

**From:** [justintruong56@gmail.com@wpdatacenter.com](mailto:justintruong56@gmail.com@wpdatacenter.com) on behalf of [Justin Truong](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Tuesday, September 16, 2025 12:36:10 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Justin Truong

[justintruong56@gmail.com](mailto:justintruong56@gmail.com)  
33 Junior Terrace 94112

**From:** [Board of Supervisors \(BOS\)](#)  
**To:** [BOS-Supervisors](#); [BOS-Legislative Aides](#)  
**Cc:** [BOS-Operations](#); [Carroll, John \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)  
**Subject:** 321 Letters Regarding File No. 250851  
**Date:** Tuesday, September 16, 2025 12:14:50 PM  
**Attachments:** [321 Letters Regarding File No. 250851 Street Safety Act.pdf](#)

---

Hello,

Please see attached 321 letters regarding **File No. 250851:**

Resolution urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.

Regards,

John Bullock  
Office of the Clerk of the Board  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
(415) 554-5184  
[BOS@sfgov.org](mailto:BOS@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

***Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

**From:** [Phaedra Fisher](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:45:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Phaedra Fisher  
Email                              phaedra@pobox.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Phaedra Fisher

---

**From:** [Jennifer Z Yan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:42:46 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jennifer Z Yan  
Email                              popcorn-kidder.3s@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Stephanie Lehman](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:09:55 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Stephanie Lehman  
Email                              slehman21@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Linda Mathews](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:10:39 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Linda Mathews  
Email                              linda.mathews@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please stop with this madness. Save the money and use it for real public transportation. You keep asking us for more money. Vote No on this proposal. Vision Zero didn't work. This is no diff. Stop wasting our money please.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for

conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Leslie Podell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:33:38 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Leslie Podell  
Email                              leslie@podell.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jane Ma](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:43:40 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jane Ma  
Email                              mischama13@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Lou Barberini](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:32:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lou Barberini

Email                              lb24sf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

I commute by bike more than any member on the Board. The SF bicycle infrastructure has become confusing. Narrow bike lanes are overrun with e-vehicles and reckless delivery personnel. I now avoid Valencia, Market, and the Great Highway. This war on cars needs to stop.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the



responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Teresa Shaw](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:49:33 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Teresa Shaw  
Email                              tawny.sapient0c@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Nick Podell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:51:38 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nick Podell  
Email                              nick@podell.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Eddy Sapiro](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:52:37 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Eddy Sapiro  
Email                              eddysapiro@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Nat Podell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:52:42 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nat Podell  
Email                              natalie@podell.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Nicholas Podell, jr.](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:53:40 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nicholas Podell, jr.

Email                              nicky@podell.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Madelon Podell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:54:39 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Madelon Podell  
Email                              madelon@podell.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [victoire.reynal](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:01:51 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      victoire reynal  
Email                              brawny\_pouch\_0b@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Spring smith](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:11:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Spring smith  
Email                              springsmith07@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Spring Smith

---

**From:** [William Deegan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:29:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      William Deegan  
Email                              bdbaddog@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [azia yenne](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 12:07:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      azia yenne  
Email                              azia\_yenne@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Joseph DeLucchi](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 12:22:37 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Joseph DeLucchi  
Email                              joe.delucchi@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Pankaj Shah](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 12:49:45 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Pankaj Shah  
Email                              rotibistro@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Joseph Wszalek](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** Support for the Street Safety Act  
**Date:** Monday, September 15, 2025 1:01:52 PM

---

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

Dear members of the SF Board of Supervisors,

My name is Joe Wszalek. I and my family live in District 7, and I'm pleased that my supervisor Supervisor Melgar has proposed a Street Safety Act to reaffirm the City's work towards Vision Zero and to promote road safety for all users. I had the privilege of speaking in support of this Act during the Land Use and Transportation Committee's meeting on 8 September 2025, and I would like to reiterate my comments of support to the entire board before its full vote on 16 September.

I support the Street Safety Act in two capacities. First and personally, I am a parent of a young child, and I value his ability to run and bike freely during our outings. The overall walkability and quality of public transit in the City is a big quality-of-life factor for us, but I find it wearisome and stressful to be on constant lookout for road risks—whether from individual users or from the built environment—whenever my son is on foot or on his bike. The Street Safety Act will improve travel conditions and safety for all users, but I particularly support efforts to improve safety and quality for users like my son who can't or who choose not to drive.

Second and professionally, I am a neuroscientist who specializes in brain injury, and I recognize the serious and dangerous relationship between motor vehicle accidents (MVAs) and traumatic injury. MVAs are a leading cause of traumatic brain injuries here in the US, and I see those statistics represented in my own clients and patients, many of whom face major cognitive and behavioral challenges as a result of their car accidents. Brain injuries are just one of the many health risks that excessive and unsafe traffic can pose, but the simple fact of the matter is that holistic, proactive approaches to road use mean it's harder for you to injure yourself or other people. Measures in the Street Safety Act that improve safety for drivers and non-drivers alike would take an important step forward in eliminating a key source of chronic brain injury and disability.

Please pass Supervisor Melgar's Street Safety Act, and then please continue to work with the Mayor's office and agency leaders to guarantee that the Act's measures are implemented as soon and as effectively as possible.

Thank you.

Sincerely,

--

Joseph A. Wszalek, JD, PhD  
Center for Neurolaw and Equity  
[neurolawandequity.org](http://neurolawandequity.org)

**From:** [Cole Sapiro](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 1:21:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Cole Sapiro  
Email                              hiatal-curly-0h@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Tess Sap](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 1:22:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Tess Sap  
Email                              hiatal-curly-0h@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Eric Wagner](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 1:31:41 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Eric Wagner  
Email                              ecwagner75@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jim Wollak](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 1:57:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jim Wollak  
Email                              wollakjim@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Amy Murphy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:02:43 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Amy Murphy  
Email                              ammurphy1@dons.usfca.edu

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Colette Cannon](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:09:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Colette Cannon  
Email                              colettecannon@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [James Dorsch](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:13:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent James Dorsch  
Email [jamesdorsch@gmail.com](mailto:jamesdorsch@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jane Perry](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:17:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Jane Perry  
Email                         janesjoint5@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [PATIENCE HUTCHINSON](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:34:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent PATIENCE HUTCHINSON

Email [knit1purl1@sbcglobal.net](mailto:knit1purl1@sbcglobal.net)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Eileen Foti](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:36:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Eileen Foti  
Email                              fotieileen@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Janet Pellegrini](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:36:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Janet Pellegrini  
Email                         janetpellegrini@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kevin Brunner](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:39:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kevin Brunner  
Email                              kevin@brunnerco.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Paul Zarich](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:40:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Paul Zarich  
Email                              pzarich16@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Barbara Foley](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:44:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Barbara Foley  
Email                              barbara0704ib@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Maria Aldaz](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:44:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Maria Aldaz  
Email                              mealdaz58@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Monika Rothenbuhler](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:47:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Monika Rothenbuhler  
Email                              Brandywine13@outlook.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [L.Huang](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:49:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      L Huang  
Email                              Renonv86@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Cheryl Karpowicz](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 12:36:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Cheryl Karpowicz  
Email                              Cherylkarpowicz@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Over one quarter of our residents are elderly or disabled. Forcing them out of their cars is not the solution. Too much focus on bikes and scooters has clogged traffic which in and of itself increases the risk to pedestrians.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for

conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



Cheryl & Ron Karpowicz

---

**From:** [James McFadden](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 3:39:24 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      James McFadden  
Email                              jimmcfsf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Dave English](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 6:23:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Dave English  
Email                              cobweb\_isle0r@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Cathy Livy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 7:13:36 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Cathy Livy  
Email                              [clivy@sbcglobal.net](mailto:clivy@sbcglobal.net)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Franco Lucchesi](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 9:46:28 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Franco Lucchesi  
Email                              francolucchesi204@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Nancy Narang](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 10:10:35 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nancy Narang  
Email                              nancy.k.narang@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Nancy

---

**From:** [Heng Kok Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 10:28:25 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Heng Kok Lee

Email                              hklee1688@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Brett Ortiz](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 11:13:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Brett Ortiz  
Email                              ortizbrett@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Brett Ortiz





**From:** [Judith Dito](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 1:46:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Judith Dito  
Email                             judwithi@me.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jenn Lison](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 2:03:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jenn Lison  
Email                              jennshull@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Alice Williams](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 2:47:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Alice Williams

Email [alicefw@gmail.com](mailto:alicefw@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message: Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Alice & Scott Williams

---

**From:** [Linda Showaihat](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 4:09:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Linda Showaihat

Email                              linda@lsdds.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Linda Showaihat

---



**From:** [Kathryn Kersey](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 5:43:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kathryn Kersey  
Email                              kkersey36@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Martin Murphy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 5:57:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Martin Murphy  
Email                              martymurphy04@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Ariel Ford](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 7:03:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Ariel Ford  
Email                              ariel@easy-breezy.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

I am a small business owner in San Francisco, I have a thriving frozen yogurt shop on W Portal Ave. Supervisor Melgar's attempts to address road safety are not in the interest of the families living in the area, or the small businesses who serve them. After the fatal incident last year on Ulloa at W Portal Ave, she felt pressure to "do something". But what she is proposing is not conducive to better street safety. The accident last year was caused by an older lady loses control of her car and of her senses and driving over a road divider into a bus stop. No amount of special curbs or lanes would have changed it. The addition of Daylight zones, bike lanes, and extra yellow curbs with overly long hours, and overly restrictive conditions on truck size (why must a truck have six wheels to be able to use for loading and unloading if it is commercially registered with the city??) severely limit accessibility and commerce. I hope you will consider actions that could TRULY help our streets rather than these unnecessary measures Supervisor Melgar suggests.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar’s “San Francisco Street Safety Act” -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco’s surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller’s office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Christina Pappas](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 7:34:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Christina Pappas  
Email                              scoutca66@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jacqueline Westby](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 8:15:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jacqueline Westby  
Email                              jackiewestby@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Christine Varon](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 8:36:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Christine Varon  
Email                              covaron@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Christine Varon

---

**From:** [CJ Reed](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 9:24:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      CJ Reed  
Email                              sanfranseal01@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
CJ Reed

---

**From:** [Natalie Jayo](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 10:25:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Natalie Jayo  
Email                              nljayo@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Melissa Abbe](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 11:49:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Melissa Abbe  
Email                              mcabbe@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Melissa Abbe

---

**From:** [Ananth Subramaniam](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Sunday, September 14, 2025 11:54:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Ananth Subramaniam  
Email                              ananth.subramaniam@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Ananth Subramaniam

---

**From:** [Thomas Bernard](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:01:38 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Thomas Bernard  
Email                              bernardtr@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please vote NO on the Street Safety Act as follows, Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Ana Nunez](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:11:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Ana Nunez  
Email                              [anaisgoogling@gmail.com](mailto:anaisgoogling@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Diana Kaytun](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:11:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Diana Kaytun

Email                              corec123@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Gary Clayton](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:18:26 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gary Clayton  
Email                              gary@claytonmultimedia.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jennie Lyons](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:20:40 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jennie Lyons

Email                              jlyonsaef@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Cherie Fehrman](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:22:22 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Cherie Fehrman  
Email                              litagent@earthlink.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Gandhia Andrews](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:25:27 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gandhia Andrews  
Email                              gb\_andrews@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Gandhia Andrews

---

**From:** [Mike Hill](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:31:39 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mike Hill  
Email                              windwacko@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Susan McKeon](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:34:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Susan McKeon  
Email                              mckeonsf@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Popescu](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:52:25 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Popescu  
Email                              jcpopescu@att.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Marlen Bekirov](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:52:28 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Marlen Bekirov  
Email                              marlen.bekirov63@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Emanuel Langit](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 9:16:37 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent Emanuel Langit  
Email [emanuel.langit@fastmail.fm](mailto:emanuel.langit@fastmail.fm)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jeanine Mahl](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 9:26:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jeanine Mahl  
Email                              jeanine.l.mahl@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely, Jeanine L Mahl

---

**From:** [Dena Aslanian-Williams](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 9:38:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Dena Aslanian-Williams

Email                              denawilliams@msn.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Bernard Dethiers](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 9:43:21 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Bernard Dethiers  
Email                              bdehiers@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Johnson Eng](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 9:53:24 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Johnson Eng  
Email                              jeng55@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [David Cuadro](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:02:31 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      David Cuadro  
Email                              david.s.cuadro@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Lefteris Eleftheriou](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:06:26 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lefteris Eleftheriou  
Email                              lefteri28@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Lefteris Eleftheriou  
2419 18th Ave, San Francisco



**From:** [Elina BelotserkovskayS](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:13:28 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent Elina BelotserkovskayS

Email [elinabel@gmail.com](mailto:elinabel@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sharon Handa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:15:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Sharon Handa  
Email                              shandaf7@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jennifer Kriz](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:24:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jennifer Kriz  
Email                              jenniferkriz@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Assunta Young](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:30:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Assunta Young  
Email                              [assuntayoung46@gmail.com](mailto:assuntayoung46@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Assunta Young

---

**From:** [Scott Brown](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:32:22 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Scott Brown  
Email                              scott@lisabyrne.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Rachael Clausen](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:33:26 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent Rachael Clausen  
Email [r.clausen415@gmail.com](mailto:r.clausen415@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

From: [Kenneth Shaffer](#)  
To: [Board of Supervisors](#), [Mayor](#), [City of San Francisco](#)  
Subject: [Amend or Pause the Proposed SF Street Safety Act](#)  
Date: Saturday, September 13, 2025 10:34:57 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent

Email: [kenshaffer80@gmail.com](mailto:kenshaffer80@gmail.com)

### Amend or Pause the Proposed SF Street Safety Act

Message: Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans. As car travel is made more inconvenient, e-bikes will be used more, resulting in more serious injuries. London is being overwhelmed with these serious injuries:  
[https://url.avanan.click/vZi01/1\\_\\_\\_https://www.bbc.com/news/artides/c2ejgw9yepo\\_\\_\\_YXA2OnNmZHQyOmE6bz0COFIYzVNVW4YTgyNjNmMjgzTE3MzI1YWRKYmEyOD03Oms4Nm80DYyYzYMTZJOTRnR2I0ZjY2NDYyMTRMjFhZGFhZDh0L2Nk3MmM1M2ZMz0MjgwYTUzZmJhNDIYzWzj0OIQ8TG](https://url.avanan.click/vZi01/1___https://www.bbc.com/news/artides/c2ejgw9yepo___YXA2OnNmZHQyOmE6bz0COFIYzVNVW4YTgyNjNmMjgzTE3MzI1YWRKYmEyOD03Oms4Nm80DYyYzYMTZJOTRnR2I0ZjY2NDYyMTRMjFhZGFhZDh0L2Nk3MmM1M2ZMz0MjgwYTUzZmJhNDIYzWzj0OIQ8TG)

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2028 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

**From:** [Eileen Sullivan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:36:27 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Eileen Sullivan  
Email                              easulliva@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [jennifer.biederbeck](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:41:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      jennifer.biederbeck  
Email                              jbiederbeck@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Peter Mandell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:44:24 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Peter Mandell  
Email                              petermandell25@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sarah Mehl](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 10:56:23 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent Sarah Mehl  
Email sarahb.mehl@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Amy Blakeley](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:00:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Amy Blakeley  
Email                              amy\_blakeley@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Pay attention to these key points:

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph - SFMTA NEGLECTS THE FACT THAT SLOW TRAFFIC CREATES DEADLY ROAD RAGE! SPEED UP AND RE-OPEN OUR MAIN TRAFFIC THOROUGHFARES.

