San Francisco
County Transportation
Authority

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DRAFT MINUTES

Community Advisory Committee

Wednesday, October 28, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:05 p.m.

CAC members present at Roll: Clara Baumgarten, Sean Kim, Jerry Levine, Austin Milford-Rosales, Abigail Pantoja, and Kat Siegal (6)

CAC Members Absent at Roll: Najuawanda Daniels, Phoebe Ford (entered during Item 4), and Venecia Margarita (entered during Item 4) (3)

2. Chair's Report – INFORMATION

Chair Siegal reported that the Transportation Authority joined Walk San Francisco, SFMTA, and Safe Routes to School partners on October 7 to celebrate Walk and Roll to School Week at Guadalupe Elementary School. She highlighted the Transportation Authority's funding support for Safe Routes to School and safety improvements near schools. She also announced that the Treasure Island Mobility Management Agency (TIMMA), Transportation Authority, and Treasure Island Development Authority (TIDA) would celebrate the launch of bike share on Treasure Island and Yerba Buena Island and the completion of the Treasure Island Ferry Terminal Enhancements Project on November 7, with a free community event featuring family-friendly activities and bike share information.

Chair Siegal also provided an update on the Vision Zero Freeway Ramps Study, which aimed to identify safety improvements at 11 freeway ramp locations in southern and southeastern San Francisco. She reported that public outreach on draft safety proposals would continue through mid-December, including community meetings, public events, and a multilingual survey. She encouraged community members to attend the November 14 Ocean Avenue Block Party to learn about the study and provide feedback.

Chair Siegal welcomed and acknowledged new CAC Member Abigail Pantoja.

There was no public comment.

3. Approve the Minutes of the September 09, 2026 Meeting – ACTION

There was no public comment.

Member Kim moved to approve the item, seconded by Member Milford-Rosales.

The minutes were approved by the following vote:

Ayes: CAC Members Baumgarten, Kim, Levine, Milford-Rosales, Pantoja, and Siegal (6)

Absent: CAC Members Daniels, Ford, and Margarita (3)

4. Adopt a Motion of Support to Allocate $9,549,000 in Prop L Funds, with Conditions, for Four Requests – ACTION

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

Member Baumgarten asked whether San Francisco Public Works (SFPW) evaluated the survival rates of newly planted trees, citing concerns about insufficient maintenance resources and trees dying due to inadequate care or improper planting.

Charlie Murphy, Assistant Superintendent for Trees at SFPW, responded that he was not aware of any specific tree survivability studies but noted that SFPW was updating its tree inventory using LiDAR technology, with another assessment planned in two years to allow comparisons of tree health and survival rates. He added that SFPW was working toward extending maintenance and watering of newly planted trees to three years before transitioning them to the mature tree maintenance program and was exploring more data-driven approaches to tree management.

Member Baumgarten expressed appreciation for SFPW's efforts to ensure proper tree maintenance and effective use of funding, noting the importance of trees to District 3 residents.

Anna LaForte, Deputy Director for Policy and Programming, clarified that the Transportation Authority's funding supported the three-year establishment period for newly planted trees, which included intensive watering and maintenance to support tree survival. She explained that after the establishment period, trees transitioned to a long-term maintenance program supported by a separate tree maintenance fund. She noted that while she was uncertain whether available funding fully met maintenance needs, a dedicated city funding source existed for long-term tree maintenance.

Member Milford-Rosales asked whether the proposed traffic signal at 4th and Long Bridge streets under New and Upgraded Traffic Signals Contract 66 would incorporate bicycle signals, given the unusual intersection configuration and recently upgraded bicycle lanes.

Bryant Woo, Senior Traffic Engineer at SFMTA, explained that the eastern segment of Long Bridge Street was a private street that would remain stop-controlled, while the other three approaches would be signalized. He stated that separate bicycle signals were not appropriate because the bicycle lanes were adjacent to the vehicle travel lanes, allowing bicyclists to follow the regular traffic signals.

Member Milford-Rosales asked whether there would be restrictions or signage for eastbound right turns from Long Bridge Street onto 4th Street.

Mr. Woo responded that those movements would be controlled by a standard red, yellow, and green traffic signal.

Member Kim asked about bicycle regulations in San Francisco, specifically whether bicyclists were required to stop at stop signs and whether riding bicycles on sidewalks was permitted.

