

SF BAC minutes 10_30_2025

Monday, October 30, 2025

1. Roll Call – Determination of Quorum

Meeting start time: 6:30 PM

Present: D2, D4, D5, D7, D8, D9, D10, D11

Absent: D1, D3, D6, D10

2. Ramaytush Ohlone Land Acknowledgment

3. Approve Minutes – Monday, September 22, 2025 Meeting

- Bert Hill moved to approve, Paul Wells seconded. Unanimously approved.

a) August 25 minutes update request

- SFMTA requested to update the August 25 meeting minutes – Melyssa Mendoza
 - Discussion ensued as to what action to take. We agreed on adding the SFMTA suggestions to the minutes, to preserve both sets of minutes.
 - Brandon Powell moved to approve, Tim Markus seconded. Unanimously approved.

4. Public Comments

- None

5. Committee Member Reports (*Information*)

| Report | Discussion |
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| Chairman report | <ul style="list-style-type: none">• I wanted to note about striping, the repaved section between northbound bayshore and westbound Cesar Chavez, by the baseball field, remains unstriped. Is a major connector between D10 and the rest of the city.<ul style="list-style-type: none">○ MTA: there's a project starting soon, and it is in that area. They shouldn't delay restriping because of it, so i will check to see what that is.• Our committee has been recommended as redundancy. The commission to decommission commissions. I want to kick off a brief discussion about this. A question to all of us, do we think this committee should continue? My pov is that this is important work, and that the two agencies that constantly show up, it makes a difference to have this collaboration with MTA and DPW. With these in person attendance changes, we don't have as much public presence. I would like to see it continue, but don't want to assume everyone agrees with me. |

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- D10: I think it's a matter of public safety that we continue. We're not televised, and the committees that get attention are the ones you can see. Not sure how we fight back.
 - D7: i think that they are looking for the public to attend MTA meetings to get the point across
 - The commission stated, that the views on the member of this committee are adequately included at the MTA. and because MTA is supposed to take cyclist factor in their decisions making. We can see from the actions of the agency, cyclists are not afforded equal protection of the city.
 - D8: Question for MTA: you have heard us complain a lot. Do you think we have a positive impact at all?
 - A: You have a direct line to us, to me, it depends on the person to relay that information. The items you have brought up have received attention. An agency as big as us, it's hard to communicate budget issues thus not ability to address things. We have been going to strategize based on the budget for our agency, related to the items you bring up. For example, kristin has been very vocal about Arguello street, and one of the planners for that is coming next month. And one of the suggestions she has for a new bike connection is getting traction. Timing is a big thing, and that is usually based on budget.
 - Long winded way of saying, your voice doesn't exist in isolation.
 - D8: How does car infrastructure get prioritized with bike infrastructure
 - A: I can't answer that, I don't know what percentage is, but we as an agency take the Transit First policy very seriously. The agency isn't looking to prioritize cars.
 - D8: Transit First is great, and that means bikes, especially as bike racks are on buses. We also have a climate benefit, so we should be prioritized.
 - A: when we take any infrastructure, we have to see how it impacts transit.
 - D7: I belong to APTA, bicycles are in charge of transit. Muni has to reduce their budget by approx \$300 million (please feel free to fact check the number). I think you're doing a good job with the deficit you have. You are trying your best.
 - D4: Are you trying to get the robo taxis out of the city? Is there any pushback?
 - MTA: mitigate negative impacts on transit and pedestrians there's staff that interfaces with those industries. We want to keep people safe and transit moving. Theta re independent industries that operate on state standards, so it's hard to implement city rules and restrictions.
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| | <ul style="list-style-type: none"> ● D8: Ask these companies to make the code public, ask our state senators, and if they violate the laws, that they should get ticketed like every other driver. Please continue discussions with state legislatures. <ul style="list-style-type: none"> ○ We do have gov't liaisons working on policy, I can't say what they are talking about. ● D7: MAAS, privately owned cars are only used 5%. MaaS is a much more efficient way of managing streets. MaaS is a transportation model that combines various mobility options like public transit, ride-sharing, bike and scooter sharing, and car rentals into a single, on-demand service accessible through a digital app. The movement is to get humans away from driving. ● SFMTA: wanted to acknowledge that the recommendation was made. The timeline is by Feb 1, 2026, a final report that will be presented for approval. By March 1, 2026, this will be approved as legislation, there will be a charter amendment. By April 1, 2026, the board will hold the hearings on the drafted legislation. ● Chairman: this committee literally costs the city nothing. This has next to no impact on the city budget to have the city agencies appear at this meeting. |
| Committee reports | <ul style="list-style-type: none"> ● (secretary note, we went in opposite direction, so start from D11 through D1 to get the chronological order) ● D1: <ul style="list-style-type: none"> ○ Absent this month. ● D2: <ul style="list-style-type: none"> ○ No update this month. ● D3: <ul style="list-style-type: none"> ○ Absent this month. ● D4: <ul style="list-style-type: none"> ○ Still no supervisor! ○ We had a citywide bike bus ride from the conservatories to sunset dunes. It was hundreds of families and it was great. They just repaved Transverse drive, and it's not painted. So it was difficult to navigate. It feels very sketchy to ride. The repaving is great but the paint isn't there and no stops. <ul style="list-style-type: none"> ■ MTA: rec and park is responsible for painting, but we are not sure who is responsible for the painting. There's usually temporary striping, since there isn't, I will follow up with that. ○ Between overlook and jfk there's a concrete divider, but south of that, it's not much there. ○ D8: Can I make a request? At JFK and transverse where there's those jersey barriers, if you can have a southbound sign that |

