

From: [Carroll, John \(BOS\)](#)
To: [Matt Muldowney](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [Sciammas, Charlie \(BOS\)](#); [Mahmood, Bilal \(BOS\)](#); [Cooper, Raynell \(BOS\)](#)
Subject: RE: [Public Comment] Waymo Hearing at Land Use and Transportation Committee
Date: Monday, March 2, 2026 3:14:36 PM
Attachments: [image001.png](#)

Thank you for your comment letter.

I am forwarding your comments to the members of the Land Use and Transportation committee, and I will include your comments in the file for this hearing matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

- [Board of Supervisors File No. 260034](#)

John Carroll

Assistant Clerk

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445



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From: Matt Muldowney <matt.muldowney@gmail.com>

Sent: Monday, March 2, 2026 3:05 PM

To: Carroll, John (BOS) <john.carroll@sfgov.org>

Subject: [Public Comment] Waymo Hearing at Land Use and Transportation Committee

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Hi John,

I would like to provide the following public comment regarding the Waymo Hearing today.

I want to start out by calling out one of the city's wins during the power outage, and that is car-free Market St. Because Market St is car-free, it served as a critical artery for the city's emergency response. Emergency vehicles can rely on Market St for speedy navigation through the city since they don't have to worry about cars blocking their path.

Except, that's not the case anymore. For those who don't know, Mayor Lurie has granted Waymo an exception which allows just their vehicles to operate on car-free Market St. So the vehicles that were most at fault for blocking emergency response during the power outage now are the only ones with an exception to operate on car-free Market St.

My first request is that AVs should not be granted special treatment. If a street is car-free, it's car-free. I urge the board to work with the SFMTA to close the loophole enabling Waymo to operate on car-free Market St.

My second request to the board, and before I say this I do want to thank Supervisor Mahmood for calling this hearing I think it's a start, but the board needs to show some backbone here. You all are shrugging your shoulders claiming, "AVs are here and there's nothing we can do, as a city we just have to deal with it." There is plenty you can do! You can regulate them! You can hold them accountable for incidents like this! I've heard numerous questions today around the number of Waymos/incidents that occurred during the power outage. We should not be asking those questions, we should require AV companies to provide this very basic level of information. Also, if a normal car is blocking an emergency vehicle, it gets a ticket; but Waymo has not received a single fine for causing hundreds of blockages during the outage.

Best,

Matt Muldowney

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation, \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: WAYMO The Pattern Re: Safety / Waymo / Jobs
Date: Monday, March 2, 2026 1:08:57 PM

Hello,

Please see below for communication from J. Conley regarding File No. 260034, which is Item No. 2 on today's Land Use and Transportation Committee agenda.

File No. 260034: Hearing to discuss the impact of the December 2025 power outages on the transportation network and Waymo autonomous vehicles; and requesting Waymo, LLC, the Department of Emergency Management, Municipal Transportation Agency, and Fire Department to report. (Mahmood, Wong)

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: jpcsfo@nym.hush.com <jpcsfo@nym.hush.com>
Sent: Monday, March 2, 2026 11:35 AM
To: jpcsfo@nym.hush.com; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: WAYMO The Pattern Re: Safety / Waymo / Jobs

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To the SAN FRANCISCO BOARD OF SUPERVISORS

Waymo is a systemic threat to public safety and to jobs. DOCUMENTED INCIDENTS BELOW.

Waymo is dependent on 3 basic things:

Electricity.
A Cellular Connection
and Programming.

- Cell connections fail or experience dead zones which effect Waymo communications.
- Programming. It is an impossibility to program for every situation while driving.

San Francisco blackout?

Waymo's rough week in California with SF blackout, Santa Monica suit

<https://www.yahoo.com/news/articles/waymo-sues-santa-monica-trying-202138871.html>

Emphasized "Nothing like waymo driving you into a shootout with cops:

Waymo puts another passenger in a dangerous situation

Waymo has struggled to navigate road scenarios that a human driver could easily handle.

Feb 16, 2026 4:37 PM EST..Waymo's autonomous cars have been caught repeatedly endangering passengers in a particular road scenario.

Vehicles also failed to stop for school buses, leading to a recall and regulatory investigations.

Waymo claims improved safety, but experts question its data transparency....Last week, a driverless Waymo vehicle with a passenger in the back drove into the middle of an active police scene before stopping in Atlanta, Georgia.

A local television news station that has been covering Waymo's failure to stop at school buses with their stop signs deployed just happened to be on the scene filming the police standoff with an armed suspect, who had fired at law enforcement, grazing one in the head.