Cyndy Comerford, Climate Program Manager at the San Francisco Environment Department (SFE), stated that the bicycle safety education classes included instruction on expected bicyclist behavior and traffic regulations.

Cecilia Vega-Mayer, Director of Community Programs at the San Francisco Bicycle Coalition (SF Bike), explained that the classes taught participants to follow the California Vehicle Code, including requirements for bicyclists to stop at stop signs and restrictions

on adults riding bicycles on sidewalks. She emphasized the importance of continued bicycle safety education throughout San Francisco.

Member Kim expressed appreciation for the bicycle safety education program and emphasized the need for greater awareness of traffic regulations. Turning to the Tree Planting and Establishment project, he raised concerns about sidewalk damage caused by tree roots and the backlog of sidewalk repairs. He asked whether available funding should prioritize sidewalk repairs over planting additional trees.

Mr. Murphy explained that Proposition E provided funding for sidewalk repairs related to tree damage. He stated that SFPW was developing a citywide inventory of tree-related sidewalk damage to improve repair coordination and efficiency. He noted that existing contracts addressed minor sidewalk damage, while more extensive repairs required larger projects. He clarified that Proposition E did not provide funding for tree planting, which relied primarily on grants, and that Prop L funding helped support more consistent long-term planting efforts.

Member Kim acknowledged the distinction between funding for tree planting and sidewalk repairs. He expressed concern that sidewalk grinding provided only temporary relief because tree roots continued to grow and damage sidewalks. He also asked how SFPW selected tree species and whether fast-growing trees were prioritized.

Mr. Murphy explained that SFPW continually evaluated and adjusted its tree species selection based on performance and conditions throughout the city. He noted that past planting practices, including the use of species with aggressive root systems and undersized tree wells, contributed to sidewalk damage. He stated that SFPW was working to expand tree wells where feasible and acknowledged that sidewalk grinding was a temporary solution. He added that the updated inventory would support a more comprehensive, long-term approach to addressing tree-related sidewalk damage.

Member Kim recommended that SFPW carefully consider tree species selection, particularly fast-growing trees that could contribute to sidewalk damage and increased maintenance needs. He emphasized the importance of selecting trees that would support the city's urban canopy while minimizing impacts on sidewalks.

Member Levine asked whether SF Bike's education program encouraged bicyclists to use designated bicycle lanes when available, citing observations of bicyclists riding in vehicle travel lanes on Market Street and contributing to traffic congestion.

Ms. Vega-Mayer explained that California law permitted bicyclists to use vehicle travel lanes when necessary and that the education program taught participants when it was appropriate to leave bicycle lanes, including to avoid road hazards. She emphasized that bicyclists were encouraged to use designated bicycle infrastructure when safe to improve predictability, reduce conflicts with vehicles, and minimize traffic disruptions.

Mr. Woo clarified that portions of Market Street, particularly between the Ferry Building and 8th Street, did not have designated bicycle lanes, requiring bicyclists to share vehicle travel lanes and navigate around obstacles.

Member Levine clarified that his concern involved locations where designated bicycle lanes were available but bicyclists continued to use vehicle travel lanes without an apparent need. He reiterated the importance of additional bicycle safety education to encourage appropriate use of designated bicycle lanes.

During public comment, Edward Mason cited a 2024 San Francisco Standard article regarding the backlog of sidewalk repairs, tree-related sidewalk damage, and legal settlements resulting from pedestrian injuries. He expressed concern about the city's response to sidewalk maintenance issues and the costs associated with unresolved hazards.

Brian Wiedenmeier, Executive Director of Friends of the Urban Forest, expressed support for the Prop L allocation for tree planting and establishment. He emphasized the benefits of street trees for pedestrian and bicycle safety, heat mitigation, and traffic calming. He noted the lack of any other dedicated funding source for tree planting and urged the CAC to support the allocation.

Member Baumgarten moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Baumgarten, Ford, Kim, Levine, Margarita, Milford-Rosales, Pantoja, and Siegal (8)

Absent: CAC Member Daniels (1)

5. Adopt a Motion of Support to Adopt the Mission Bay School Access Plan Final Report – ACTION

David Long, Senior Transportation Planner, presented the item per the staff memorandum.

Member Milford-Rosales expressed appreciation for the proposed 7th Street jughandle improvements, noting longstanding challenges with bicycle access and circulation in the surrounding area.

Member Ford expressed support for the recently implemented quick-build improvements and asked whether the project team had considered modifying the roundabout's overall roadway geometry, citing concerns about its large size, vehicle speeds, and pedestrian crossing distances.

Mr. Long explained that an alternative involving changes to the roadway widths had been evaluated but was not recommended due to safety concerns and an estimated cost approximately three times higher than the preferred alternative.

Chair Siegal noted community support for the proposed roundabout improvements and asked whether the Dutch-style roundabout design was commonly used in other locations.

Mike Sallaberry, Design Review Manager at SFMTA, explained that while Dutch-style roundabouts were less common in the United States, the proposed design incorporated established safety practices, including raised crosswalks, a single-lane configuration, improved sightlines, and bicycle crossings positioned at right angles to vehicle traffic. He added that speed bumps had recently been installed within the roundabout's inner apron to discourage drivers from cutting across it and reduce vehicle speeds. He expressed support for the proposed improvements and referenced a pending Active Transportation Program grant application that, if awarded, would help fund the remaining improvements.

There was no public comment.

Member Milford-Rosales moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Baumgarten, Ford, Kim, Levine, Margarita, Milford-Rosales, Pantoja, and Siegal (8)

Absent: CAC Member Daniels (1)

6. San Francisco Planning Department's Hayes Valley Public Life Study Update – INFORMATION

Ms. LaForte introduced the item and Tolu Atoyebi, Planner at San Francisco Planning, presented the item.

Member Levine asked whether the study revealed any unexpected findings, noting that much of the information presented appeared consistent with his observations of activity in Hayes Valley, including that Saturdays seemed busier than other days.

Ms. Atoyebi responded that the study largely confirmed initial expectations with data to support those observations, including increased activity during programmed street closures and the importance of Patricia's Green and Proxy as neighborhood gathering spaces. She noted that some transportation findings were less straightforward and invited SFMTA staff to elaborate.

Casey Hildreth, Principal Planner at SFMTA, stated that the study did not reveal significant surprises but provided a stronger data foundation for evaluating community feedback and policy objectives.

Member Ford said that the study noted that bus speeds were down and that automobile traffic was down. She asked whether the study examined bus boardings and passenger volumes.

Mr. Hildreth responded that ridership data was available and noted that buses traveling through the area were typically less than half full, particularly in the westbound direction near the route's terminus.

Member Ford asked whether ridership differed between weekdays and weekends.

Mr. Hildreth stated that he thought ridership would be different between weekends and weekdays but that he did not have the specific figures available. He offered to provide the information at a future meeting.

Chair Siegal said that overall ridership on the 6 Hayes-Parnassus route was significantly lower on weekends than on weekdays.

Member Ford suggested calling out that the reroute had less human impact because the 6 was a lightly used bus route on the weekend in that segment.

Mr. Hildreth explained that SFMTA had consulted with transit staff and said that the 6 route was a shorter route than some other east-west Muni routes, so delays along the affected segment did not significantly impact overall route operations or the ability to maintain scheduled service intervals.

Member Baumgarten asked whether the study included any threshold of community or business consensus or opposition that could delay or derail it. She cited survey findings that 41% of business owners thought that they experienced negative impacts.

Ms. Atoyebi explained that the study was intended to gather information and community

feedback to inform decision-makers, with business survey results representing one component of the overall analysis.

Mr. Hildreth clarified that no predetermined thresholds or metrics had been established to make recommendations about the shared space. He emphasized that the study's purpose was to provide information to decision makers so that they could make informed decisions.

Member Margarita asked how the reported 16.2% reduction in median bus speeds was calculated and whether the analysis only included Wednesdays and Saturdays.

Mr. Hildreth explained that bus travel times were measured using GPS data collected between designated points within the study area over approximately six months. He stated that the analysis compared average travel times during weekdays and street closure periods.

Member Margarita asked whether the data included travel times throughout the week rather than only Wednesdays and Saturdays.

Mr. Hildreth responded that he believed the analysis compared average weekday travel times with closure periods, which are primarily Saturdays, but would need to review the data to confirm the specific days included.

Member Margarita asked whether bus operators were aware of the travel time monitoring and whether they experienced pressure to maintain specific travel times. She described witnessing a Muni bus operator confront motorists and a bicyclist while stopped in traffic on McAllister Street and expressed concern about the operator's behavior.