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall



require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office;

TAKING AWAY LANES AND ADDING SPEED BUMPS WILL NOT IMPROVE OUR MISERABLE 14MPH TRAFFIC FLOW AND WILL PREVENT EMERGENCY VEHICLES FROM THE ABILITY TO SAVE LIVES

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds THESE ACTIONS WILL LOWER OUR AVG MPH ON CITY STREETS TO 11 MPH!!!! GREAT JOB SFMTA!!!!

ALSO - GET RID OF SLOW STREETS!!!!!!!!!!!!!!!!!!!!!!!!!!!! HORRIBLE.

Sincerely,  
Amy Blakeley

---

**From:** [JAMIE WONG](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:10:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      JAMIE WONG  
Email                              JAMIELEE6@GMAIL.COM

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Nathan Vogel](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:10:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nathan Vogel  
Email                              doctorspook@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Myrna Melgar is a menace to San Francisco. This individual is part of a coordinated attack against the citizens and visitors of San Francisco. Myrna Melgar needs to be FIRED IMMEDIATELY!

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for

themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [robert mayer](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:29:27 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      robert mayer  
Email                              robertmayersf@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Deborah Boskin](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:32:27 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Deborah Boskin  
Email                              dboskin@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Renee Lazear](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:34:21 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Renee Lazear  
Email                              redpl@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Tamara Little](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 12:01:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Tamara Little  
Email                              tamaralittle@live.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Tamara Little



**From:** [Kathleen Price](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 12:57:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kathleen Price  
Email                              kathyprice@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Eugene LOCH](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 1:32:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Eugene LOCH  
Email [eugene@techshaman.com](mailto:eugene@techshaman.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kait Harris](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 1:49:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kait Harris  
Email                              ct8@post.com

### **[Amend or Pause the Propose SF Street Safety Act](#)**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Michael Bordokoff](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 2:20:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Michael Bordokoff  
Email                              mbordokoff@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jackie Holen](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 2:22:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jackie Holen  
Email                              jackie.holen@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please STOP the Street Safety Act. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

People need to get off their phones while crossing the street or get a big ticket.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable



tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Mark Armenta](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 2:24:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mark Armenta  
Email                              markarme3nta@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [David Nolley](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 2:42:24 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      David Nolley  
Email                              danolley@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal in the opinions of my wife and me. It is also onerous and oppressive to the majority of San Franciscans who still find needs to drive about San Francisco.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable

tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [LaVive Kiely](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 3:01:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      LaVive Kiely  
Email                              kielykids@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,  
Making driving and parking more difficult is not helping ANYONE in The City. In fact, daylighting in quiet neighborhoods (eliminating parking spots for the people who live there) is hurting the cause. Stressed out drivers are now having to circle endlessly looking for a place to park. Yesterday I read a post on Nextdoor by someone who lives on a very quiet street who has witnessed a FOUR FOLD increase in traffic in his neighborhood as anxious drivers, coming home after work or errands, are endlessly circling the nearby blocks trying to find parking. A FOURFOLD INCREASE! He said his street is significantly less safe-feeling than it was before was imposed.



**From:** [Leslie Koelsch](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 4:36:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Leslie Koelsch  
Email                              koelsch1886@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Virginia Plant](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 4:40:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Virginia Plant

Email [vplant@gmail.com](mailto:vplant@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Paul Hessinger](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 4:42:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Paul Hessinger  
Email                              5jaguar5@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

The Board of supervisors is totally out of touch with the people of San Francisco, especially seniors and families. If you head your way, nobody would live here anymore and no cars would be on the roads. SFMT8 is an out of control group with no decent oversight that protects the citizen is the San Francisco from THEM and their policies. I will be scrutinizing very carefully the supervisor or supervisors that try to run in district 9 on this issue. I am so sick and tired of massive parts of the curbs turned red for no apparent safety reason. And draconian ticketing which is not about control, but about raising revenue and punishing people who own cars. And you can't taxes anymore because you can't get blood from a turnip the taxes and cost in San Francisco already sky high special with those in fixed incomes like ourselves. I'd like to know if anybody actually studied where the danger zones are to zero in on those locations. A massive amount of accidents are caused by ridiculous past policies of this city to make bikes first and scooters and every form of electric transportation that shouldn't be on a major roadway in the first place, and they use the sidewalks in the roads, following no laws and with total impunity from fines or ticketing or whatever by the San Francisco police or parking people. I'm tired of this being attack playground at the expensive safety. I've been nearly run over by bikes and the motorized standing units, etc., and have watched access caused by bikers that blow through Stop

signs. These bikers, and all those other forms of transportation consider the city sidewalks to be their own domain and no one else's and God forbid. If you happen to be standing on a sidewalk or one of these bikers come shooting by 30 miles an hour and you happen to turn left or right to do something you'll be run over like I was at least one time. I'm fed up with the department of SFMT. I think it's misguided and making the city a more miserable place as is, it seems a lot of the new rules and regulations around parking. The quality of life in San Francisco is rapidly going downhill and the price is going uphill. Think about it Supervisor before you act... .

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John McNamara](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 5:45:38 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John McNamara  
Email                              mcnamara229@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Bradley Forgang](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 6:36:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Bradley Forgang  
Email                              bforgang@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [David Dorantes](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 6:42:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      David Dorantes  
Email                              coe10b@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kate English](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:11:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kate English  
Email                              kenglish1775@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Mitchell Smith](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 8:23:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Mitchell Smith

Email [htimsm1@gmail.com](mailto:htimsm1@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Laura Higbie](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 11:46:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Laura Higbie  
Email                              lhigbie@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kerry Konrad](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:49:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kerry Konrad

Email                              kerrykonrad@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Kerry Konrad

---

**From:** [Larry Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:55:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Larry Lee

Email                              lawrencelsf49@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Arlene Barry](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:01:40 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Arlene Barry  
Email                              arlenebarry999@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Mark Gregory](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:09:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mark Gregory  
Email                              consep\_mg@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Robert Cappa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:12:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Robert Cappa

Email                              bcappa61@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Usha and John Burns](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:17:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Usha and John Burns  
Email                              johnmburns48@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Barbara Fugate](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:26:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Barbara Fugate  
Email                              ciasecretary@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Why are we not educating children in school? We learned basic safety as children and many of us taught our parents. As it is now, pedestrians are all over the road with no sense of when to cross and when not. They disobey traffic lights and I frequently see people cross the street from the middle of the block.

It doesn't surprise me that there are fatal accidents.

Penalizing car drivers for the bad habits of pedestrians is so shortsighted - that's what has caused previous safety plans to fail. And lastly, we need traffic officers to start writing tickets. I see people run the stop signs on Niagara almost every day and Alemany from Sickles to Mt. Vernon is now like a raceway because the lights are green all the way to Geneva.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851



ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

---

**From:** [Glen Harvey](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:34:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Glen Harvey  
Email                              gharveysf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Mark Lerdal](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:42:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mark Lerdal  
Email                              lerdalmark@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Ronald Ng](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:50:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Ronald Ng  
Email                              ronald.j.ng@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisors Melgar and Chen

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Ronald Ng





**From:** [Leila Sen](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 8:50:38 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Leila Sen  
Email                              leila@leilasen.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Tiffany Waugh](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:00:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Tiffany Waugh  
Email                              tiffanyparalta@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Eric Jenkinson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:02:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Eric Jenkinson  
Email                              ericjenkinson6@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Erika Shershun](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:07:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Erika Shershun  
Email                              erikashe@me.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Yulanda Williams](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:10:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Yulanda Williams  
Email                              yogrl56@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Melissa Abbe](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:14:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Melissa Abbe  
Email                              mcabbe@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Melissa Abbe

---

**From:** [Jonah Purinton](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:17:14 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jonah Purinton  
Email                              jonah.purinton@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sherman King](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:20:24 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Sherman King  
Email                              stkbiz2018@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [frana\\_price](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:32:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      frana price  
Email                              fprice@ohlrich.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Peter Rapiere](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:41:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Peter Rapiere  
Email                              peter.rapiere@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Connie

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Peter Fortune](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:51:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Peter Fortune  
Email                              pt4tune@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Peter Fortune

---

**From:** [James Wall](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 9:52:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      James Wall  
Email                              jimwallsf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Henry Kuechler](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:10:18 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Henry Kuechler  
Email                              jkspambox@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Henry Kuechler



**From:** [Vicky Dayan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:18:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Vicky Dayan  
Email                              vickydrn@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Vicky



**From:** [Maurice Rivers](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:26:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Maurice Rivers  
Email                              jumpstreet1983@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Iris Vahrenhorst-Bucchioni](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:46:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Iris Vahrenhorst-Bucchioni  
Email [irismvbucchioni@yahoo.com](mailto:irismvbucchioni@yahoo.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Iris Bucchioni



**From:** [Bernard Thomas](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:52:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Bernard Thomas  
Email                              bsthomas@ix.netcom.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Bernard Thomas

---

**From:** [nelly kiureghian](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:56:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      nelly kiureghian  
Email                              nellyderk@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Nelly

---

**From:** [Gabrielle Lavelle](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:56:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gabrielle Lavelle  
Email                              gcatlavelle@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Judith Gadaldi](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 10:58:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Judith Gadaldi  
Email                             jgadaldi@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

**ADDITIONS TO THE RESOLUTIONS:**

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

**GET IT RIGHT...VOTE NO!**

Sincerely,

Judith Gadaldi



**From:** [Asimina A Mourelatos](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 11:06:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Asimina A Mourelatos  
Email                              mina\_mourelatos@outlook.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

As a lifelong resident of San Francisco for 69 years and an avid biker, who utilizes a vehicle, I respectfully request that you amend the Street Safety Act as follows, or vote no on this Act to ensure it is improved. As written, this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [richard.brandi](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 11:14:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      richard brandi  
Email                              rbrandi@earthlink.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Charles Farrugia](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 11:17:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Charles Farrugia  
Email                              Helpm1park@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Charles Farrugia  
283 Gambier Street  
San Francisco Ca 94134



**From:** [Justin Truong](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 11:36:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Justin Truong  
Email                             justintruong56@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [PETER LOGAN](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 11:51:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      PETER LOGAN

Email                              peter@peterloganlaw.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Mari Eliza](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 12:00:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mari Eliza  
Email                              zrants@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Anastasia Gonk](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 12:16:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Anastasia Gonk  
Email                              sfink1420@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Libby Adler](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 12:18:31 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Libby Adler  
Email                              libby.adler@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Libby Adler

---

**From:** [Linda R Miller](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 2:03:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Linda R Miller

Email                              millerlr@mac.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Christopher Boyd](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 3:22:19 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent Christopher Boyd  
Email [chrisboyd1@gmail.com](mailto:chrisboyd1@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Darcy Wettersten](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 4:35:30 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Darcy Wettersten  
Email                              swimcoolwater@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jane Smalley](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 5:08:25 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jane Smalley  
Email                              janesmalley1@juno.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Micahel Regan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 5:15:22 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Micahel Regan

Email                              myoldgoat@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Engardio is going to be recalled in just a few days.  
Mynar is doubling down on a FAILED policy. My supervisor told me that the Mayor (Breed) thought it was a highway and should be open. Stop the chaos your not FIXING anything you're just making things worse.

Sincerely,





**From:** [Stephen Gorski](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 5:59:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Stephen Gorski  
Email                              [sjgorskilaw@gmail.com](mailto:sjgorskilaw@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sebastiano Scarampi](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 6:36:23 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Sebastiano Scarampi

Email                              scarampi@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Rosemary Newton](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 6:43:23 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Rosemary Newton

Email                              rosenewton@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Shlomit Heller](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 6:44:27 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Shlomit Heller  
Email                              shlomit@beautynetwork.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Stephen DeLuco](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 7:34:33 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Stephen DeLuco  
Email                              stephen.deluco@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [BRUCE BOURNE](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 7:38:32 AM

---

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

## Message to the Board of Supervisors and Mayor

From your constituent      BRUCE BOURNE  
Email                              BWBOURNE@PACBELL.NET

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please vote no on this Act. As a senior automobile driver I am willing to share the road with all. But I am not willing to give up my car and I do feel like things on the part of non-car owners have gone from "share the road" to "give us the damn road". Safety is important, I agree, but I think the SFMTA is pursuing the wrong strategy in trying to fix safety by taking away privileges from drivers. Please focus more on traffic etiquette, education and compliance with existing traffic laws.