says "DO NOT ENTER"? It makes it dangerous for people going north.

- I want to mention Waymos (brought up in D5 conversation), they are the most safe option of cars, but they are still dangerous.

- D5:

- No update this month.
- Not bicycle related, but there was a shopcat, on 16th and Valencia that was allegedly killed by a Waymo. We should see how the company responds to this, if at all. The cars are not ready for all these edge cases, and it's scary not knowing how they are going to react.

- D8: They can't be ticketed, and they can't be cited, so they act with impunity.

- D11: You can't hand signal and have it know what it means.

- D6:

- Absent this month.

- D7:

- Sloat and the merge on Skyline Blvd is a very dangerous merge. It says bikes only, but the cars on Skyline are going freeway speeds. So they can't see us on bikes, but i can see them. There's no sign, there's no bicycle merge. At night it is not lit, and it's incredibly dangerous.

- We have an overlap of Caltrans and SFMTA. That poses challenges.

- They did a nice job west of there with great bike lanes, but when it merges with the big intersection, that's where the greatness ends.

- Q. Is there a counterpart at Caltrans we can invite to these meetings?

- A. SFMTA says, No one off the top of our head, but we can ask around and get a name for you.

- D7: will talk to our contacts at the Caltrans advisory committee in order to get moving on this.

- D8:

- Bike lane on the west side on Valencia between 16th and 23rd. It has a lot of broken glass every day of the week. Not sure how the glass is all adding up in there, but it's very dangerous, and combined with the leaves from the season changes. Is there yet another way we can keep Valencia safe for bikes??

- Does DPW know what the cleaning schedule is for the bike lane? Or what the typical schedule is for Valencia?

- They heavily rely on 311 reports as well

- We have suggested that the cleaning schedule be after recycling because that could help alleviate the glass.