Mr. Hildreth clarified that the study focused on bus travel times and did not address individual incidents. He encouraged reporting the incident for appropriate follow-up.

Mr. Hildreth stated that operators were expected to maintain safe driving practices and emphasized that SFMTA operators were trained to navigate complex traffic conditions throughout the city.

Chair Siegal said that she understood that the study confirmed some intuitive findings, such as higher Saturday pedestrian activity than Wednesday. She asked whether the study could compare Wednesday and Saturday pedestrian activity and business sales patterns in Hayes Valley with similar commercial corridors elsewhere in San Francisco that did not have shared spaces. She suggested that these comparisons could strengthen the findings and increase public confidence in the study.

Ms. Atoyebi acknowledged the suggestion and stated that the project team would be open to exploring additional data and comparisons during the next phase of the study.

Chair Siegal also recommended in response to public comment received by the CAC, that the study incorporate more qualitative feedback from residents and community members to better reflect both support for and concerns about the shared space. She said that she overwhelmingly heard enthusiasm for the shared space, but she also heard concerns, so it would be good for the study to reflect that. She said it would also be good to get a higher response rate to the survey from businesses to improve survey participation and strengthen the findings. She said that any recommendations to extend the shared space permit or establish a permanent pedestrian street should be accompanied by improvements to the 6 Hayes-Parnassus bus route. She said this would be important given

concerns about existing service delays and reductions related to the reroute. She emphasized the importance of improving transit speed, reliability, signage, and bus stop amenities for riders who depend on the route.

Member Kim expressed concern about the low business survey response rate and recommended additional outreach, particularly to businesses that could be directly affected by a permanent shared space. He also asked how the study determined the percentage of sales attributed to walk-in customers and what the term meant. He said that he did not know the percentage of customers at his own business that walked in.

Ms. Atoyebi explained that businesses were asked to estimate the percentage of sales generated by in-person customers compared with deliveries and online orders.

Member Kim observed that in-person customers could arrive by various transportation modes, including driving, transit, bicycling, or walking. He expressed concern that describing these customers as walk-ins could be misleading if interpreted as evidence that customers primarily traveled on foot.

Mr. Hildreth acknowledged the distinction and suggested that “drop-in customers” might be a more appropriate term.

Member Kim reiterated that in-person purchases did not necessarily indicate how customers traveled to businesses and cautioned against drawing conclusions about the benefits of street closures from that data.

Ms. Atoyebi explained that the survey question was intended to better understand businesses' reliance on in-person customer activity. She acknowledged Member Kim's concerns regarding the terminology and interpretation of the data.

Member Kim suggested that sales tax data could provide additional insight into business impacts but acknowledged the difficulty of distinguishing the effects of the shared space from broader economic changes following the pandemic. He emphasized the importance of business feedback and recommended additional outreach to businesses that had not responded, particularly in areas with lower participation, to ensure their perspectives were considered before future decisions were made. He said that this would help reach a consensus and reduce feelings of division around any decision.

During public comment, Raynell Cooper, Legislative Aide to District 5 Commissioner Mahmood, thanked the project team and emphasized that Commissioner Mahmood’s goal for this study was to gather data to inform future decision making for this corridor. He said that District 5 supported a proposal to renew the Hayes Street Shared Space permit for two years or longer to allow continued investment in programming and staffing. He highlighted findings of increased pedestrian activity during street closures and expressed support for comments made urging additional comparisons with other neighborhoods, expanded community outreach, and improvements to the outbound 6 bus route.

Andrew Seigner, Board Member of the Hayes Valley Neighborhood Association (HVNA) and HVNA’s representative for the Hayes Street Shared Spaces permit, expressed support for permanently closing the 400 block of Hayes Street to vehicle traffic. He cited community support, including a petition with approximately 2,800 signatures, including 500 from the Hayes Valley zip code and requested that the study incorporate all of this public input. He also recommended that Phase 2 include proposals for permanent pedestrianization and improvements to the 6 bus reroute.

Jason Smith, HVNA Board Member and Hayes Valley resident, expressed support for the Hayes Street Promenade, describing it as a town square and an important community gathering space that encouraged neighborhood connections and social activity. He emphasized the importance of highlighting residents' personal experiences alongside quantitative data when evaluating the shared space and supported additional research and community input to inform future decisions.