Thank you.

---

**From:** [Lorinda Clemens](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Saturday, September 13, 2025 7:39:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lorinda Clemens  
Email                              lorinda.clemens@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Denise Selleck](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:29:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Denise Selleck  
Email [deniselleck@sbcglobal.net](mailto:deniselleck@sbcglobal.net)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Cornell Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:33:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Cornell Lee  
Email                              corny1215@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Gregg M](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:33:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gregg M  
Email                              ggbgregg-4@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Andrew B. Gottlieb](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:34:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Andrew B Gottlieb  
Email                              agottlieb51@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Stop Killing San Francisco the SFMTA has destroyed our roads. Made it very difficult to get to work or shop. We now have Many Miles of lost street Lanes and Miles of unused Bike lanes. As Muni goes broke because of the waste involved in these horrible decisions. So Stop This NOW!!!!!!

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the

responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Fiona Friedland](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:37:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Fiona Friedland  
Email                              [twistee2u2@gmail.com](mailto:twistee2u2@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Fiona Friedland

---

**From:** [Marion Novasic](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:38:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Marion Novasic  
Email                              mn20001@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Richard Soroko](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:40:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Richard Soroko  
Email                              RichardSoroko1@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Gretchen Hoover Anderson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:40:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gretchen Hoover Anderson

Email                              ghooversf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Teresa Durling](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:41:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Teresa Durling  
Email                              tadurling@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Geoff Motlow](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:42:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Geoff Motlow  
Email                              geoff.motlow@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jeffrey Ng](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:44:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Jeffrey Ng  
Email                             jng288@gmai.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Michael Smith](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:44:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Michael Smith

Email                              mithx3@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [james spinelli](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:47:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      james spinelli  
Email                              jspinellijims@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Norah Uyeda](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:49:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Norah Uyeda

Email                              Yuenuyeda@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Ralph Hibbs](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:49:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Ralph Hibbs  
Email                              ralph.hibbs@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Carol Yenne](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:52:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Carol Yenne  
Email                              cyenne51@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Senta Tsantilis](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:52:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Senta Tsantilis  
Email                              sptsantilis@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Crabtree](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:00:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Crabtree  
Email                              johncrabtree52@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [JeNeal Granieri](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:02:24 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      JeNeal Granieri  
Email                              jenealann@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
JeNeal Granieri

---

**From:** [Bob Lyle](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:02:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Bob Lyle  
Email                              drycreek88@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Bob Lyle

---

**From:** [Theodore](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Cc:** [Lurie, Daniel \(MYR\)](#)  
**Subject:** I support the Street Safety Act, item #250851  
**Date:** Friday, September 12, 2025 6:04:05 PM

---

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

I continue to be saddened that San Francisco is not taking Vision Zero seriously. We can't enjoy fast movement of traffic and thriving businesses if we are dead.

Supervisor Melgar's San Francisco Street Safety Act sounds good, but it does not go far enough. Please vote yes on this resolution, and then work to put it into action!

Theodore Randolph



**From:** [Richard Pellegrini](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:07:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Richard Pellegrini  
Email                              richard@pellegrinenterprises.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Feroza Unvala](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:08:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Feroza Unvala  
Email                              feroza.unvala@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Igal Levy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:14:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Igal Levy  
Email [yigal.levy99@gmail.com](mailto:yigal.levy99@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Russell Davis](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:14:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Russell Davis

Email                              loanhound@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Maryanne Razzo](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:15:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Maryanne Razzo  
Email                              maryannevrazzo@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Vandana Di Scala](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:19:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Vandana Di Scala  
Email                              vandana1@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Riley](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:19:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Riley  
Email                              johnjriley@mindspring.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Alan Burradell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:26:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Alan Burradell  
Email                         alanburradell@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Bruce Gladstone](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:26:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Bruce Gladstone  
Email                              bmgsrc@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Look - I am a bicyclist and I think human life is precious. But the SFMTA has not shown themselves to be relied upon to accomplish what they set out to do. Throwing money at the problem the way they have should stop. I am very happy with Mayor Lurie and SF directions for the most part.

I am not a disciple of Connected SF or any such organization. Below is their suggestion

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves

some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision

Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Felix Shvartsburd](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:31:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Felix Shvartsburd  
Email                              felixshv@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Anthony Villa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:46:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Anthony Villa

Email                              tvobsf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Teresa Butler](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:49:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Teresa Butler  
Email                              tbutler100@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Additionally, I have witnessed bicyclists: not stopping at stop signs thereby endangering themselves, drivers, and pedestrians; not giving pedestrians right of way; not giving pedestrians advanced notice of proximity (e.g., by a bicycle bell or horn); scaring the wits out of pedestrians by riding too close to them; scaring the wits out of pedestrians by whizzing by them; riding on 'no bicycles' paths; adding to

decomposition of paths used by pedestrians. One bicyclist even told me that he didn't need to stop for me when I was entering a crosswalk because he was on a bike (even though he had a stop sign)!

Please, make it mandatory that bicyclists have and use a bell or a horn when approaching pedestrians, at least 20 feet away, and make it mandatory they stop at stop signs!

Sincerely,

Teresa Butler

**From:** [Nancy Keane](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:51:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Nancy Keane

Email                              nkeane17@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Enough with the war on cars! If you keep this up, voters will be so angry that no one will vote for either a sales tax or a parcel tax to keep Muni operating. We need Muni but we've had it with the bike bros.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for

conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Michael Kirschner](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:51:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Michael Kirschner

Email [mgk@obnoid.com](mailto:mgk@obnoid.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message: Dear Supervisor,

Please AMEND the Street Safety Act as follows, or preferably vote NO on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

I am personally embarrassed that you - Supervisor Mandelman - are listed as one of the authors of this atrocious piece of legislation.

To allow SFMTA to continue to putz around and try tactics that continue to fail while disrupting and confusing traffic, pedestrians, and bicyclists is political malpractice. SFMTA must be placed under new knowledgeable and, most importantly, practical leadership. Their aspirational, piecemeal, and deceptive approach to managing public transit and public safety continues to frustrate and violate the public trust.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking,

scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less

than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [don.papa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:55:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      don.papa  
Email                              donsteven@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Don Papa

---

**From:** [Douglas Frantz](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:55:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Douglas Frantz  
Email                              douglasfrantz@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Magie Crystal](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:55:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Magie Crystal  
Email                              allaprimanb@att.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Adrienne Hoyer](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:58:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Adrienne Hoyer  
Email                     amhoyer@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Robert Chan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 6:59:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Robert Chan  
Email                              RobertYChan@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Robert Mizono](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:01:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Robert Mizono  
Email                              robertmizono@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Richard Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:03:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Richard Lee  
Email                              glock226@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Brian Bonham](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:09:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Brian Bonham  
Email                              mayumikamon@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Lillian Shiiba](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:11:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lillian Shiiba  
Email                              lshiiba@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Lillian Shiiba

---

**From:** [Jennifer Chou-Green](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:14:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jennifer Chou-Green  
Email                              jchougreen@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor Chan,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Instead of making driving more difficult in SF, we should also be holding pedestrians responsible for acting safely and responsibly on our streets and sidewalks.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for

themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Jennifer Chou-Green



**From:** [Patrick Ryan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:14:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Patrick Ryan  
Email [pgryan209@yahoo.com](mailto:pgryan209@yahoo.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Lorenzo DiCarlo](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:16:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lorenzo DiCarlo

Email                              ladicarlo@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Francine Lofrano](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:37:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Francine Lofrano  
Email                              ftblote@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Michael Nulty](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:40:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Michael Nulty  
Email                              sf\_district6@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Michael Nulty  
Executive Director  
Alliance for a Better District 6



**From:** [William Hall](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 7:46:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      William Hall  
Email                              wiliamhall2020@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Jay Elliott](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:48:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jay Elliott  
Email                              jayelliott415@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Richard Spineli](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:48:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Richard Spineli  
Email                              rspin401@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John U](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:49:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John U  
Email                              jrg2025@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Lynne Sloan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:51:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lynne Sloan  
Email                              lynnnesloan@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Tom Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:51:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Tom Lee  
Email                              thl001@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

SFMTA and the city has wasted scarce dollars on so my useless projects to make ease of driving and traffic worse. This reduces livability standards in SF and adds to our budget deficit. So many curb cut wheelchair ramps in useless places you like tops of hills where you never see wheelchairs, yet driveways are nearby. Speed bumps where people drive in the center lane to avoid them anyway, increasing danger. No more \$\$ for the failed SFMTA, no more taxes raised either.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking

and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Tom & Chris Lee

---

**From:** [David Heran](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:52:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      David Heran  
Email                              davidheran@email.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Deidre Von Rock](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:53:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Deidre Von Rock  
Email                              [dvonrock@vonrocklaw.com](mailto:dvonrock@vonrocklaw.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Darrell Scarlet](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:53:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Darrell Scarlet  
Email                              Darrell.Scarlet@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Frances Hochschild](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:53:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Frances Hochschild  
Email                              fhochschild@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Julia Wong](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:55:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Julia Wong  
Email                              juliawongsf@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Tony Tantillo](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:56:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Tony Tantillo  
Email                              ttantillo54@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Matthew Steinbock](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Matthew Steinbock  
Email                              msteinbock@me.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans. The City has a history of making street conditions worse for pedestrians and vehicle drivers under the guise of safety, when in reality they are making conditions less safe.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and



WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Mark Varney](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mark Varney  
Email                              markvarney@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Davis](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Davis  
Email                              [jdavis@davispaul.com](mailto:jdavis@davispaul.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:                              Dear Supervisor,

Downtown and everywhere else needs car access. Please stop with also these crazy failed ideas. I am a biker and non of these changes has made me any safer. And most people killed by cars are on drugs, intoxicated or have other things affecting their abilities. Repeal all of the crazy VISIONS.

But at a bare minimum, please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the

responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Shirley Fogarino](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Shirley Fogarino

Email [scoopfoggy@prodigy.net](mailto:scoopfoggy@prodigy.net)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Vision Zero by any name is a bonafide FAILURE!  
Three people have been killed in auto accidents in front of my house in the last 18 months! Stop wasting money on these schemes and place the funds into enforceable safety measures:  
1) Strict enforcement of NO E-BIKES ON SIDEWALKS! Vision Zero has done NOTHING to

hold the e-bike companies and owners accountable.  
People are getting killed while taking walks!

2) Struct enforcement of NO E-SCOOTERS on  
sidewalks (see Item 1).

3) Spend that money on Muni and public transit  
shelters, where pedestrian safety is often  
compromised!

Sincerely,

---

**From:** [mary.Thomas](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      mary Thomas

Email                              mary@redhula.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

please stop giving the pedestrians a false sense that they are safe.. they need to be educated on what to look for and how to interact safely not just dismiss the streets

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Lucy Ho](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 4:59:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lucy Ho  
Email                              LucyHo888@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Wesley Valaris](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:00:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Wesley Valaris  
Email                              cablecar@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely, Wesley Valaris

---

**From:** [Scott Jacques](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:01:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Scott Jacques

Email                              scottjacques@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Karan Mamaniya](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:02:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Karan Mamaniya  
Email                              kmamaniya@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Hurabiell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:02:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Hurabiell  
Email                              Lotusman@pacbell.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

SFMTA has screwed up historically and in the past twenty years in particular. Stop them

Sincerely,  
John P. Hurabiell





**From:** [Jeffrey Goins](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:02:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jeffrey Goins  
Email                              jsgoins2000@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sunny Evans](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:03:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Sunny Evans  
Email                              sunny.evans23@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Anthony Sciortino](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:04:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Anthony Sciortino  
Email                             sciortinotony@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [seth.spalding](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:05:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      seth spalding  
Email                              sethspalding@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Trina Salvador](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:05:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Trina Salvador  
Email                              coyote\_vixens\_7j@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Greig Neilson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:06:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Greig Neilson

Email [greig@greigneilson.com](mailto:greig@greigneilson.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message: Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [James Frost](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:07:20 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      James Frost  
Email                              jamesfrostelectric@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Steven Merrill](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:07:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Steven Merrill  
Email                              smerrill@benchmark.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Rona Kram](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:07:37 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Rona Kram  
Email                              rkram1@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [kim snead](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:08:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      kim snead  
Email                              k.snead@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor, I am tired on failed policies and the war on cars. I need my car to get to work and pay these insane SF taxes. Stop cowering to the bike mafia. We have slow streets, tons of bike lanes, and cyclists that are enabled to ignore all traffic signs. This has become insanity.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for

themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

#### ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,



**From:** [Floriana Spezza](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:09:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Floriana Spezza  
Email                              floriana\_spezza@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Barbara Mann](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:09:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Barbara Mann  
Email                              barbara@clarkfineart.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Patti Jinkerson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:09:38 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Patti Jinkerson  
Email                              pjinkerson@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Doug McKirahan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:10:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Doug McKirahan  
Email                              ratt57@pacbell.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Julia Fell](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:11:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Julia Fell  
Email                              Juwifell@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Pat Dunbar](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:11:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Pat Dunbar  
Email                              pdunbar@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [laury.rosenthal](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:12:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      laury rosenthal  
Email                              elemarassoc@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Stewart Wilber](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:12:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Stewart Wilber  
Email                              s.wilber@mindspring.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Paula Rothe](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:15:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Paula Rothe  
Email                              purpledaisy535@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [David So](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:15:38 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      David So  
Email                              dso@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Yedi Wong](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:19:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Yedi Wong  
Email                              wongye@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Karen Tarantola](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:21:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Karen Tarantola  
Email                              karen.tarantola@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Karen Tarantola

---

**From:** [MAUREEN OCONNOR](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:22:22 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent MAUREEN OCONNOR

Email [moinsf@aol.com](mailto:moinsf@aol.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Sharon Doyle](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:22:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Sharon Doyle  
Email                              doylesharon@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [MJ Jackson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:22:35 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      MJ Jackson  
Email                              merc.jack86@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Nulty](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:23:38 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Nulty  
Email                              john.nulty@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Daphne Alden](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:24:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Daphne Alden  
Email                              daphne.alden@me.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Hans Buehlmann](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:24:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Hans Buehlmann  
Email                              mach5@mindspring.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

If we could stop this nonsense.