- D9:

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| | <ul style="list-style-type: none"> ○ Chairman's report ● D10: <ul style="list-style-type: none"> ○ Have a question about closing the 3rd street bridge. Does SFMTA have a timeline? <ul style="list-style-type: none"> ■ SFMTA doesn't have a timeline set in stone. Contingency plans for access for bayview from the north side. The project is waiting to be confirmed. ● D11: <ul style="list-style-type: none"> ○ The district is seeing a lot of tough times. Crazy times on Ocean avenue. Construction and taking away a lane of cars. One will be a lane for muni and the other will be cars and bicycles combined. There was a hit and run in the district recently, and that's sad. |
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6. Governmental Reports

| Agency | Discussion |
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| MTA Bicycle Program Report: Lydon George, Transportation Planner | <ul style="list-style-type: none"> ● If you have questions or requests, please e-mail: Lydon.george@sfmta.com and jean.long@sfmta.com ● Responding to D8: 33.7 miles implemented from 0.7 to 6.76 per year of new bike lane per miles. From 2015 - 2024. ● D8: Have there been a change in collisions with bike lanes and cars? <ul style="list-style-type: none"> ○ Will have to get back to you and look at that data. ● Related to Ocean ave, in that area, the M & K took the flattest and straightest routes that cyclists like to bike on. There's a downhill and narrow part. In that neighborhood, the consideration of parking. Ocean view is an area that has not gotten much transit investment. M, K, 54, that's about it. The area is challenging, the freeway is there, and it is hilly. I worked on the M safety project, and we looked at putting protected bike lanes, with that neighborhood developed, the senior population said if you take away our parking, you take away our access. With Holloway that's one of the considerations because of the hill. ● D8: Is it possible to write "share the road with bikes" on the street. We have to do something to lower the temperature with car drivers. <ul style="list-style-type: none"> ○ A: not everyone is going to adhere to a sign but better signage and wayfinding is something we can look into. ● Slow Hearst on Genessee: ● Center running lanes were a pilot and the negative comments influenced the ultimate design that exists today. Because it was a |

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| | <p>pilot, and we reverted, it wasn't treated the same as a new bike lane. Part of it was that the schedule. There was a lot of feedback from the business community that they didn't want their summer months to be affected by the construction. When you do this kind of implementation, there's feedback like at Folsom and Howard, where something was done, then feedback happened on what was not working well and improvements were made.</p> <ul style="list-style-type: none"> • Chairman: MTA needs a culture shift, we propose projects that meet the standard of the project. Start from a position of this is what it should be. <ul style="list-style-type: none"> ◦ MTA: the approach of the project is once the people start to use it, there will always be issues and feedback will be brought up. • D8: speaking at Folsom and Howard, the street speed humps should have the bike cutout that is not in the door zone, so that needs to be taken into consideration. |
| SFPD Report: Capt. Pete Shields, SFPD Traffic division | <ul style="list-style-type: none"> • Absent this month |
| SF Dept of Public Works: Clinton Ottwell | <ul style="list-style-type: none"> • Quick updates from operations team: what we're doing in the background. • Alongside with Caltrans and HSOC (homeless outreach), with the hairball, there's a manual sweeper service in the hairball, including the bike lane. • DPW field staff attended SFMTA and SFPD traffic classes. We hope that leads to better results • Glass on Valencia: waiting on the regular schedule update • With the transit team with Rec and Park: letting them know there's a desperate need for striping now that there's the repavement. This was done in real time during this meeting due to the discussion earlier • Bike lane street sweeper graveyard, do they not know how to fix or are there not new parts being made? The length of time to get something done that costs money, the project gets stalled and delayed. <ul style="list-style-type: none"> ◦ D8: can you look on some reviews with these sweepers to save money and know what you're getting into? Does that exist, like a Yelp for street sweepers. |

BART Bicycle
Advisory Task
Force Report:
Maya Chaffee

- BBATF web page: <https://www.bart.gov/about/bod/advisory/bicycle>
- BART Legistar Calendar: <https://bart.legistar.com/Calendar.aspx>
- Absent this month

8. Motion to Adjourn

- Melyssa Mendoza moves to adjourn, Diane Serafini seconds. Adjourned without objection.

Meeting adjourned at 8:14 pm.