

From: [reesesgmail](#)
To: [Mahmood, Bilal \(BOS\)](#); [Carroll, John \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); chyann.chen@sfgov.org
Cc: [MahmoodStaff](#); [MelgarStaff \(BOS\)](#); [ChenStaff](#)
Subject: regarding item 7. 260100 [Hearing - Transportation and Economic Development on Market Street]
Date: Sunday, April 26, 2026 8:02:13 PM

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BRING BACK CARS
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reese

- lives just south of market street
- car free for over 30 years
- transit advocate

*** but loss of cars on Market Street has led to decimation of downtown businesses, tourism, and communities

BRING BACK CARS

From: [Leah Edwards](#)
To: [Mahmood, Bilal \(BOS\)](#); [Carroll, John \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Chen, Chyanne \(BOS\)](#)
Cc: [MahmoodStaff](#); [MelgarStaff \(BOS\)](#); [ChenStaff](#); [Dorsey, Matt \(BOS\)](#); [DorseyStaff \(BOS\)](#)
Subject: Public Comment on Item 7. 260100 [Hearing - Transportation and Economic Development on Market Street]
Date: Monday, April 27, 2026 7:04:37 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Chair Melgar, Supervisor Chen, and Supervisor Mahmood,

I'm writing as a downtown resident and a daily cyclist to urge the Committee to take up legislation reversing the 2020 ban on private vehicles on Market Street. Mayor Lurie has already cracked the door open by allowing Waymo, Uber Black, and Lyft Black to operate on the corridor under a pilot. It's time to finish the job.

I primarily get around the city by bike, yet I avoid Market Street. Sharing pavement with the F-line streetcars, Muni buses, taxis, and the rail tracks themselves is genuinely unpleasant and unsafe. The track grooves alone are a serious hazard for narrow tires. When I'm going east-west through SOMA, I take Folsom, where the protected bike lane gives me real separation from traffic. That's the cycling infrastructure that actually moves people on bikes.

Meanwhile, the economic case for the ban has collapsed, and Market Street desperately needs a lifeline. We cannot revitalize Downtown without revitalizing Market Street.

1. The Better Market Street project was designed for a pre-pandemic downtown. Office attendance is down roughly 44% from 2019, and the corridor has not recovered.
2. The promised investment never materialized. The Better Market Street capital plan ballooned past \$1 billion before being scaled back to roughly \$604 million for Phase 1, and SFMTA is now facing a \$320M+ budget deficit. There is no realistic funding path to deliver the boulevard the ban was supposed to enable.
3. The City has already conceded the principle. Allowing Waymo, Uber Black, and Lyft Black is a tacit admission that the corridor needs vehicle access to function. There is no coherent policy reason to allow a Waymo to drop a passenger at the Warfield but not a private car carrying a theatergoer to the same destination.
4. The safety argument deserves an honest answer, not a veto. SFMTA reports a 40% drop in collisions since 2020, but that period also saw a collapse in foot traffic across all of downtown. Reopening to private vehicles with the existing turn restrictions, lower speed limits, and signal timing — the same regime now applied to rideshare — can preserve most of the safety gains while restoring the access merchants and the theater district need to survive.

My ask: schedule a hearing on reopening Market Street to private vehicles, with the Waymo/rideshare pilot data as the starting evidence. The current arrangement of cars allowed if they're a robot or a Black car, banned if they're yours, is incoherent and is starving the corridor of the foot traffic and street life it needs.

Thank you for your consideration.

Sincerely,

Leah Edwards

D6 Resident of 10+ years