had been over a month since the speed cameras had been activated, and there should have been updates on how that was going. She stated that now was the time for San Francisco to formulate safety designs citywide with a clear plan and funding tied to it. She said that safe streets make San Francisco a place everyone wants to live, work, and play.

## **Other Items**

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

There were no new items introduced.

### **11. Public Comment**

There was no public comment.

### **12. Adjournment**

The meeting was adjourned at 10:32 a.m.