

File No. 250851

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: Sept. 8, 2025

Board of Supervisors Meeting:

Date: _____

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Prepared by: John Carroll

Date: Sept. 4, 2025

Prepared by: _____

Date: _____

Prepared by: _____

Date: _____

1 [San Francisco Street Safety Act]

2
3 **Resolution urging a preventative, interagency, and data-driven approach to ending**
4 **severe and fatal traffic crashes by designing and enforcing safer streets for all San**
5 **Franciscans, with a particular focus on protecting children, seniors, and other**
6 **vulnerable populations.**

7
8 WHEREAS, Traffic-related injuries and fatalities remain a preventable public health and
9 safety crisis in San Francisco, disproportionately affecting pedestrians, cyclists, children,
10 seniors, and other vulnerable street users; and

11 WHEREAS, In 2014, the San Francisco Board of Supervisors passed a Resolution on
12 file with the Clerk of the Board of Supervisors in File No. 140047, which is hereby declared to
13 be a part of this Resolution as if set forth fully herein, urging the implementation of “an action
14 plan to reduce traffic fatalities to zero in the next ten years through better engineering,
15 education, and enforcement”, despite efforts since, traffic fatalities and severe injuries have
16 yet to decrease; and

17 WHEREAS, In 2025 the San Francisco Budget and Legislative Analyst conducted a
18 study that found that traffic related injuries and deaths cost the City and County of San
19 Francisco approximately \$12.2 million and San Franciscans \$500 million yearly in addition to
20 the emotional and physical pain and injury sustained by the victims of traffic violence; and

21 WHEREAS, Since 2014, San Francisco has experienced numerous transportation
22 changes, including increased rideshare, autonomous vehicles, scooters, deliveries, parklets
23 and shared spaces, and shifting transit patterns, all of which require an agile policy response
24 to ensure San Francisco streets can adapt and respond adequately to protect all road users;
25 and

1 WHEREAS, Simultaneously, the United States has experienced numerous
2 transportation changes that have made the reduction of traffic fatalities more challenging than
3 a decade ago, including increases in size, weight, and acceleration power of motor vehicles,
4 and increased inattentiveness due to electronic devices; these changes have led to significant
5 increases to traffic fatalities and injuries in other jurisdictions while San Francisco's have
6 remained relatively constant, demonstrating that interventions on a local level are both
7 impactful and essential; and

8 WHEREAS, Speeding is the number one cause of severe and fatal traffic crashes in
9 San Francisco and speeding increases the likelihood and severity of a traffic crash; and

10 WHEREAS, People who live in Equity Priority Communities are significantly more likely
11 to have daily exposure to high-injury streets; and

12 WHEREAS, Over the last 10 years, San Francisco has implemented numerous data-
13 driven street safety programs and initiatives that have resulted in reduction in speeding,
14 crashes, and near-misses where roadway projects have been installed; and

15 WHEREAS, The City and County of San Francisco is responsible for designing streets
16 and enforcing safe driving behavior to ensure that walking, biking, scooting, riding transit, and
17 driving are safe, comfortable, convenient, and affordable ways of getting around the City in
18 keeping with the Transit First policy; and

19 WHEREAS, San Francisco remains committed to reducing the severity of traffic injuries
20 by designing safer streets, analyzing data, educating the public, enforcing traffic laws,
21 improving trauma care, pursuing other reforms locally and nationally, and addressing broader
22 civility, order, and safety concerns – including homelessness and mental health – that will
23 further this goal; now, therefore, be it

24 RESOLVED, That the San Francisco Street Safety Act reaffirms San Francisco's
25 commitment to Vision Zero goals and establishes that street safety is a multi-disciplinary,

1 system-wide effort involving the coordination of multiple departments (“core agencies”); and,
2 be it

3 FURTHER RESOLVED, That the San Francisco Board of Supervisors commits to a
4 preventative, interagency, data-driven, and safe-systems approach to ending severe and fatal
5 traffic crashes by designing and enforcing safer streets for all San Franciscans, with a
6 particular focus on protecting children, seniors, and other vulnerable populations, and urges
7 the following actions by the core agencies:

- 8 1. The San Francisco Municipal Transportation Agency (SFMTA) shall:
 - 9 a. Develop a plan for redesigning streets identified on the 2025 High Injury
10 Network to enhance safety with tools such as providing separation, signal
11 timing optimization, physical barriers, and additional deployment of turn and
12 traffic calming tools by December 2026; and
 - 13 b. Design additional Quick-Build projects on a rolling basis which incorporate
14 physical barriers, turn safety treatments, and other safety tools in areas
15 where data shows it is necessary; and
 - 16 c. Prioritize the deployment of electronic enforcement tools, including speed
17 and red-light cameras, in accordance with current state law, and explore
18 opportunities for state legislative support to expand this authority; and
 - 19 d. Develop a comprehensive timeline and implementation plan for citywide
20 daylighting including ‘hardened daylighting’ on the High-Injury Network by
21 December 2026; and
 - 22 e. Develop a process and prototypes, in coordination with Public Works and the
23 Fire Department, to allow residents or community groups to install planters,
24 bike racks, and other landscaping materials on the street in areas where
25

1 parking has already been prohibited, such as daylighting zones by
2 December 2026; and

