

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:

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[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.

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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

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 \(BOS\)](#)
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John Carroll

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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.

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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
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 | 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

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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