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable



tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Noelle Poole](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:24:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Noelle Poole  
Email                              Inpoole@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Lisa Lewis](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:25:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lisa Lewis  
Email                              Bellalisa9380@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [marina franco](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:27:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      marina franco  
Email                              marinarfranco@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Hatun Noguera](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:27:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Hatun Noguera  
Email                              noguera@changes.world

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jane Day](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:28:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Jane Day  
Email                         janeday@earthlink.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

Jane Day



**From:** [Josephine Herrera](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Friday, September 12, 2025 5:28:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Josephine Herrera

Email                              jorubher@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jeremy Wallenberg](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Cc:** [Victor Ruiz-Cornejo](#); [Melgar, Myrna \(BOS\)](#)  
**Subject:** Support for The San Francisco Street Safety Act – File No. 250851  
**Date:** Thursday, September 11, 2025 4:13:45 PM  
**Attachments:** [image.png](#)  
[Letter of Support for San Francisco Street Safety Act – DoorDash, Inc..pdf](#)

---

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

Good afternoon,

On behalf of DoorDash, Inc., please find the enclosed letter of support for The San Francisco Street Safety Act – File No. 250851.

With kind regards,

Jeremy





Thursday, September 11, 2025

The Honorable Myrna Melgar  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244  
San Francisco, California, 94102

**RE: Support for File No. 250851 - The San Francisco Street Safety Act**

On behalf of DoorDash, the San Francisco-based delivery and logistics platform company, we are proud to support for the San Francisco Street Safety Act, urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.

This legislation is a critical step forward to strengthen the overall livability of San Francisco for residents and visitors alike, and to protect the thousands of local DoorDash employees who live and work in the city, our many merchant partners and the small business corridors in which they operate, and community of Dashers who navigate our streets daily to fulfill thousands of local delivery orders for our customers.

We applaud this Act's comprehensive planning approach, its focus on greater interagency coordination, and the specific safety enhancements that it will bring, such as signal timing optimization, physical barriers, and additional deployment of traffic calming tools. Given the increasing number of Dashers who are making the mode shift to bicycles, e-bikes, and e-scooters while traversing San Francisco's diverse neighborhoods, safety measures such as curb extensions, more safety islands and expanded bicycle infrastructure will specifically improve safety and efficiency for Dashers while making their deliveries. We also commend the San Francisco Police Department's commitment to developing a data-driven plan to prevent reckless vehicular behavior, with warnings aimed at preventing incidents involving speeding, recklessness, inattention, failure to yield, and intentional disregard of traffic control devices.

We are grateful to the Board for your continued leadership on public safety related issues, and we appreciate your dedicated efforts to make San Francisco a safer place for workers and their families.

Sincerely,

*Victor Ruiz-Cornejo*  
Public Engagement Manager, West  
DoorDash, Inc.

CC:  
*Board President Mandelman*  
*Supervisor Chan*  
*Supervisor Sherrill*  
*Supervisor Sauter*  
*Supervisor Engardio*

*Supervisor Mahmood*  
*Supervisor Dorsey*  
*Supervisor Fielder*  
*Supervisor Walton*  
*Supervisor Chen*

--

**Jeremy L. Wallenberg**, Vice President & Partner  
[Ground Floor Public Affairs](#)  
[Facebook](#) | [LinkedIn](#)  
700 Montgomery St., Ste. 100 | SF, CA 94111  
(415) 291-9501



Thursday, September 11, 2025

The Honorable Myrna Melgar  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244  
San Francisco, California, 94102

**RE: Support for File No. 250851 - The San Francisco Street Safety Act**

On behalf of DoorDash, the San Francisco-based delivery and logistics platform company, we are proud to support for the San Francisco Street Safety Act, urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.

This legislation is a critical step forward to strengthen the overall livability of San Francisco for residents and visitors alike, and to protect the thousands of local DoorDash employees who live and work in the city, our many merchant partners and the small business corridors in which they operate, and community of Dashers who navigate our streets daily to fulfill thousands of local delivery orders for our customers.

We applaud this Act's comprehensive planning approach, its focus on greater interagency coordination, and the specific safety enhancements that it will bring, such as signal timing optimization, physical barriers, and additional deployment of traffic calming tools. Given the increasing number of Dashers who are making the mode shift to bicycles, e-bikes, and e-scooters while traversing San Francisco's diverse neighborhoods, safety measures such as curb extensions, more safety islands and expanded bicycle infrastructure will specifically improve safety and efficiency for Dashers while making their deliveries. We also commend the San Francisco Police Department's commitment to developing a data-driven plan to prevent reckless vehicular behavior, with warnings aimed at preventing incidents involving speeding, recklessness, inattention, failure to yield, and intentional disregard of traffic control devices.

We are grateful to the Board for your continued leadership on public safety related issues, and we appreciate your dedicated efforts to make San Francisco a safer place for workers and their families.

Sincerely,

*Victor Ruiz-Cornejo*  
Public Engagement Manager, West  
DoorDash, Inc.

CC:  
*Board President Mandelman*  
*Supervisor Chan*  
*Supervisor Sherrill*  
*Supervisor Sauter*  
*Supervisor Engardio*

*Supervisor Mahmood*  
*Supervisor Dorsey*  
*Supervisor Fielder*  
*Supervisor Walton*  
*Supervisor Chen*

**From:** [Samuel Clarke](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:59:26 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Samuel Clarke

Email [Kammandi@aol.com](mailto:Kammandi@aol.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Luke Perkocha](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 3:59:37 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Luke Perkocha  
Email                              Luke3580@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [michael.meehan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:12:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      michael meehan  
Email                              meehan-michael@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Douglas Flinn](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:21:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Douglas Flinn

Email [doug\\_flinn@yahoo.com](mailto:doug_flinn@yahoo.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message: Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

#### ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [mary.petrie](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:24:41 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      mary petrie  
Email                              mfpetrie@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [don.papa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:29:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      don.papa  
Email                              donsteven@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Don Papa

---

**From:** [Alice Xavier](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:41:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Alice Xavier  
Email                             acxavier@ail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [kaaren alvarado](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:42:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      kaaren alvarado

Email                              kaaren25@att.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [James O'Meara](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:45:25 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      James O'Meara  
Email                              jamesomeara@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kathleen Robertson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 4:50:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Kathleen Robertson  
Email                              krobertson2625@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Maura Mana](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:27:19 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Maura Mana  
Email                              mauramana@outlook.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Teresa Jang](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:32:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Teresa Jang  
Email                              tjang@rocketmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Erin Murphy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:32:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Erin Murphy  
Email                              minimurph22@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Erin Murphy

---

**From:** [Marisa Johnson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:41:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Marisa Johnson  
Email                              where.is.the.cat@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [James Patterson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:43:34 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent James Patterson  
Email centermid526837@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Angelyn McDonald](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 5:57:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Angelyn McDonald

Email                              mcmacj@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Frank Lee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:00:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Frank Lee  
Email                              felee@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Richard Bodisco](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:11:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Richard Bodisco  
Email                              bodisco@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Richard Bodisco- author of term limits for San Francisco Supervisors



**From:** [Gary Stevens](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:24:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Gary Stevens

Email [prado009@yahoo.com](mailto:prado009@yahoo.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Mike O'Brien](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:28:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mike O'Brien  
Email                              stretchob@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Tomi Cunningham](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 6:56:23 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Tomi Cunningham  
Email [tomiscunningham@gmail.com](mailto:tomiscunningham@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Tomi Cunningham

---

**From:** [Maureen Kelly](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:06:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Maureen Kelly  
Email                              maureenkellysanf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Pat Dunbar](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:13:36 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Pat Dunbar  
Email                              pdunbar@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Janet McGee](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:25:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent     Janet McGee  
Email                         janetmcgee@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Rachael Clausen](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:47:21 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Rachael Clausen  
Email [r.clausen415@gmail.com](mailto:r.clausen415@gmail.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Kelly Murtagh](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 7:50:32 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Kelly Murtagh

Email [kmurt@att.net](mailto:kmurt@att.net)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Michael Lata](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:28:40 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Michael Lata  
Email                              michael\_lata@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [CARYL ITO](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 8:59:28 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      CARYL ITO  
Email                              carylito@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Angela Sicord](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:05:44 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Angela Sicord  
Email                              angela.sicord@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Jamie O'Keefe](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:15:30 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jamie O'Keefe  
Email                              jokeefe415@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Jamie O'Keefe

---

**From:** [Susan Fisch](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:32:29 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Susan Fisch  
Email                              sfisch116@comcast.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [alinne Barrera](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:35:27 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      alinne Barrera  
Email                              alinne.barrera@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Gavin Thompson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 9:58:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Gavin Thompson  
Email                              escrow\_colonel.8c@icloud.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Daniel Manning](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 10:14:31 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Daniel Manning  
Email                              dmann1076@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Stephen kirwan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 10:20:24 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Stephen kirwan  
Email                              skirwan43@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and



WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Carl Wendorf](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 10:20:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent Carl Wendorf

Email [carlwendorf@yahoo.com](mailto:carlwendorf@yahoo.com)

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Carl Wendorf

---

**From:** [Joseph DeFanti](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 11:15:39 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Joseph DeFanti

Email                              jad@defanti.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Edward Reidy](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Monday, September 15, 2025 11:48:33 PM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Edward Reidy  
Email                              edwardreidy@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

While this a a formatted email above, I will provide my personal comments here. First as a life long resident of San Franisco who has had 5 generations of family living in District Seven Supervisor Melgar does not represent me or the vast majority of D-7 residents. Her alliaunce to the Bike Collation is apparent and while I belive Climate Change is real banning all cars in San Francisco will not fix that

issue. One can attempt to cross San Francisco and due to the altered street configurations find cars iddling in lines burnng fossil fules etc. End this insanity and also re-open the Great Hiway.

Sincerely,  
Ed Reidy

---



**From:** [Patrick Robinson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 12:26:38 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Patrick Robinson  
Email                              pr4057@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Anthony Villa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 1:26:36 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Anthony Villa

Email                              tvobsf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Oleg Pafnutieff](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 5:35:32 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Oleg Pafnutieff  
Email                              olegpaf@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [John Porter](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 5:43:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      John Porter  
Email                              john.francis.porter@protonmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Mary Deignan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 6:30:36 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Mary Deignan  
Email                              maryeld1@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,  
Mary Deignan

---

**From:** [Jennifer Jake Ibarra](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 6:32:48 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Jennifer Jake Ibarra  
Email                              jakeibarra@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Margaret O'DRISCOLL](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 7:30:38 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Margaret O'DRISCOLL  
Email                              margaret@realestatesf.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Joe Festa](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 7:53:39 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Joe Festa  
Email                              festapepe@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Karen Mcdonald](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 7:58:42 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Karen Mcdonald  
Email                              crankylass@yahoo.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [david ghiglieri](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 8:07:08 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      david ghiglieri

Email                              huidave@hotmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Brad McMillan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 8:17:29 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Brad McMillan  
Email                              mcmillan@viselect.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [karen kinahan](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 9:34:33 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      karen kinahan  
Email                              sfkinahan@aol.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---



**From:** [Lisa Robertson](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 9:39:40 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Lisa Robertson  
Email                              lisamrobertson@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Edward Abriam](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 9:41:37 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Edward Abriam  
Email                              eca1550@sbcglobal.net

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [Chris Viehweg](#)  
**To:** [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [FielderStaff](#); [ChenStaff](#); [MahmoodStaff](#); [SauterStaff](#)  
**Subject:** Amend or Pause the Propose SF Street Safety Act  
**Date:** Tuesday, September 16, 2025 10:00:34 AM

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

## Message to the Board of Supervisors and Mayor

From your constituent      Chris Viehweg  
Email                              chrisviehweg@gmail.com

### **Amend or Pause the Propose SF Street Safety Act**

Message:

Dear Supervisor,

Please AMEND the Street Safety Act as follows, or vote no on this Act in order to get it right. As written this Act is not about safety and will not achieve that goal. It is also onerous and oppressive to the majority of San Franciscans.