- 3 f. Swiftly replace any decorative crosswalks that have been removed due to
4 repaving or other work in coordination with Public Works, and ensure that
5 replacements maintain or exceed prior safety and aesthetic standards; and
- 6 g. Release a plan by December 2026 to replace the Residential Traffic Calming
7 Program with a proactive approach for adding speed humps and cushions
8 across neighborhoods that is responsive to community concerns with data-
9 driven design standards agreed to by SFMTA, Public Works, and Fire
10 Department; and
- 11 h. Release a public dashboard updated quarterly with outcomes-based metrics
12 to track progress in traffic crash prevention; and

13 2. The San Francisco Police Department (SFPD) shall:

- 14 a. Develop and release a plan to increase traffic enforcement efforts, data-
15 driven warnings, and citations, including through automated enforcement
16 from the SFMTA, on the behaviors that are most likely to result in severe
17 injury and death, including, but not limited to, speeding, recklessness,
18 inattention, failure to yield, and intentional disregard of traffic control devices
19 by December 2026; and
- 20 b. Conduct monthly High Visibility Enforcement (HVE) focused on dangerous
21 speeding on priority High-Injury Network streets to complement locations and
22 effectiveness of the speed camera program; and
- 23 c. Include statistics on traffic citations and severe and fatal injuries from vehicle
24 collisions to monthly precinct crime reports; and

1 d. In cooperation with the Office of the Medical Examiner, provide timely crash
2 and victim reports to the Municipal Transportation Agency and Department of
3 Public Health on every traffic collision death; and

4 3. Department of Public Health (DPH) shall:

5 a. Collect, analyze, and publish data on crash fatalities and injuries annually
6 and identify a High-Injury Network as well as a High-Risk Network every two
7 years, with special emphasis on intersections and corridors that pose the
8 highest risk to children, seniors, people with disabilities, and other vulnerable
9 populations; and

10 b. Collaborate with community organizations and City agencies to share data to
11 inform public policy and safety interventions; and

12 4. Department of Public Works (DPW) shall:

13 a. Design and build all recommended safety infrastructure improvements —
14 such as curb extensions, speed humps, islands, turn calming, bicycle safety
15 infrastructure, and hardened daylighting — when repaving or conducting
16 other street-level work on all designated High-Injury Network and arterial
17 streets, following a Complete Streets approach; and

18 b. Replace any speed bumps, speed cushions, daylighting, and other safety
19 features that have been removed due to repaving or other work, and ensure
20 that replacements maintain or exceed prior safety and aesthetic standards;
21 and

22 c. Swiftly replace any decorative crosswalks that have been removed due to
23 repaving or other work in coordination with SFMTA, and ensure that
24 replacements maintain or exceed prior safety and aesthetic standards; and
25

1 d. Develop a plan to launch a sidewalk condition assessment to catalog and
2 publish the condition of all sidewalks across the City & County of San
3 Francisco; and

4 5. San Francisco Unified School District (SFUSD) shall:

- 5 a. Develop and implement a traffic safety school curriculum; and
6 b. Continue to support the Safe Routes to School program to educate and
7 encourage safe travel to school by bicycling, walking, public transportation,
8 and carpooling; and

9 6. San Francisco Fire Department (SFFD) shall:

- 10 a. Coordinate with SFMTA to release written guidelines identifying various
11 street design and traffic calming tools that shall be acceptable to the Fire
12 Department across all types of public streets and intersections by
13 December 2025; and
14 b. Establish a maximum review period of no more than 90 days for each project
15 requiring individualized review; and
16 c. Work in partnership with SFMTA to reduce redundant project reviews and
17 facilitate safer, faster implementation of street safety infrastructure; and

18 7. San Francisco County Transportation Authority (SFCTA) shall:

- 19 a. In coordination with the Controller's Office City Performance Unit, assess the
20 effectiveness and completion of each of the responsibilities listed in this
21 resolution and host an annual hearing on the review of street safety
22 progress, challenges, and data which includes relevant agencies and City
23 departments, including the core agencies in addition to the Mayor's Office;
24 and, be it
25

1 FURTHER RESOLVED, That the Board of Supervisors urges our state representatives
2 to expedite legislation to guide matters over which San Francisco does not have direct control
3 such as vehicle design, vehicle technology, driving regulations, driver licensing, automated
4 enforcement, scientific research, and the allocation of additional financial resources to
5 improve the safety and livability of our streets; and, be it

6 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor's Office to
7 convene the Departments, the public, and other stakeholders in ensuring the accountability of
8 the San Francisco Street Safety Act.

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 | www.sfbos.org

From: mgmendoza@gmail.com <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>
Cc: mgmendoza <mgmendoza@gmail.com>
Subject: Resolution of the Bicycle Advisory Committee

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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

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



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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>
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Subject: Vision Zero renewal. From R. Zieman

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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

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)

I hereby submit the following item for introduction (select only one):

- ☐ 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- ☐ 2. Request for next printed agenda (For Adoption Without Committee Reference)
(Routine, non-controversial and/or commendatory matters only)
- ☐ 3. Request for Hearing on a subject matter at Committee
- ☐ 4. Request for Letter beginning with "Supervisor inquires..."
- ☐ 5. City Attorney Request
- ☐ 6. Call File No. from Committee.
- ☐ 7. Budget and Legislative Analyst Request (attached written Motion)
- ☐ 8. Substitute Legislation File No.
- ☐ 9. Reactivate File No.
- ☐ 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- ☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission
- ☐ Planning Commission ☐ Building Inspection Commission ☐ Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- ☐ Yes ☐ No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Subject:

Long Title or text listed:

Signature of Sponsoring Supervisor: