

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Crayton, Monique \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Public Safety 220961
Date: Thursday, April 25, 2024 10:02:00 AM

Dear Supervisors,

Please see below regarding:

File No 220961 - Hearing - Traffic Enforcement and Street Safety

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Tina Martin <tina_martin@sbcglobal.net>
Sent: Thursday, April 25, 2024 9:47 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Malena Mackey Cabada <malena@walksf.org>
Subject: Public Safety 220961

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

Dear Supervisors Engardio, Dorsey, Mandelman, and Stefani,
(I believe you are the ones who will be at the meeting this morning. I apologize if I've omitted anyone.)

I had hoped to be at City Hall in person, but due to a recent injury, I can't be.

My name is Tina Martin, and I live in Parkside, near West Portal, the site of the tragic crash that killed a family of four--the parents and their toddler and baby.

I'm a member of WalkSF, Transit Justice and Voices for Public Transportation and several organizations for retirees.

I feel sure you're aware of how speeding affects lives, and you're probably also aware of the shocking statistic the *SF Chronicle* recently reported, that citations for traffic violations had decreased by 97% in eight years.

You're probably too young to remember the Simon and Garfunkle hit (popular in my college days) beginning with the words "Slow down. You move too fast." They were referring to the quality of life, not survival itself, but I think both safety and quality of life could be enhanced if drivers slowed down, and they're likelier to do that if they can't speed with impunity.

We need the SFPD to enforce dangerous speeds with enough frequency and visibility that drivers know there will be consequences if they speed.

We need the speed cameras on 33 streets.

We need the SFPD to be clear on how it's enforcing speeding.

Please do everything you can to see to it that the SFPD and the SFMTA work together for safer streets.

I'd appreciate it if you, Malena Mackey Cabada, or someone else could read my letter aloud.

Thank you,
Tina Martin

From: [Raymond Isola](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [malena@walksf.org](#); [Dorsey, Matt \(BOS\)](#)
Subject: Thank you for holding a Speed Enforcement Hearing on April 25 @ 10am
Date: Monday, April 22, 2024 7:18:41 PM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to learn about the SFPD's plan to enforce speeding in San Francisco. I am a person over 65 years of age and have been serving on the Barbary Coast Neighborhood Safety Committee for more than 7 years. Unfortunately, I have met several neighborhood members who have been injured due to unsafe traffic conditions on San Francisco streets.

Speeding is the most dangerous driving behavior, and more must be done to better enforce the speed limits in San Francisco.

The SFPD should use data to focus its limited resources on known dangerous locations where speeding is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

Dr. Raymond R. Isola
Barbary Coast Neighborhood Safety Committee Member

From: [Raymond Isola](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [malena@walksf.org](#); [Dorsey, Matt \(BOS\)](#)
Subject: Thank you for holding a Speed Enforcement Hearing on April 26
Date: Monday, April 22, 2024 6:28:19 PM

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Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to learn about the SFPD's plan to enforce speeding in San Francisco. I am a person over 65 years of age and have been serving on the Barbary Coast Neighborhood Safety Committee for more than 7 years. *Unfortunately, I have met several neighborhood members who have been injured due to unsafe traffic conditions on San Francisco streets.*

Speeding is the most dangerous driving behavior, and more must be done to better enforce the speed limits in San Francisco.

The SFPD should use data to focus its limited resources on known dangerous locations where speeding is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

*Dr. Raymond R. Isola
Barbary Coast Neighborhood Safety Committee Member*

From: [Michele Hennessey](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Engardio, Joel \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); malena@walksf.org; [Stefani, Catherine \(BOS\)](#)
Subject: Thank you for holding a Speed Enforcement Hearing
Date: Sunday, April 21, 2024 8:03:22 PM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to hear about the SFPD's plan to enforce speeding in San Francisco. I am *Board member of the BCNA (Barbary Coast Neighborhood Assoc.) and the GTA (Gateway Tenants Assoc)*

Speeding is the most dangerous driving behavior, and more must be done to better enforce the speed limits in San Francisco.