Proposed Amendments to Melgar's "San Francisco Street Safety Act" -- FILE NO. 250851

ADDITIONS TO THE RECITALS:

WHEREAS, The streets of San Francisco are used by all San Franciscans for all modes of transportation, including but not limited to, walking, scootering, bicycling, motorcycling, driving, and public transit; and

WHEREAS The use of city streets inevitably involves some unavoidable risk; and

WHEREAS All users of city streets share in the responsibility for their own safety, as well as for conducting themselves in a manner safe for themselves and others; and

WHEREAS Street design involves unavoidable tradeoffs that should balance the efficacy of the various transportation modes; and

WHEREAS All users of San Francisco streets have a legitimate expectation that their use will be facilitated, including drivers of motor vehicles, and not unreasonably impeded, complicated, or disadvantaged; and

WHEREAS More than half of the pedestrian, bicycle, and personal conveyance deaths on San Francisco streets in the last three years were preventable by the deceased by following existing traffic laws; and

WHEREAS San Francisco's surface street traffic moved at the second slowest average speed in the country in 2024 at 14 mph; and

ADDITIONS TO THE RESOLUTIONS:

FURTHER RESOLVED, That all decisions involving street design shall be made with balanced consideration to the needs of all transportation modes; and, be it

FURTHER RESOLVED, That all street redesign projects that are significant, including but not limited to, speed limit reductions, speed hump installations, removal of a traffic lane, removal of parking spaces, and significant reconfiguration of traffic flow, shall require a cost/benefit review and report from an outside firm nationally recognized to be a non-partisan engineering expert in such matters, retained and managed by the San Francisco Controller's office; and, be it

FURTHER RESOLVED That the SFMTA shall identify the core motor vehicle traffic corridors throughout the city, shall prioritize these corridors for motor vehicle traffic, and shall publish a report by December 2026 outlining prioritized projects to increase traffic throughput on these corridors with the goal of average motor vehicle speeds of no less than 5mph lower than currently posted speeds; this report and project shall be given no less prominence, time, attention, budget, and priority than the Biking and Rolling Plan, the Northstar Network, and Vision Zero (and related programs) plans, reports, and activities.

Sincerely,

---

**From:** [s=ssteuer.com@wpdatacenter.com](mailto:s=ssteuer.com@wpdatacenter.com) on behalf of [Sharon Steuer](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Tuesday, September 9, 2025 11:02:26 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Sharon Steuer

[s@ssteuer.com](mailto:s@ssteuer.com)  
Highland Ave 94110

**From:** [ksamksamksam@gmail.com@wpdatacenter.com](mailto:ksamksamksam@gmail.com@wpdatacenter.com) on behalf of [Samantha Raja Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Monday, September 8, 2025 6:50:41 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Samantha Raja

[ksamksamksam@gmail.com](mailto:ksamksamksam@gmail.com)  
649 Mississippi Street 94107-2936



**From:** [jlj08@gmail.com](mailto:jlj08@gmail.com) on behalf of [Jim Jones](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Monday, September 8, 2025 1:00:47 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Jim Jones

[jlj08@gmail.com](mailto:jlj08@gmail.com)  
3007 N Frederic St, Burbank 91504

**From:** [karp.howard@gmail.com@wpdatacenter.com](mailto:karp.howard@gmail.com@wpdatacenter.com) on behalf of [Howard Karp](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Monday, September 8, 2025 11:17:35 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Howard Karp

[karp.howard@gmail.com](mailto:karp.howard@gmail.com)  
480 E 4th Ave Unit 641 94401

**From:** [karen.l.rhodes@gmail.com@wpdatacenter.com](mailto:karen.l.rhodes@gmail.com@wpdatacenter.com) on behalf of [Karen Rhodes](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, September 5, 2025 7:58:55 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Karen Rhodes

[karen.l.rhodes@gmail.com](mailto:karen.l.rhodes@gmail.com)  
59 1/2 Manchester St. 94110

**From:** [angelicadrocha@gmail.com@wpdatacenter.com](mailto:angelicadrocha@gmail.com@wpdatacenter.com) on behalf of [Angelica Rocha](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, September 5, 2025 7:50:44 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Angelica Rocha

[angelicadrocha@gmail.com](mailto:angelicadrocha@gmail.com)  
4029 Judah St 94122

**From:** [robertfrancoeur101@gmail.com@wpdatacenter.com](mailto:robertfrancoeur101@gmail.com@wpdatacenter.com) on behalf of [Robert Francoeur](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, September 5, 2025 6:01:58 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Robert Francoeur  
[robertfrancoeur101@gmail.com](mailto:robertfrancoeur101@gmail.com)  
101 Downey St 94117

**From:** [deesel91@gmail.com@wpdatacenter.com](mailto:deesel91@gmail.com@wpdatacenter.com) on behalf of [DEE SELIGMAN](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 9:30:12 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. This is unconscionable for a city of our size and density! San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. I am particularly aware of the need for daylighting, as I live at the corner of Fell and Shrader, a complex intersection that involves pedestrians, cyclists, cars, electric scooters and bikes, unicycles, one-wheel skateboards, and not to mention autonomous vehicles! As a senior, I take my life in my hands on busy Fell St. every time I cross it. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets for ALL of us. -- DEE SELIGMAN

deesel91@gmail.com  
2094 Fell St. San Francisco 94117

**From:** [pavel.paramonov@gmail.com@wpdatacenter.com](mailto:pavel.paramonov@gmail.com@wpdatacenter.com) on behalf of [Pavel Paramonov](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 7:33:35 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Pavel Paramonov

[pavel.paramonov@gmail.com](mailto:pavel.paramonov@gmail.com)  
463 26th Ave Apt 402 94121

**From:** [trailmagik89@gmail.com@wpdatacenter.com](mailto:trailmagik89@gmail.com@wpdatacenter.com) on behalf of [Brian Andersen](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 6:43:30 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Brian Andersen

[trailmagik89@gmail.com](mailto:trailmagik89@gmail.com)  
1295 47th Avenue 94122



**From:** [caseyfrost13@gmail.com@wpdatacenter.com](mailto:caseyfrost13@gmail.com@wpdatacenter.com) on behalf of [Casey Frost](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 3:06:01 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Casey Frost

[caseyfrost13@gmail.com](mailto:caseyfrost13@gmail.com)  
111 Monterey Blvd 94131

**From:** [willfreyman@gmail.com@wpdatacenter.com](mailto:willfreyman@gmail.com@wpdatacenter.com) on behalf of [Will Freyman](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 2:09:42 PM

---

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

Dear Members of the Land Use and Transportation Committee, My family and I live in Oakland but visit San Francisco multiple times a week for work and social activities as pedestrians, bicyclists, and transit riders. I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Will Freyman  
[willfreyman@gmail.com](mailto:willfreyman@gmail.com)  
1048 62nd St Unit B 94608

**From:** [ingridloreen@hotmail.com@wpdatacenter.com](mailto:ingridloreen@hotmail.com@wpdatacenter.com) on behalf of [Ingrid Rehtin Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 1:17:10 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Ingrid Rehtin

[ingridloreen@hotmail.com](mailto:ingridloreen@hotmail.com)  
936 Clayton Street 94117

**From:** [BEABATZ@gmail.com@wpdatacenter.com](mailto:BEABATZ@gmail.com@wpdatacenter.com) on behalf of [Leslie Batz](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 11:41:22 AM

---

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

Dear Members of the Land Use and Transportation Committee, The message below expresses clearly my sentiments regarding safe streets for those not traveling via automobile. I live in D4 and am constantly bewildered and confounded by the number of motorists who feel no compunction about disregarding traffic laws. If I had a nickel for every time I see a driver NOT stopping at stop signs, speeding excessively down residential roads and running red lights, I'd have a hefty pocket of change, indeed! A healthy city is one in which its inhabitants do not feel as if they were prey when they step out of their homes. I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco's Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco's last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco's prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn't been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what's needed right now, and we're grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City's climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Leslie Batz

BEABATZ@GMAIL.COM  
4026 Ulloa St 94116

**From:** [regina.islas@gmail.com@wpdatacenter.com](mailto:regina.islas@gmail.com@wpdatacenter.com) on behalf of [Regina Islas](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 11:34:57 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Regina Islas

[regina.islas@gmail.com](mailto:regina.islas@gmail.com)  
105 Lake St 94118

**From:** [372pete@gmail.com@wpdatacenter.com](mailto:372pete@gmail.com@wpdatacenter.com) on behalf of [Peter Fenczik](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 11:17:24 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Peter Fenczik

372pete@gmail.com  
372 Park St 94110

**From:** [susanmarietg@gmail.com@wpdatacenter.com](mailto:susanmarietg@gmail.com@wpdatacenter.com) on behalf of [Susan George](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 11:13:51 AM

---

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

Dear Members of the Land Use and Transportation Committee, As a physician, senior and pedestrian I hope that you will support the San Francisco Street Safety Act, File #250851. Every time I cross a street in San Francisco , I put myself at risk. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Thank you! -- Susan George  
[susanmarietg@gmail.com](mailto:susanmarietg@gmail.com)  
26 Bennington St. SF 94110

**From:** [crussosf@proton.net@wpdatacenter.com](mailto:crussosf@proton.net) on behalf of [Carl Russo](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 11:08:07 AM

---

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

Dear Land Use and Transportation Committee: Please do not allow Mayor Lurie to support private, corporate transportation while destroying public transportation. I strongly support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Carl Russo

[crussosf@proton.net](mailto:crussosf@proton.net)  
1965 Page Street, Apt. 303 94117



**From:** [nancy.beam@gmail.com@wpdatacenter.com](mailto:nancy.beam@gmail.com@wpdatacenter.com) on behalf of [Nancy Beam](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 10:57:56 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Nancy Beam

[nancy.beam@gmail.com](mailto:nancy.beam@gmail.com)  
1315 32nd Avenue 94122

**From:** [asherohearn@gmail.com@wpdatacenter.com](mailto:asherohearn@gmail.com@wpdatacenter.com) on behalf of [Debra Asher Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 10:57:54 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Debra Asher

[asherohearn@gmail.com](mailto:asherohearn@gmail.com)

1430 South Van Ness Avenue 94110

**From:** [jpkruta@gmail.com@wpdatacenter.com](mailto:jpkruta@gmail.com@wpdatacenter.com) on behalf of [Jason Kruta Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 10:55:18 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Jason Kruta

[jpkruta@gmail.com](mailto:jpkruta@gmail.com)

712 Arguello Blvd 94118

**From:** [chber47@gmail.com@wpdatacenter.com](mailto:chber47@gmail.com@wpdatacenter.com) on behalf of [Chris Bergeron](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, September 4, 2025 10:54:32 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Chris Bergeron

[chber47@gmail.com](mailto:chber47@gmail.com)  
378 29th Ave 94121

**From:** [kavwad@gmail.com@wpdatacenter.com](mailto:kavwad@gmail.com@wpdatacenter.com) on behalf of [Kaveh Waddell](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Sunday, August 31, 2025 7:31:56 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Kaveh Waddell

[kavwad@gmail.com](mailto:kavwad@gmail.com)  
1264B Page St 94117

**From:** [carriefulmoon@gmail.com@wpdatacenter.com](mailto:carriefulmoon@gmail.com@wpdatacenter.com) on behalf of [Caroline Hultberg](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 29, 2025 7:55:32 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Caroline Hultberg  
[carriefulmoon@gmail.com](mailto:carriefulmoon@gmail.com)  
76 Vicksburg Street 94114

**From:** [pauline.unietis@gmail.com@wpdatacenter.com](mailto:pauline.unietis@gmail.com@wpdatacenter.com) on behalf of [Pauline Unietis](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Wednesday, August 27, 2025 10:11:34 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Pauline Unietis

[pauline.unietis@gmail.com](mailto:pauline.unietis@gmail.com)

1640 Kirkham Street Apartment 16 94122

**From:** [laurenbiscombe@gmail.com@wpdatacenter.com](mailto:laurenbiscombe@gmail.com@wpdatacenter.com) on behalf of [Lauren Biscombe](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Tuesday, August 26, 2025 8:51:47 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Lauren Biscombe  
[laurenbiscombe@gmail.com](mailto:laurenbiscombe@gmail.com)  
815 Fell St 94117



**From:** [wu.dragun@gmail.com@wpdatacenter.com](mailto:wu.dragun@gmail.com@wpdatacenter.com) on behalf of [Diana Wu Dragun Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Saturday, August 23, 2025 9:20:56 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Diana Wu Dragun

[wu.dragun@gmail.com](mailto:wu.dragun@gmail.com)  
239 BRANNAN STREET 94107

**From:** [missmmking@gmail.com](mailto:missmmking@gmail.com) on behalf of [Michelle King](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Saturday, August 23, 2025 3:49:05 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Michelle King  
[missmmking@gmail.com](mailto:missmmking@gmail.com)  
3440 24th 94110

**From:** [kmleingang@gmail.com@wpdatacenter.com](mailto:kmleingang@gmail.com@wpdatacenter.com) on behalf of [Kendra Leingang](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 3:59:04 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Kendra Leingang  
[kmleingang@gmail.com](mailto:kmleingang@gmail.com)  
2415 Folsom Street 94110

**From:** [mbrbenjamin618@gmail.com@wpdatacenter.com](mailto:mbrbenjamin618@gmail.com@wpdatacenter.com) on behalf of [Matthew Benjamin Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 3:56:55 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Matthew Benjamin

[mbrbenjamin618@gmail.com](mailto:mbrbenjamin618@gmail.com)  
156 Putnam St 94110

**From:** [richard=richardlynch.net@wpdatacenter.com](mailto:richard=richardlynch.net@wpdatacenter.com) on behalf of [richard lynch](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 3:52:16 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. WeThePeople are at war against fascism in the world and in the US. Fight against fascism with US. Making our streets safer for pedestrians and cyclists most definitely helps fight fascism in the US. -- richard lynch  
[richard@richardlynch.net](mailto:richard@richardlynch.net)  
584 castro st #366 94114

**From:** [ache.jarrod@gmail.com@wpdatacenter.com](mailto:ache.jarrod@gmail.com@wpdatacenter.com) on behalf of [Jarrod Hsu](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 10:21:55 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Jarrod Hsu

[ache.jarrod@gmail.com](mailto:ache.jarrod@gmail.com)  
640 Clay St 94111

**From:** [sylvana.tunesi@gmail.com@wpdatacenter.com](mailto:sylvana.tunesi@gmail.com@wpdatacenter.com) on behalf of [Sylvana Tunesi](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 6:52:59 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Sylvana Tunesi

[sylvana.tunesi@gmail.com](mailto:sylvana.tunesi@gmail.com)  
1340 6th Ave 94122

**From:** [tracyfreedman@gmail.com@wpdatacenter.com](mailto:tracyfreedman@gmail.com@wpdatacenter.com) on behalf of [Tracy Freedman](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 3:40:30 AM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Tracy Freedman