The camera crew filmed the motionless vehicle after it reportedly bypassed squad cars and police officers before stopping in the middle of a crime scene. A policeman can be seen in the front seat attempting to move the vehicle out of the way.

"While navigating the parking lot, we entered an unsecured, not-taped-off lane (to the left of your video framing) before coming to a stop. As our protocols are designed and we've trained first responders to do, a police officer disengaged the vehicle, and our roadside assistance team retrieved it," Waymo said in a statement to 11Alive.

<https://www.thestreet.com/technology/waymo-puts-another-passenger-in-a-dangerous-situation>"

Child struck by Waymo near elementary school in Santa Monica....

Waymo says the car "braked hard" and slowed from 17 miles per hour to 6 miles per hour before hitting the child. The company says that's faster than a human driver would have been able to brake...."

<https://abc7.com/post/child-struck-waymo-elementary-school-santa-monica/18500922/>

Waymo is lying. I beat my cars sensors all the time. Why didn't Waymo evade the child? In

perspective people walk at about 3 miles per hour. WAYMO hit the child going parking lot speed (7 miles per hour).

Waymo robotaxi drives into active police scene

<https://youtu.be/p2XoMKwZE3o?si=my3irgEmPVsdtOSQ>

Driverless Waymo vehicle goes through tense police stop in L.A.

<https://www.nbcnews.com/news/us-news/driverless-waymo-vehicle-inadvertently-takes-riders-tense-police-stop-rcna246994>

"But when a self-driving ride turned scary last month, she found herself wishing there had been a stranger behind the wheel after all.

Stephanie recalled riding home with her sister in one of Waymo's driverless Jaguar SUVs around 10:30 p.m. on a Saturday night when a car holding several young men began following them. They drove close to the robotaxi honking and yelling, "Hey, ladies — you guys are hot."

If she or another human had been driving, it would have been easy to reroute the car to avoid leading the pursuers to her home. But she was scared and didn't know how to change the robot's path. She called 911, but a dispatcher said they couldn't send a police car to a moving vehicle, Stephanie recalled."

<https://www.washingtonpost.com/technology/2024/12/22/waymo-robotaxi-passengers-harassment/>

Waymo like Cruise get into accidents that no human driver would fathom. These are just the tip of the iceberg...

December 23, 2024

"On Friday morning, a driverless Waymo vehicle, for reasons unknown, rolled into a patch of wet cement on the grounds of Laguna Honda Hospital — and sank in. It was, for onlookers, a source of much mirth and cellphone picture-taking. A witness tells your humble narrator that the wet cement ought to have been better demarcated with barricades —but, also, that a human driver would never, ever have made this mistake"

<https://missionlocal.org/2024/12/waymo-rolls-toward-san-francisco-airport-showdown-brewing/>

2023:

Driverless Waymo car almost digs itself into hole—literally

<https://sfstandard.com/2023/01/15/driverless-waymo-car-digs-itself-into-hole-literally/>

No Human Driver in their right mind would do this.

" 'No! You stay!' Cops, firefighters bewildered as driverless cars behave badly

Firefighters smash windows to make autonomous vehicles stop, incident reports show. See

interactive map at end of article."

<https://missionlocal.org/2023/05/waymo-cruise-fire-department-police-san-francisco/>

The fact is that any autonomous vehicle does not respond to human traffic control. As in the above when a Waymo was trying to run over a fully charged fire hose in San Francisco.

Video:

<https://videos.files.wordpress.com/M9DI3QYN/robocars.mp4>

"Self-driving car creates chaos: SF drivers forced to use bike lane.....A self-driving car stalled on a busy San Francisco street Sunday, according to a social-media video. The autonomous Waymo vehicle blocked a traffic lane on Valencia Street, the video shows. The resulting congestion took place in the area of a controversial bike lane on Valencia Street, which has a long history of bicycle crashes. A construction project intended to improve cyclist safety started in April, creating a bikeway in the middle of the street between two opposing lanes of traffic. But since the project began, cars and trucks have been photographed blocking the bike lane, according to previous SFGATE reporting. The new lane design moving the curbside bike lanes to the middle of the road has created only more problems, some transportation advocates and cyclists argue. (The San Francisco Municipal Transportation Agency has responded by adding new paint, rubber curbs, more signs and other visibility improvements, according to its website.) In Sunday's social-media video, multiple cars can be seen driving into the Valencia bike lane to bypass the apparently stalled Waymo vehicle.

This isn't the first time a self-driving car has obstructed traffic for San Francisco drivers."

<https://www.sfgate.com/bayarea/article/self-driving-car-creates-chaos-sf-drivers-bike-18286345.php>

Video:

https://twitter.com/Shenanigans_ATL/status/1688400813742493696

J. Conley

From: [Carroll, John \(BOS\)](#)
To: ["Claire Amable"](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [Sciammas, Charlie \(BOS\)](#); [Mahmood, Bilal \(BOS\)](#); [Cooper, Raynell \(BOS\)](#)
Subject: FW: SFBike Letter of Support for item 2 - LUT March 2, 2026 - BOS File No. 260034
Date: Monday, March 2, 2026 11:44:00 AM
Attachments: [2026-03-02 Letter of Support for Item 2.pdf](#)
[image001.png](#)

Thank you for your comment letter.

I am forwarding your comments to the members of the Land Use and Transportation committee, and I will include your comments in the file for this hearing matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

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[Board of Supervisors File No. 260034](#)

The agenda was posted on Thursday last week.

John Carroll

Assistant Clerk

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445



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From: Claire Amable <camable@sfbike.org>

Sent: Monday, March 2, 2026 7:51 AM

To: Carroll, John (BOS) <john.carroll@sfgov.org>

Subject: SFBike Letter of Support for item 2

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

Good morning John Carroll,

Unfortunately, I will not be able to deliver public comment today at Land Use and Transportation. Please find SFBike's letter of support for item 2 attached below. I hope it makes it in time for agenda printing! Thank you very much.

- Claire

--

Claire Amable

Director of Advocacy

415-289-9349 | claire@sfbike.org

Pronouns: she/they

[San Francisco Bicycle Coalition](#)

Promoting the Bicycle for Everyday Transportation

[1720 Market St.](#)

[San Francisco, CA 94102](#)

[Join or renew as an SFBike member today!](#)

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San Francisco Bicycle Coalition
1720 Market Street
San Francisco, CA 94102

T 415.431.BIKE
F 415.431.2468

sfbike.org

BIKING AND ROLLING FOR EVERYDAY TRANSPORTATION

March 2, 2026

Board of Supervisors
Land Use and Transportation Committee
Chair Melgar and Vice Chen
1 Dr Carlton B Goodlett Place, Room 250
San Francisco, CA 94102

Dear Chair Melgar and Vice Chair Chen,

For over 50 years, the San Francisco Bicycle Coalition has advocated to transform our city streets to safe, just, and livable places by promoting the bicycle for everyday transportation. I am writing to express our strong concerns about how autonomous vehicles reacted to the December 20th blackout and to echo the calls for local regulation by Supervisor Fielder.

Our organization's mission is to advocate, educate, and build community for biking and rolling that is safe and welcoming for everyone in San Francisco. We also lead the Keep Market Street Moving alliance, a group of over 25 organizations who came together in response to the Mayor inviting Waymo and luxury ride hailing services to Market Street last year.

We understand that autonomous vehicles are here to stay and the City of San Francisco should be able to regulate them if our streets are going to continue to be the testing grounds for this technology. Someday in the future we hope AV's do actually play a useful role in increasing safety on our streets but two years after driverless passenger service began AV's are still picking up and dropping off in bike lanes.

Recent events like the December black out or the collision with a child in Santa Monica should give us a moment to pause and strengthen regulations before more companies deploy AV's on our streets.

The California Public Utilities Commission should develop clear rules for AVs during signal outages and other emergencies that require vehicles to clear intersections or pull to the curb rather than stalling. There should be consequences and accountability for violating these rules, just as human drivers are held accountable for their violations of the rules of the road.

AV operators should be required to demonstrate they can abide by these rules in real life before deploying or expanding fleet sizes. And they should be required to share data with the cities and counties their AVs operate in. Failing to do so sets us up for failure and will make our streets more congested.

We've been in this place before, ride-hail companies promised that their apps would increase safety by decreasing traffic congestion, but data shows unequivocally that the opposite is true, that those services

more often replace sustainable trips via transit or active transportation than trips by private vehicles. This is not in line with our City's transit-first policy or our sustainable transportation goals.

In a city vulnerable to earthquakes, atmospheric rivers, and strong winds; power outages and signal failures are foreseeable events. When autonomous vehicles cannot adapt to these conditions at scale, they put vulnerable road users at risk, delay Muni, and obstruct emergency services.

Our streets are our most valuable public asset. They must work first and foremost for the people of San Francisco. This situation was foreseeable, and operators should be held accountable.

Thank you Supervisor Mahmood for doing that by calling this hearing and Supervisor Fielder for your resolution demanding local regulation.

Sincerely,

A handwritten signature in black ink, appearing to read "AMABLE". The signature is stylized and cursive, with a horizontal line crossing through the middle of the letters.

Claire Amable
Director of Advocacy
San Francisco Bicycle Coalition