The SFPD should use data to focus its limited resources on known dangerous locations where speeding is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

*Michele Hennessey
BCNA Board Member & Safety Committee Member
Barbary Coast Neighborhood Association*

415.990.0148
mmhennessey1@gmail.com

From: [SusanW](#)
To: [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Carroll, John \(BOS\)](#)
Cc: malena@walksf.org
Subject: Speed Enforcement Hearing
Date: Sunday, April 21, 2024 7:19:55 PM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

I am 81 years old, and walking is still one of my major means of both transportation and recreation. But walking is becoming increasingly problematic in San Francisco. Drivers have come to see that traffic laws are not enforced in the city, and they are speeding, running red lights, not stopping at intersections, and refusing to yield to pedestrians, with no consequences.

Pedestrians, however, are suffering dire consequences. In addition to the horrific fatalities we are all too familiar with, hundreds of people suffer serious injuries every year.

I live in North Beach and almost every day I see this irresponsible, dangerous driver behavior. I have *never seen any police enforcement* against these violations. In fact, we recently learned that the number of citywide speeding tickets dropped from over 1,000 in September 2016 to just 91 September 2023.

Thank you for holding this hearing to learn about the SFPD's plan to enforce speed limits in San Francisco. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to be sure this enforcement is meeting the city's goals for safe streets. Those are good first steps. But in addition, I urge the committee to be sure the SFPD enforces *ALL* the traffic laws so that I, and all San Franciscans, can walk through the city without fearing for our lives.

Thank you,
Susan Weisberg
(member of WalkSF)

From: [Rishi Misra](#)
To: [Engardio, Joel \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); malena@walksf.org; [Stefani, Catherine \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: Thank you for holding a Speed Enforcement Hearing
Date: Tuesday, April 16, 2024 10:24:25 PM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to hear about the SFPD's plan to enforce speeding in San Francisco. I am Rishi Misra, and am Co-Chair of the Barbary Coast Neighborhood Association's Safety Committee. Multiple residents in our neighborhood have been hit by speeding or negligent drivers while in the crosswalk with walk sign on. Others have had close calls. I write on behalf of those residents and the pain and suffering the impacted ones have endured due to injuries from the crashes.

Speeding is the most dangerous driving behavior, and more must be done to better enforce the speed limits in San Francisco.

The SFPD should use data to focus its limited resources on known dangerous locations where speeding is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

Rishi Misra
rishi.misra@gmail.com

From: [Hans Galland](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); malena@walksf.org
Subject: Thank you for holding a Speed Enforcement Hearing
Date: Friday, April 12, 2024 7:45:41 AM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to hear about the SFPD's plan to enforce speeding in San Francisco.

I am Hans Galland, director at the Duboce Triangle Neighborhood Association, spearheading our Vision 2030 efforts dedicated to traffic safety and accessibility of the Duboce Triangle.

Speeding is consistently the most dangerous behavior endangering our community in our neighborhood. I have been witness to **numerous crashes** during my twelve years in the neighborhood, most frequently at intersections of that include high-traffic corridors such as 14th street (x Noe, x Sanchez), Market Street (x Church, x Sanchez, x Noe) and Castro (x 14th Street, x Beaver, x Henry). **Ironically, all of these have speed limits or even involve slow streets.**

More must be done to better enforce the speed limits in San Francisco. The city has decided to make funds available to fine people for parking, to fine people for having planters on sidewalks (!), but has failed to fine people for risky driving that can kill or irreversible change the course of my or my fellow residents' life.

The SFPD should use data to focus its limited resources on known dangerous locations where speeding or dangerous driver behavior is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

Hans Galland

DTNA Director

From: [Matt Biggar](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Malena Mackey Cabada](#)
Subject: Speed Enforcement Needed
Date: Friday, April 12, 2024 9:03:40 AM

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

Dear Chair Stefani, Committee Members Engardio and Dorsey, and Supervisor Mandelman,

Thank you for holding a public hearing to hear about the SFPD's plan to enforce speeding in San Francisco. I live near Market Street in the Castro, a particularly dangerous street for pedestrians crossing.