[tracyfreedman@gmail.com](mailto:tracyfreedman@gmail.com)  
161 Belvedere St., 94117



**From:** [pomaporta@gmail.com@wpdatacenter.com](mailto:pomaporta@gmail.com@wpdatacenter.com) on behalf of [Barbara Applegate Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 5:59:40 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Barbara Applegate

[pomaporta@gmail.com](mailto:pomaporta@gmail.com)  
21st Ave 94121

**From:** [wm5cents@gmail.com@wpdatacenter.com](mailto:wm5cents@gmail.com@wpdatacenter.com) on behalf of [Wanda Nichols Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 5:44:20 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Wanda Nichols

[wm5cents@gmail.com](mailto:wm5cents@gmail.com)  
1550 Eddy Street Apt 209 94115

**From:** [banthia.rajni@gmail.com@wpdatacenter.com](mailto:banthia.rajni@gmail.com@wpdatacenter.com) on behalf of [Rajni Banthia](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 5:42:27 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Rajni Banthia

[banthia.rajni@gmail.com](mailto:banthia.rajni@gmail.com)  
418 Victoria St 94132

**From:** [jen.navarro729@gmail.com@wpdatacenter.com](mailto:jen.navarro729@gmail.com@wpdatacenter.com) on behalf of [Jenifer Navarro Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 4:15:52 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Jenifer Navarro

[jen.navarro729@gmail.com](mailto:jen.navarro729@gmail.com)  
735 9th Avenue 94118

**From:** [carolineayres6@gmail.com@wpdatacenter.com](mailto:carolineayres6@gmail.com@wpdatacenter.com) on behalf of [Caroline Ayres](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 4:02:10 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Caroline Ayres

[carolineayres6@gmail.com](mailto:carolineayres6@gmail.com)  
87 Dolores Street 94103

**From:** [amenoartemis@gmail.com@wpdatacenter.com](mailto:amenoartemis@gmail.com@wpdatacenter.com) on behalf of [AJ cho](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 3:16:48 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- AJ cho

[amenoartemis@gmail.com](mailto:amenoartemis@gmail.com)  
159 Santa Teresa 94579

**From:** [n.m.collins50@gmail.com@wpdatacenter.com](mailto:n.m.collins50@gmail.com@wpdatacenter.com) on behalf of [Nathan Collins Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 3:15:30 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Nathan Collins

[n.m.collins50@gmail.com](mailto:n.m.collins50@gmail.com)  
20th St. 94110

**From:** [mattdh666@gmail.com@wpdatacenter.com](mailto:mattdh666@gmail.com@wpdatacenter.com) on behalf of [Matt Hill](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 3:06:00 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Matt Hill

[mattdh666@gmail.com](mailto:mattdh666@gmail.com)  
3059 25th St 94110



**From:** [buck.bagot@gmail.com@wpdatacenter.com](mailto:buck.bagot@gmail.com@wpdatacenter.com) on behalf of [Buck Bagot](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 1:56:21 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Buck Bagot

[buck.bagot@gmail.com](mailto:buck.bagot@gmail.com)  
3265 Harrison St. 94110

**From:** [elliott.schwartz@gmail.com@wpdatacenter.com](mailto:elliott.schwartz@gmail.com@wpdatacenter.com) on behalf of [Elliot Schwartz](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 1:45:02 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Elliot Schwartz

[elliott.schwartz@gmail.com](mailto:elliott.schwartz@gmail.com)  
2828 Bryant Street 94110-4810

**From:** [hormuzmostofi@gmail.com@wpdatacenter.com](mailto:hormuzmostofi@gmail.com@wpdatacenter.com) on behalf of [Hormuz Mostofi](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 1:43:20 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Hormuz Mostofi

[hormuzmostofi@gmail.com](mailto:hormuzmostofi@gmail.com)  
201 FOLSOM ST APT 12B 94105

**From:** [ktieche@gmail.com@wpdatacenter.com](mailto:ktieche@gmail.com@wpdatacenter.com) on behalf of [Kristin Tieche Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 1:39:26 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Kristin Tieche

[ktieche@gmail.com](mailto:ktieche@gmail.com)

2277 Fulton Street, apt 304 94117

**From:** [marta.lindsey@gmail.com@wpdatacenter.com](mailto:marta.lindsey@gmail.com@wpdatacenter.com) on behalf of [Marta Lindsey Carroll, John \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** I support the Street Safety Act, item #250851.  
**Date:** Thursday, August 21, 2025 1:20:57 PM

---

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Marta Lindsey

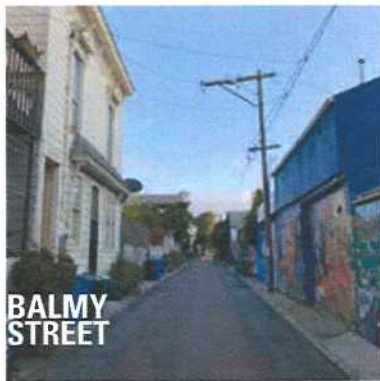
[marta.lindsey@gmail.com](mailto:marta.lindsey@gmail.com)  
43 Clayton Street 94117



# SAFETY FIRST | SEGURIDAD PRIMERO

## PARKING CARS ON LUCKY STREET CAUSES PROBLEMS ESTACIONAR AUTOS EN LUCKY STREET CAUSA PROBLEMAS

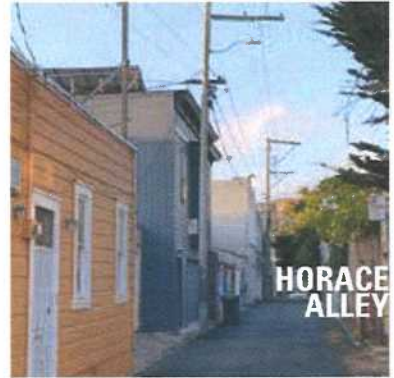
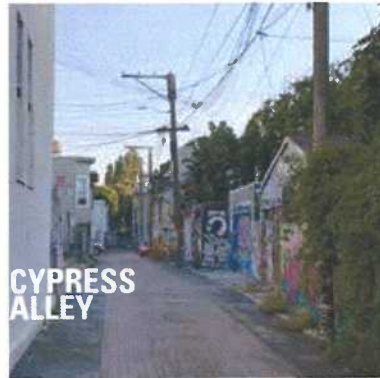
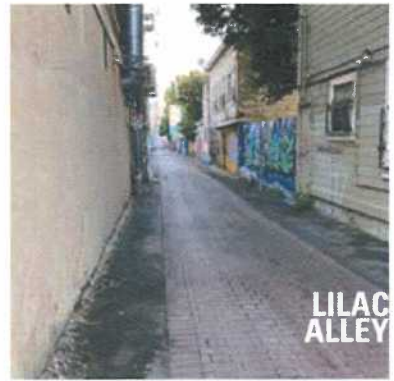
- *Rescue vehicles (including fire trucks) cannot fit down street*  
*Los vehiculos/camiones de bomberos de rescate no pueden caber*
- *Extremely difficult for pedestrians and wheelchairs to pass through*  
*Es muy dificil para peatones y sillas de ruedas*
- *Creates an environment for theft, loitering, litter, drug dealing, graffiti*  
*Crea un ambiente para robo, merodeo, basura, tráfico de drogas, graffiti*



**These local alleways have eliminated parking**

---

**Estos callejones han eliminado el estacionamiento**

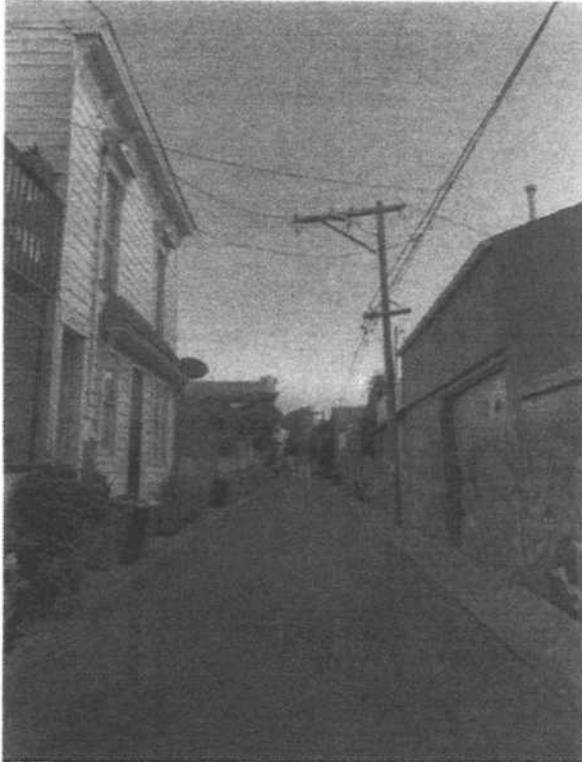


**PLEASE SIGN THE PETITION  
POR FAVOR FIRME LA PETICIÓN**

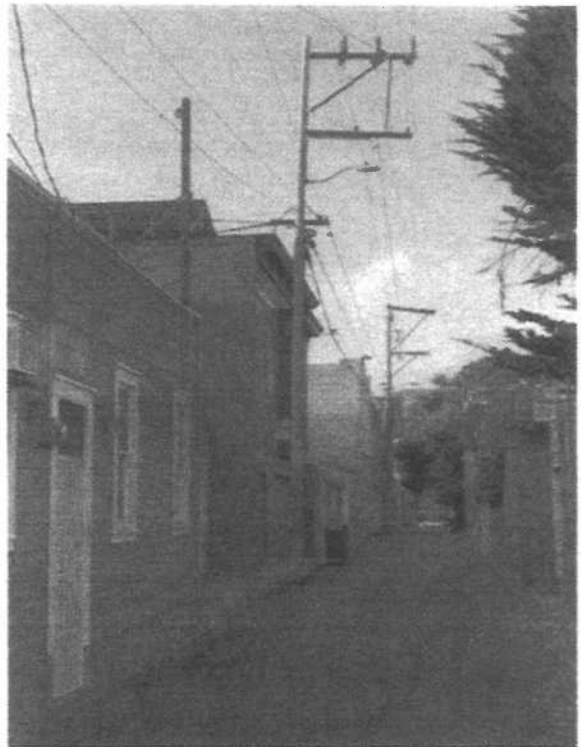
~~EMAIL BY OCTOBER 1ST. CORREO ELECTRÓNICO ANTES DEL 1 DE OCTUBRE.~~

[luckystreetparking@gmail.com](mailto:luckystreetparking@gmail.com)

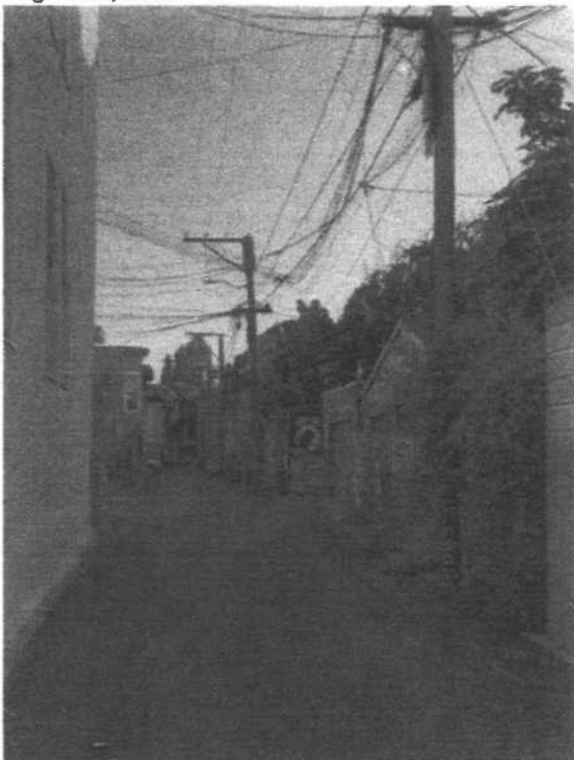
Balmy Alley August 21, 2019  
August 21, 2019



