

File No. 250851

Committee Item No. 2

Board Item No. 25

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Transportation

Date: Sept. 8, 2025

Board of Supervisors Meeting:

Date: Sept. 16, 2025

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Prepared by: John Carroll

Date: Sept. 4, 2025

Prepared by: John Carroll

Date: Sept. 12, 2025

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 December
2 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 Recreation and Park Department shall:

- 10 a. Work to identify and implement safe loading zones at parks undergoing
11 major capital improvements; and
12 b. Integrate transportation-related safety education into RPD programming for
13 children and seniors; and
14 c. Decrease automobile congestion in parks and encourage mode shift towards
15 active/public transportation by implementing paid parking; and
16 d. Implement daylighting at crosswalks where accessibility improvements are
17 planned; and

18 7. San Francisco Fire Department (SFFD) shall:

- 19 a. Coordinate with SFMTA to release written guidelines identifying various
20 street design and traffic calming tools that shall be acceptable to the Fire
21 Department across all types of public streets and intersections by December
22 2025 and revisit the guidelines if new street design features are
23 recommended; and
24 b. Work in partnership with SFMTA to reduce redundant project reviews and
25 facilitate safer, faster implementation of street safety infrastructure; and

1 c. Coordinate with the SFMTA to jointly establish a maximum review period
2 which shall be no longer than 120 days. The review timeline shall be
3 determined by the complexity of the project, and may only exceed 120 days
4 for projects deemed complex by both Departments; and

5 8. San Francisco County Transportation Authority (SFCTA) shall:

6 a. In coordination with the Controller's Office City Performance Unit, assess the
7 effectiveness and completion of each of the responsibilities listed in this
8 resolution and host an annual hearing on the review of street safety
9 progress, challenges, and data which includes relevant agencies and City
10 departments, including the core agencies in addition to the Mayor's Office;
11 and, be it

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

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

From: 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
Highland Ave 94110

From: ksamksamksam@gmail.com@wpdatacenter.com on behalf of [Samantha Raja](#)
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
649 Mississippi Street 94107-2936

From: jlj08@gmail.com@wpdatacenter.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

3007 N Frederic St, Burbank 91504

From: 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

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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. -- Howard Karp

karp.howard@gmail.com
480 E 4th Ave Unit 641 94401

From: 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

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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. -- Karen Rhodes

karen.l.rhodes@gmail.com
59 1/2 Manchester St. 94110

From: 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

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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. -- Angelica Rocha

angelicadrocha@gmail.com
4029 Judah St 94122

From: 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
101 Downey St 94117

From: 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 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

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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. -- Pavel Paramonov

pavel.paramonov@gmail.com
463 26th Ave Apt 402 94121

From: 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
1295 47th Avenue 94122

From: 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

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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. -- Casey Frost

caseyfrost13@gmail.com
111 Monterey Blvd 94131

From: 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
1048 62nd St Unit B 94608

From: ingridloreen@hotmail.com@wpdatacenter.com on behalf of [Ingrid Rehtin](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, September 4, 2025 1:17:10 PM

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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. -- Ingrid Rehtin

ingridloreen@hotmail.com
936 Clayton Street 94117

From: BEABATZ@gmail.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 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
105 Lake St 94118

From: 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

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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. -- Peter Fenczik

372pete@gmail.com
372 Park St 94110

From: 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
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
1965 Page Street, Apt. 303 94117

From: 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

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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. -- Nancy Beam

nancy.beam@gmail.com
1315 32nd Avenue 94122

From: asherohearn@gmail.com@wpdatacenter.com on behalf of [Debra Asher](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, September 4, 2025 10:57:54 AM

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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. -- Debra Asher

asherohearn@gmail.com

1430 South Van Ness Avenue 94110

From: jpkruta@gmail.com@wpdatacenter.com on behalf of [Jason Kruta](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, September 4, 2025 10:55:18 AM