7. SFMTA's School Traffic Calming Program Progress Update – INFORMATION

Rachel Seiberg, Transportation Planner, introduced the item and Damon Curtis, Manager of Traffic Calming Program at SFMTA, presented the item.

Chair Siegal asked why SFPW had delayed installing improvements for the 2021-2022 school traffic calming program cycle.

Mr. Curtis replied that the delays were primarily due to staffing constraints and competing priorities, including street paving, pothole repairs, and support for the curb ramp program. Due to these constraints, SFMTA was exploring the use of Job Order Contracts (JOCs) to supplement SFPW crews, similar to the approach used in the residential traffic calming program.

Chair Siegal expressed her support for the school traffic calming program and requested additional information on how the City could support SFMTA to reduce installation timelines.

Member Ford expressed appreciation for the school traffic calming program and asked how SFMTA selected improvements recommended through school walk audits. She noted that she lives near the Lawton Alternative School, which had received a school walk audit and subsequent improvements, but had not observed any noticeable improvements.

Mr. Curtis explained that the presentation focused primarily on the traffic calming improvements, while other recommendations, such as crosswalk repainting, new signage, and pedestrian signal timing adjustments, were included in SFMTA's broader reporting. He stated that improvements beyond the scope or budget of the school walk audits were referred to SFPW or other SFMTA capital programs for potential future implementation. He added that the Safe School Connections Program aimed to improve tracking of higher-cost capital improvements and referrals and better incorporate them into SFMTA's Capital Improvement Program.

Member Ford asked how the City handled repeated issues of dog waste near schools.

Mr. Curtis replied that the issue was outside the scope of the program and his expertise.

There was no public comment.

8. State and Federal Legislation Update – INFORMATION

Martin Reyes, Principal Transportation Planner, Government Affairs, presented the item per the staff memorandum.

Chair Siegal expressed support for efforts to restore funding for Greenhouse Gas Reduction Fund Tier 3 programs and asked for confirmation that the Tier 3 program funding levels in the current fiscal year's budget were not expected to change.

Mr. Reyes confirmed that Tier 3 program funding levels in the Fiscal Year 2026/27 State

budget were unlikely to change. He stated that advocacy efforts would focus on restoring funding for Fiscal Year 2027/28 and pursuing a longer-term solution.

Member Milford-Rosales expressed support for Senate Bill 1246 and asked about its implementation timeline and when the requirement for autonomous vehicle (AV) remote operators to be based in the United States would take effect.

Mr. Reyes explained that newly enacted bills often take effect at the beginning of the following year but noted that implementation could require additional administrative procedures. He stated that he would follow up with details on the implementation timeline.

During public comment, Edward Mason suggested requiring AV companies to reimburse government agencies for regulatory oversight and monitoring costs. He also expressed concern about unsafe micromobility device use and suggested requiring licenses to address accountability and safety.

Other Items

9. Introduction of New Business – INFORMATION

Member Margarita reported witnessing a vehicle strike a pedestrian at 24th and Folsom streets, an intersection with a traffic signal. She stated that the incident occurred at night and that the pedestrian appeared to be recovering. She added that while waiting for emergency responders, nearby residents informed her of other pedestrian collisions at 25th and Folsom and 26th and Folsom streets, which they said often went unreported because individuals were afraid to contact the police. Member Margarita requested that SFMTA evaluate the possibility of installing traffic signals at those intersections, citing poor nighttime visibility and concerns about pedestrian safety.

Chair Siegal requested an update from SFMTA on how changes to the Greenhouse Gas Reduction Fund (GGRF) had affected its current operating budget, including funding previously received through the Low Carbon Transit Operations Program (LCTOP) for fare discount programs. She asked whether alternative funding sources had been identified to replace the reduced funding and prevent potential service cuts or reductions to other operating programs. She also requested an updated budget outlook reflecting developments over the past year and the potential impacts of the transit funding measures.

There was no public comment.

10. Public Comment

During public comment, Edward Mason described a near-collision with a bicyclist who failed to stop at the intersection of 24th and Noe streets. He expressed concern about reckless behavior by bicyclists and micromobility device users, particularly at intersections and on sidewalks, and recommended legislation requiring licensing to improve accountability and pedestrian safety.

11. Adjournment

The meeting was adjourned at 8:26 p.m.