Speeding is the most dangerous driving behavior, and more must be done to better enforce the speed limits in San Francisco.

The SFPD should use data to focus its resources on known dangerous locations where speeding is a factor. I urge this committee to hold the SFPD to their plan and ask for quarterly updates to see if this enforcement is meeting the city's goals for safe streets.

As San Francisco enters the second decade of Vision Zero, every city agency must play its part in saving lives.

Thank you,

Matt Biggar
668 Castro St.

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Matt Biggar, Ph.D.
Principal and Founder, [Connected to Place](#)
<https://www.linkedin.com/in/mtbiggar>
c 415-999-8497

From: [George Wooding](#)
To: [Crayton, Monique \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); danny.sauter@safgov.og; [Mahmood, Bilal \(BOS\)](#); [George Wooding](#); raphael.Mandelman@sfgov.org; [Melgar, Myrna \(BOS\)](#)
Subject: 220961, Public Safety and Neighborhood Services Committee, Thursday, September 25, 2025
Date: Wednesday, September 24, 2025 7:06:25 AM

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

220961 -Traffic Enforcement

Good Morning Commissioners Dorsey, Bilal and Sauter,

The definition of insanity is doing the same thing over and over again and expecting a different result. The Vision Zero 2.0 iteration will be a bigger failure than Vision Zero 1.0 due to traffic congestion.

The committee and experts never understood the real reason for accidents in San Francisco. Speeding is only a symptom, but not the real cause of many of San Francisco's accidents.

Now, San Francisco will have to take \$34M out of the road repair fund for Slow Streets, quick builds, polka dot crosswalks, traffic neckdowns, bulb-outs, daylighting, bike lanes etc. The Committee Should develop plans that do not impede traffic.

Under the provision of AB 43 that came into effect in January 2022, the SFMTA is lowering speeds by 5 mph (from 25 mph to 20 mph, or 30 mph to 25 mph) in all business activity districts (streets where at least half of the property uses are dining or retail). As of September 2024, 79 corridors and 48.5 street miles have been implemented in business activity districts.

The average traffic speed in San Francisco is 14 mph, according to 2024 data

from TomTom, making San Francisco the second slowest major U.S. city for drivers. This low average speed indicates that it takes drivers approximately 32% longer to cover a mile than they would in free-flowing traffic.

San Francisco traffic congestion peaked last year from August through October, when trips took as much as 35% longer than they would without traffic. This high rate of congestion is why 43 people were killed last year in San Francisco--a record amount of deaths.

Studies show that once traffic congestion increases over 30% traffic accidents increase rapidly.

Supervisor Myrna Melgar paid absolutely no attention to the April 24 budget and legislative analyst's (BLA) office report that she commissioned regarding congestion. This report makes voters question the quality of her work with the San Francisco Land Use and Transportation Committee, The BOS and now the Public Safety And Neighborhood Services Committee. An excerpt regarding "congestion" in the report is shown below:

San Francisco date April 23rd:

In a 2019 meta analysis from the university of Adelaide 9 out of 11 studies on this topic reviewed found a positive relationship between congestion and collisions 2 of the studies reviewed did not come to this conclusion a 2021 study from the university of Barcelona analyzed data from 129 European cities from 2008 through 2017 and found a concave relationship between congestion and traffic deaths in which fatalities decreased until travel times increased to approximately 30% greater than a free flow situation at which point they did increase.

Congestion is the main cause of traffic accidents /deaths in San Francisco--not speeding. Many San Francisco streets average less than 4.5mph.

But while traffic volume has swelled, that has not led to significant public-transit ridership increases. The three main Bay Area transit agencies — Caltrain, BART and Muni — are still significantly trailing pre-pandemic ridership levels, which has left them in a drastic financial hole. The average SFMTA bus averages 6 mph.

Thank you for your consideration.

Respectfully,

George Wooding
415 695-1393