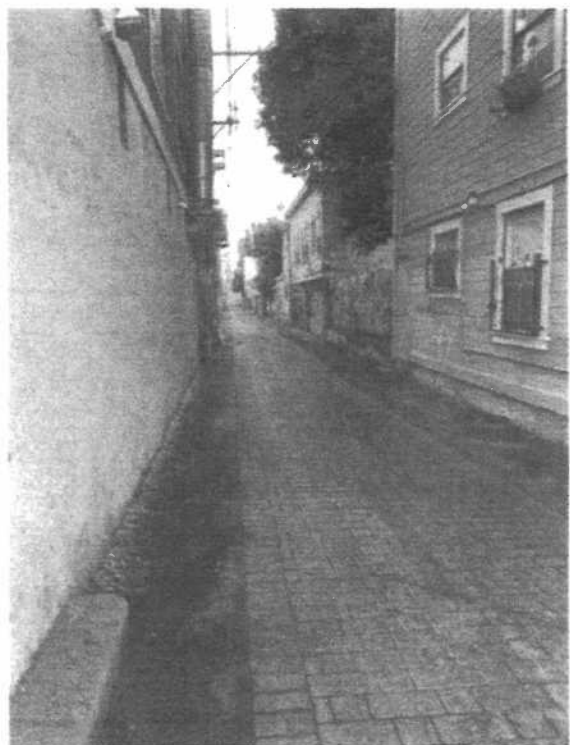
Horrace Alley  
August 21, 2019



Cypress Alley  
August 21, 2019

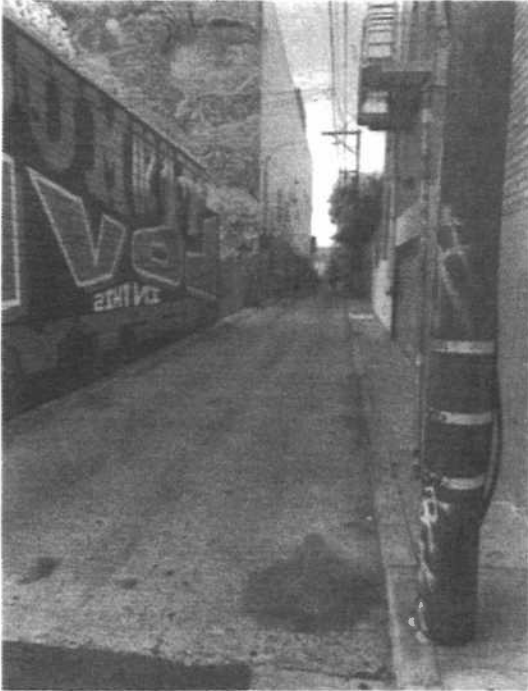


Lilac Alley  
August 21, 2019

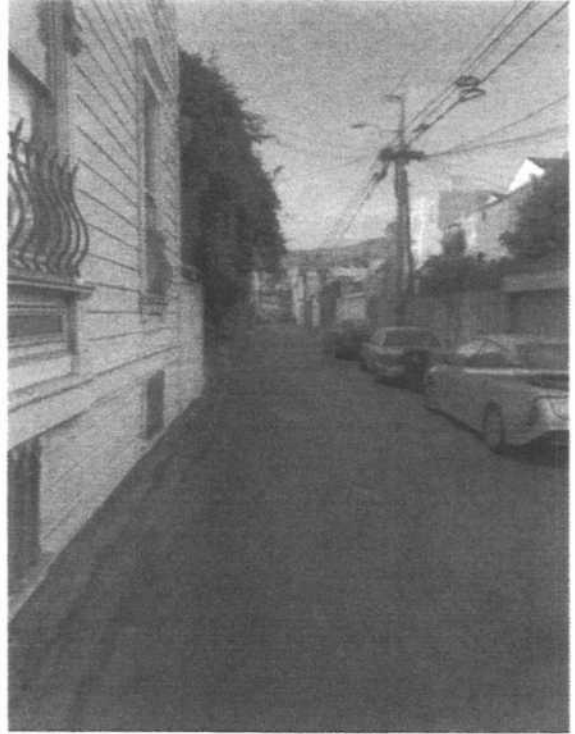




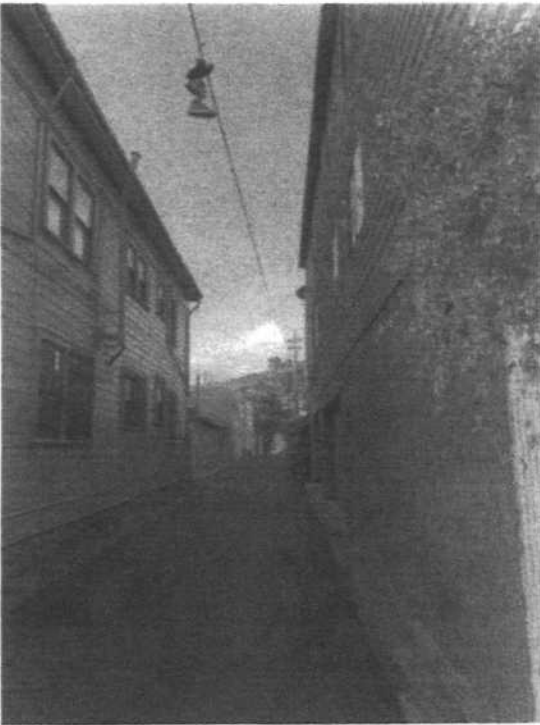
Osage Alley  
August 21, 2019



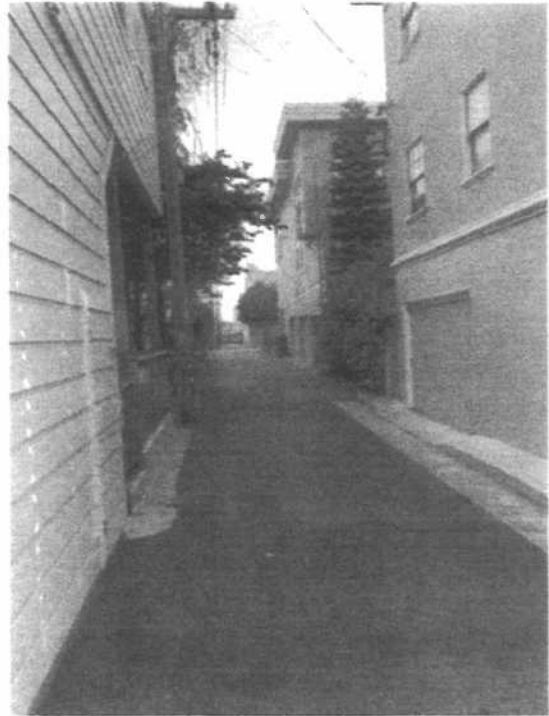
Lucky Alley Between 26<sup>th</sup> and 25<sup>th</sup>  
August 21, 2019



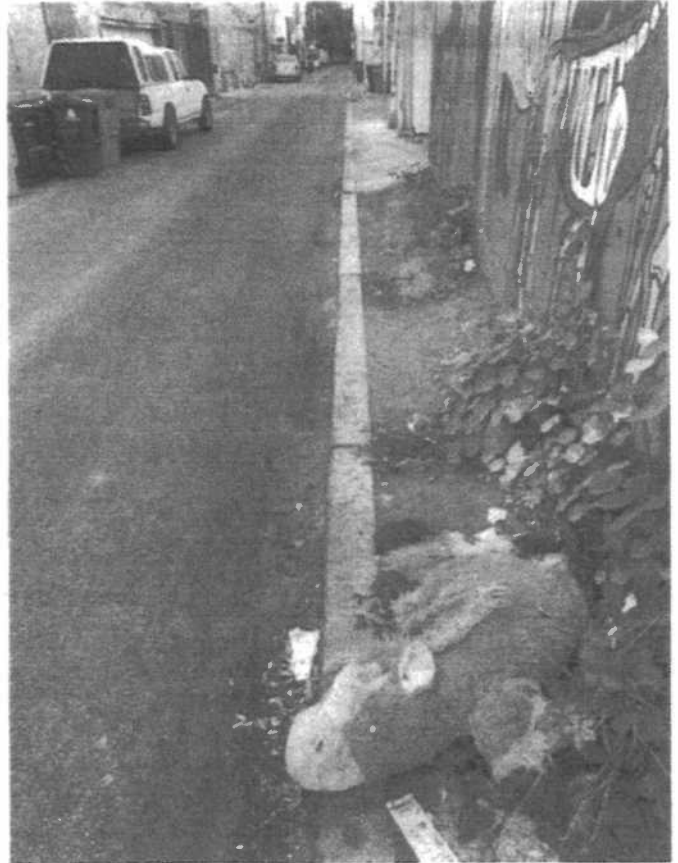
Virgil Alley  
August 21, 2019



Orange Alley  
August 21, 2019



On the same day, August 21, 2019, that all of the other photos were taken while walking down 25<sup>th</sup> street, here is what Lucky Street between 24<sup>th</sup> and 25<sup>th</sup> looked like, and this was a good day. It is full of litter and hazardous waste.



**From:** [MelgarStaff \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Cc:** [Hare, Emma \(BOS\)](#)  
**Subject:** Public Comment Letter File #: 250851 - San Francisco Street Safety Act  
**Date:** Saturday, September 6, 2025 9:04:08 AM

---

Hi John,

Please include the following letter as part of the public comment record for File No. 250851.

Thank you,

Jen

Office of Supervisor Myrna Melgar, District 7  
1 Dr. Carlton B. Goodlett Place, Room 260  
San Francisco, CA 94102

[www.sfbos.org/melgar](http://www.sfbos.org/melgar)

[Sign up to receive Supervisor Melgar's Newsletter](#)

---

**From:** Dee Seligman <deesel91@gmail.com>  
**Sent:** Saturday, September 6, 2025 7:50 AM  
**To:** MelgarStaff (BOS) <melgarstaff@sfgov.org>  
**Subject:** Re: Your Street Safety Act

Yes, please include this note for the official record.

Dee Seligman  
2094 Fell St, San Francisco, CA 94117

On Sat, Sep 6, 2025, 7:27 AM MelgarStaff (BOS) <[melgarstaff@sfgov.org](mailto:melgarstaff@sfgov.org)> wrote:

Dear Dee,

Thank you for your e-mail and support! Please let us know if you would like to include a support note for the official record as the Resolution will be voted on in the coming weeks.

Sincerely,

Jen

Office of Supervisor Myrna Melgar, District 7

[1 Dr. Carlton B. Goodlett Place, Room 260](#)

[San Francisco, CA 94102](#)

[www.sfbos.org/melgar](http://www.sfbos.org/melgar)

[Sign up to receive Supervisor Melgar's Newsletter](#)

---

**From:** Dee Seligman <[deesel91@gmail.com](mailto:deesel91@gmail.com)>

**Sent:** Thursday, August 21, 2025 4:59:00 PM

**To:** MelgarStaff (BOS) <[melgarstaff@sfgov.org](mailto:melgarstaff@sfgov.org)>

**Subject:** Your Street Safety Act

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

Thank you for your Street Safety Act plan

It's vital for senior pedestrians like me who live at busy corners. I'm at the super highway known as Fell and Shrader! Enforcement of traffic law is the answer.

Dee Seligman

[2094 Fell St, San Francisco, CA 94117](#)

**From:** [Dylan Fabris](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Cc:** [Sara Johnson](#)  
**Subject:** Public comment on File Number 250851  
**Date:** Friday, September 5, 2025 5:29:40 PM  
**Attachments:** [Street Safety Act Letter of Support.pdf](#)

---

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

Hello,

Attached, please find San Francisco Transit Riders' public comment on File Number 250851, the San Francisco Street Safety Act, to be heard at the September 8 meeting of the Land Use and Transportation Committee.

San Francisco Transit Riders urges the committee to approve the San Francisco Street Safety Act.

Best,  
Dylan



**Dylan Fabris** (he/they)  
Community and Policy Manager  
San Francisco Transit Riders  
*Office open Monday through Thursday*  
[Support our work!](#)

[Donate \\$15 today](#) to celebrate SFTR's 15th Anniversary!



September 5, 2025

Land Use and Transportation Committee  
City Hall, Room 250  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

RE: San Francisco Street Safety Act (File #250851)

To the Land Use and Transportation Committee,

San Francisco Transit Riders writes to urge you to approve the San Francisco Street Safety Act. As a nonprofit organization fighting for better, more accessible public transportation in San Francisco, street safety is critical to our mission.

Street safety incidents like crashes and road disputes create delays on our streets, which lead to slower, less reliable Muni service. Crashes along Muni routes can force delays as lines are rerouted – or in the case of rail service – cancelled entirely. Preventing such incidents would speed up service for thousands of Muni riders and everyone else on the road.

Improving street safety will also save the City and the SFMTA money, during a time when every penny counts to preserve Muni service in the face of a budget deficit. Traffic-related injuries and deaths cost the City \$12.2 million every year, and San Franciscans \$500 million per year. That's money that could be better-spent providing residents with the services that they need.

Most importantly, though, improving safety on our streets will save lives.

Last year, we were heartbroken when an entire family was killed by a speeding driver while waiting for Muni near West Portal Station – a tragedy that should not have happened, and could not have happened with smarter, safer street designs around the city's largest pedestrian and transit spaces.

But the crash at West Portal was not an isolated incident, and car crashes near transit stops and with transit vehicles remain depressingly common. In 2023, a 4-year-old girl was killed by a driver at 4th and King station. And last month, an 83-year-old was killed walking on Ocean Avenue near two Muni stops. These are but a handful of examples of the preventable tragedies that this act seeks to address.

We applaud the Street Safety Act's systemic approach – encouraging San Francisco's agencies to work collaboratively to eliminate the causes of crashes before they occur. San Francisco Transit Riders asks that you approve this important resolution and continue the work of implementing the actions it recommends for our city's agencies.

Sincerely,

A handwritten signature in black ink, appearing to read "Dylan Fabris". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Dylan Fabris  
Community & Policy Manager  
San Francisco Transit Riders

**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: Resolution of the Bicycle Advisory Committee  
**Date:** Thursday, September 4, 2025 2:22:48 PM  
**Attachments:** [Resolution in Support of the Street Safety Act.pdf](#)

---

Hello,

Please see below and attached for communication from the Bicycle Advisory Committee, submitting a Resolution in Support of the Street Safety Act, File No. 250851.

**File No. 250851:** Resolution urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations. (Melgar, Dorsey, Mahmood, Sauter, Mandelman)

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](mailto:board.of.supervisors@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

---

**From:** [mgmendoza@gmail.com](mailto:mgmendoza@gmail.com) <[mgmendoza@gmail.com](mailto:mgmendoza@gmail.com)> **On Behalf Of** SF Bicycle Advisory Committee  
**Sent:** Wednesday, September 3, 2025 2:54 PM  
**To:** Young, Victor (BOS) <[victor.young@sfgov.org](mailto:victor.young@sfgov.org)>  
**Cc:** mgmendoza <[mgmendoza@gmail.com](mailto:mgmendoza@gmail.com)>  
**Subject:** Resolution of the Bicycle Advisory Committee

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

Hi Victor,

My name is Melyssa Mendoza, and I'm the secretary of the Bicycle Advisory Committee. I'm forwarding over a Resolution we passed at our August meeting in support of the Street Safety Act, sponsored by Supervisor Melgar, for distribution to the Board of Supervisors. It has been signed by our Chair, Brandon Powell.

Thank you,  
Melyssa Mendoza  
Secretary, San Francisco Bicycle Advisory Committee

--

San Francisco Bicycle Advisory Committee  
<http://sfgov.org/bac/>





San Francisco Bicycle Advisory Committee  
City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

## **Resolution in Support of the Street Safety Act**

August 25, 2025

**WHEREAS**, the City and County of San Francisco adopted a Transit-First Policy as stated in Section 8A.115 of the San Francisco Charter, which includes the principles that “decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety” and that “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking;” and,

**WHEREAS**, the San Francisco Board of Supervisors declared a state of emergency regarding pedestrian and cyclist fatalities on November 5, 2019, and given motor vehicles are top source of death for people ages 3 to 25 statewide; and,

**WHEREAS**, 32 people died on San Francisco streets in 2022 due to traffic violence, and 26 have died in 2023, and 41 people died on San Francisco streets in 2024 due to traffic violence—making 2024 the deadliest year for traffic fatalities in over 20 years—and 15 have died thus far in 2025; and,

**WHEREAS**, the City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives; and,

**WHEREAS**, the San Francisco Vision Zero Core Principles include safe streets: “Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death. Transportation and land use development policies, standards, programs, and design decisions should prioritize preserving lives;” and the San Francisco Vision Zero Complementary Goals include mode shift: “The city will shift 80% of trips to sustainable travel choices by 2030. More people walking and biking on safe streets in San Francisco—getting health benefits from physical activity, cleaner air, and less traffic noise—helps makes it safer for everyone on every street,” which is backed up by data; and,

**WHEREAS**, Vision Zero SF expired in 2024; and,

**WHEREAS**, Supervisor Myrna Melgar has introduced the Street Safety Act which would reaffirm San Francisco’s commitment to Vision Zero, protecting vulnerable people first, like seniors, children, disabled, pedestrians, cyclists and other non-motorized transport users by redesigning high injury corridors, adding more crosswalks, signals and daylighting, adding more speed bumps, physical barriers and calming, and tracking safety metrics; therefore be it,

**RESOLVED**, the San Francisco Bicycle Advisory Committee strongly supports the Street Safety Act and urges the Board of Supervisors to pass the Street Safety Act on September 8, 2025.



San Francisco Bicycle Advisory Committee

City Hall, Room 408

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

District 1: Kristin Tièche—Aye  
District 2: Whitney Ericson—Not present  
District 3: Vanessa Day—Not present  
District 4: Tim Marcus—Aye  
District 5: Melyssa Mendoza—Aye  
District 6: Mary Kay Chin—Not present  
District 7: Bert Hill—Aye  
District 8: Diane Serafini—Aye  
District 9: Brandon Powell—Not present  
District 10: Paul Wells—Aye  
District 11: Jeffrey Taliaferro—Not present

Signed \_\_\_\_\_

A handwritten signature in black ink, appearing to read "Brandon Powell", written over a horizontal line.

Brandon Powell, Chair

Date: August 25, 2025

**From:** [Carroll, John \(BOS\)](#)  
**To:** "Alice Rogers"  
**Cc:** [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Hare, Emma \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [Sciammas, Charlie \(BOS\)](#); [Mahmood, Bilal \(BOS\)](#); [Cooper, Raynell \(BOS\)](#)  
**Subject:** RE: I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 1:48:00 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 resolution matter.

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

- [Board of Supervisors File No. 250851](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

***Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

**From:** arcomnsf=pacbell.net@wpdatacenter.com <arcomnsf=pacbell.net@wpdatacenter.com> **On**

**Behalf Of** Alice Rogers

**Sent:** Thursday, August 21, 2025 6:16 PM

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

**Subject:** I support the Street Safety Act, item #250851.

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

Dear Members of the Land Use and Transportation Committee, Since I can't make the meeting, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco's Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco's last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco's prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn't been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what's needed right now, and we're grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City's climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Alice Rogers

[arcomnsf@pacbell.net](mailto:arcomnsf@pacbell.net)

10 South Park St 94107

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Pieter de Haan](#)  
**Cc:** [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Hare, Emma \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [Sciammas, Charlie \(BOS\)](#); [Mahmood, Bilal \(BOS\)](#); [Cooper, Raynell \(BOS\)](#)  
**Subject:** RE: I support the Street Safety Act, item #250851.  
**Date:** Friday, August 22, 2025 1:48:00 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 resolution matter.

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

- [Board of Supervisors File No. 250851](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

***Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

---

**From:** pjdehaan@gmail.com@wpdatacenter.com <pjdehaan@gmail.com@wpdatacenter.com> **On**  
**Behalf Of** Pieter de Haan  
**Sent:** Friday, August 22, 2025 12:28 PM  
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>  
**Subject:** I support the Street Safety Act, item #250851.

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

Dear Members of the Land Use and Transportation Committee, I am writing to express my strong support for the San Francisco Street Safety Act, File #250851 and urge you to support this lifesaving resolution. Traffic safety affects everyone in San Francisco, and this issue is only becoming more urgent. In 2024, 42 people were killed in traffic crashes in San Francisco in 2024, the highest number in a decade – and around 500 people were severely injured in crashes. Already in 2025, nine seniors have been killed as pedestrians. With vehicles bigger, heavier, and more powerful than ever, plus rampant dangerous driving behaviors, we are all increasingly at risk each day. Right now, San Francisco has no policy or plan for traffic safety. San Francisco’s Vision Zero commitment – a data-driven, preventative, and interagency approach to end severe and fatal traffic crashes – expired last year. San Francisco’s last interagency action plan for traffic safety is from 2021. The Street Safety Act will reaffirm San Francisco’s prior Vision Zero commitment to end severe and fatal traffic crashes, which is crucial. Without this core commitment as a city, traffic safety will not be prioritized when already it hasn’t been enough of a priority. And zero is still, and always will be, the right goal. But the Street Safety Act includes more than a commitment. It has a suite of actions to design and enforce streets for safety at the scale and pace needed. This includes leaning into automated enforcement, evolving the Vision Zero approach to be more systematic, reforming the Residential Traffic Calming program, and requiring all street repaving projects to include safety fixes. There are deadlines, public dashboards, and reforms to ensure street safety projects happen faster. Importantly, it has specific commitments for key agencies – and also demands more efficiency and collaboration between agencies. The Street Safety Act is exactly what’s needed right now, and we’re grateful to Supervisor Melgar for bringing this resolution to the Board of Supervisors. Safe streets are what strong neighborhoods and a thriving city are built on. Our City’s climate, Transit First, health, and equity goals all depend on safe streets. Please support the Street Safety Act to launch a new era for our city in realizing truly safe streets. -- Pieter de Haan [pjdehaan@gmail.com](mailto:pjdehaan@gmail.com)  
1249 &th Avenue 94122

**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: Street Safety Act  
**Date:** Friday, August 1, 2025 11:18:27 AM

---

Hello,

Please see below and attached for communication from Lisa Platt regarding File No. 250851.

**File No. 250851:** Resolution urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations. (Melgar, Dorsey, Mahmood, Sauter)

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](mailto:board.of.supervisors@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

---

**From:** Lisa Platt <plattauensen@gmail.com>  
**Sent:** Thursday, July 31, 2025 3:21 PM  
**To:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; SherrillStaff <SherrillStaff@sfgov.org>; SauterStaff <SauterStaff@sfgov.org>; MahmoodStaff <MahmoodStaff@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; FielderStaff <FielderStaff@sfgov.org>; Waltonstaff (BOS) <waltonstaff@sfgov.org>; ChenStaff <ChenStaff@sfgov.org>  
**Subject:** Street Safety Act

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

Hello, I'm Lisa – a D2 resident – though I have been doing volunteer trash cleanups and transit funding awareness across the city, so I've had a chance to walk every neighborhood and interact with residents and merchants broadly.

I'd like to thank Supervisor Melgar for introducing the resolution for the Street Safety Act to protect San Franciscans from traffic violence, and I encourage the full Board to support it. I also appreciate the daylighting efforts currently underway in D5.

In 2014, riding my bike home from work along the Embarcadero, I had my cheek smashed, hand and ribs broken, and blood dripping down my face from a split above my eye. I regained consciousness surrounded by tourists who were trying to help. I never fully regained feeling in my face and have reduced mobility in my hand. Luckily, the bike lane has since been partially protected, but there are still lots of streets that are dangerous or even lethal to people like me – just trying to get home from work or run to the grocery store.

Unfortunately, with 10 of your constituents dying in traffic incidents just this year – 4 more than when I appeared before the board in support of renewing Vision Zero just two months ago – and with many more experiencing lasting injuries, like myself, the Board is sadly giving this crucial issue the same level of importance as designating July 22 as Lady Gaga Day, which you passed a resolution on in your last full meeting.

My ask today is to put real action behind this. While a resolution is *something*, it is also non-binding and thus holds little weight. Pass ordinances, not resolutions. Follow up on your commitment to city-wide no-turn-on-red (as was passed in a previous resolution), press SFMTA to implement street safety projects like Valencia bike lanes as they were originally spec'd and insist on hardened daylighting – as a start. I 311'd three Amazon trucks parked in daylighting zones on high-injury corridors in just one week. This safety feature has since turned into a convenient place to short-term park while pedestrians continue to be at risk.

Each month that street safety projects get delayed, we seem to lose another senior to a tragic traffic incident. Let the man killed last week in the Excelsior be the last.

Safer bike infrastructure was introduced in 2005 with delays due to environmental review until 2010. The city had 35 bike lane projects ready to implement. The Embarcadero quick build didn't get completed until 2022. Imagine if that had been done before my 2014 crash – 9 years after the introduction of the plan and 4 years after the completion of environmental review. I mostly walk and run these days, but every single day involves a close encounter with a car and now the motorbikes used by delivery drivers.

I've attached a photo of me a bit after my crash, not pictured is the long-term physical



impact for me of unsafe streets.

Sincerely,  
Lisa Platt



**From:** [Hare, Emma \(BOS\)](#)  
**To:** [paul pz](#); [Carroll, John \(BOS\)](#)  
**Cc:** [Kirschbaum, Julie \(MTA\)](#); [Simpliciano, Sophia \(MTA\)](#); [Cityattorney](#); [Su, Maria \(USD\)](#); [Lauren Toms](#); [Lee, Amy \(BOS\)](#); [jr.stone@abc.com](#)  
**Subject:** Re: Vision Zero renewal. From R. Zieman  
**Date:** Tuesday, July 29, 2025 3:43:17 PM

---

Hello Paul,

Thank you for your support of Supervisor Melgar's San Francisco Street Safety Act.

I am adding the Clerk, [@Carroll, John \(BOS\)](#), who can add this letter to the file associated with this resolution once it is available.

Best,

**Emma Hare**

Legislative Aide

Office of Supervisor Myrna Melgar

---

**From:** paul pz <zrichardz63@gmail.com>  
**Sent:** Monday, July 28, 2025 10:24 AM  
**To:** MelgarStaff (BOS) <melgarstaff@sfgov.org>  
**Cc:** Hare, Emma (BOS) <emma.hare@sfgov.org>; Kirschbaum, Julie (MTA) <Julie.Kirschbaum@sfmta.com>; Simpliciano, Sophia (MTA) <Sophia.Simpliciano@sfmta.com>; Cityattorney <Cityattorney@sfcityatty.org>; Su, Maria (USD) <mariasu@sfusd.edu>; Lauren Toms <Lauren.Toms@cbs.com>; Lee, Amy (BOS) <amy.lee5@sfgov.org>; jr.stone@abc.com <jr.stone@abc.com>  
**Subject:** Vision Zero renewal. From R. Zieman

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

Dear Supervisor Melgar:

I appreciate and support your efforts at a renewed Vision Zero for the City. I am not able to attend the 7/29/25 Board of Supervisors meeting so I am sending this statement. Maybe it can be added to the record if that's appropriate.

Your proposal has been described as a calling for “action and accountability.” Sadly, this was missing when our son Andrew was killed by a speeding car in front of Sherman elementary school. We were extremely disappointed at how overall City politics played out in response to Andrew’s death, including the treatment of Vision Zero. (Politics entered and infected this case from the very day it happened.)

We saw SFMTA publicly state the dangers of the speed down Franklin and how the signal timing contributed to it. We saw SFMTA public statements of the need to reduce speed, the easy fix of adjusting signal timing, the history of collisions, and ultimately the decision to place a speed camera on that block of Franklin in the school zone because other efforts had so far

been ineffective. Months later we watched SFMTA engineers swear that the downhill section of Franklin was safe.

**We watched as the City urged courts to disregard findings by Vision Zero, and then we watched them hide behind Vision Zero to excuse their failure to do anything in response to years of speed complaints by the school community.**

SFMTA's senior engineer, designated expert, and **representative for the City** stated that the street had not yet been on the VZ High Injury Network. That set their priorities. There had not yet been a high enough level of injury. That is quite a policy to need serious injury or death before responding to years of speed complaints in an elementary school zone.

Again, that engineer spoke for the City. It was not an off the cuff comment. It was sworn testimony. I have yet to hear that statement refuted so as of today, I can only believe that is the City's policy. He spoke for you and the entire Board of Supervisors. He spoke for the SFMTA and Director Kirshbaum. He spoke for City Attorney David Chiu and School Superintendent Dr. Su. He spoke for Mayor Lurie. (And to be fair to him, I don't think his testimony was a surprise. Pretty sure it was specifically prepared and elicited.)

Another SFMTA engineer testified that they are not just reactive but proactive. Obviously that was not the case for Franklin Street. I do hope your proposed update to Vision Zero mandates more proactive action and holds people accountable. Fair or unfair the first 10 years of Vision Zero were deemed a failure. We are counting on you and the Board to make the necessary changes to ensure future success.

Thank you.

Richard Zieman