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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. -- Jason Kruta

jpkruta@gmail.com
712 Arguello Blvd 94118

From: 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

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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. -- Chris Bergeron

chber47@gmail.com
378 29th Ave 94121

From: 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
1264B Page St 94117

From: carriefullmoon@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

carriefullmoon@gmail.com
76 Vicksburg Street 94114

From: 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

1640 Kirkham Street Apartment 16 94122

From: 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
815 Fell St 94117

From: wu.dragun@gmail.com@wpdatacenter.com on behalf of [Diana Wu Dragun](#)
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
239 BRANNAN STREET 94107

From: missmmking@gmail.com@wpdatacenter.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

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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. -- Michelle King
missmmking@gmail.com
3440 24th 94110

From: 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

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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. -- Kendra Leingang

kmleingang@gmail.com
2415 Folsom Street 94110

From: mberjamin618@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

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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. -- Matthew Benjamin

mberjamin618@gmail.com
156 Putnam St 94110

From: 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

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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. 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
584 castro st #366 94114

From: 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

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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. -- Jarrod Hsu

ache.jarrod@gmail.com
640 Clay St 94111

From: 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

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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. -- Sylvana Tunesi

sylvana.tunesi@gmail.com
1340 6th Ave 94122

From: 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

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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. -- Tracy Freedman

tracyfreedman@gmail.com
161 Belvedere St., 94117

From: pomaporta@gmail.com@wpdatacenter.com on behalf of [Barbara Applegate](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, August 21, 2025 5:59:40 PM

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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. -- Barbara Applegate

pomaporta@gmail.com
21st Ave 94121

From: wm5cents@gmail.com@wpdatacenter.com on behalf of [Wanda Nichols](#)
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
1550 Eddy Street Apt 209 94115

From: 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

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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. -- Rajni Banthia

banthia.rajni@gmail.com

418 Victoria St 94132

From: jen.navarro729@gmail.com@wpdatacenter.com on behalf of [Jenifer Navarro](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, August 21, 2025 4:15:52 PM

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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. -- Jenifer Navarro

jen.navarro729@gmail.com
735 9th Avenue 94118

From: 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

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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. -- Caroline Ayres

carolineayres6@gmail.com
87 Dolores Street 94103

From: 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
159 Santa Teresa 94579

From: n.m.collins50@gmail.com@wpdatacenter.com on behalf of [Nathan Collins](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, August 21, 2025 3:15:30 PM

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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. -- Nathan Collins

n.m.collins50@gmail.com
20th St. 94110

From: 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

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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. -- Matt Hill

mattdh666@gmail.com
3059 25th St 94110

From: 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

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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. -- Buck Bagot

buck.bagot@gmail.com
3265 Harrison St. 94110

From: 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

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elliott.schwartz@gmail.com
2828 Bryant Street 94110-4810

From: 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

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hormuzmostofi@gmail.com

201 FOLSOM ST APT 12B 94105

From: ktieche@gmail.com@wpdatacenter.com on behalf of [Kristin Tieche](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, August 21, 2025 1:39:26 PM

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ktieche@gmail.com

2277 Fulton Street, apt 304 94117

From: marta.lindsey@gmail.com@wpdatacenter.com on behalf of [Marta Lindsey](#)
To: [Carroll, John \(BOS\)](#)
Subject: I support the Street Safety Act, item #250851.
Date: Thursday, August 21, 2025 1:20:57 PM

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marta.lindsey@gmail.com
43 Clayton Street 94117

City Traffic Engineer
Ricardo Olea
1 South Van Ness Ave, FL 7
San Francisco, CA 94103

We, residents/owners of lots adjacent to Lucky Street between 24th and 25th street, petition the city of San Francisco to remove all parking on Lucky Street between 24th and 25th. This will make the street safer for Lucky St residents, allowing fire trucks and ambulances uninterrupted access to the buildings on Lucky St.

On June 21 2019, SFFD was called to a fire at 14-16 Lucky St. The parked cars on Lucky St impeded the ability of the SFFD to access the fire, a delay of more than 20 minutes. It is clear that parking on Lucky endangers the safety of residents on Lucky St. This is why we respectfully ask that the parking on Lucky between 24th and 25th Streets be removed.

- Provide adequate clearance on Lucky Street between 24th and 25th for city fire trucks and ambulances.
- Provide sidewalk clearance on Lucky for pedestrians and handicap access, since the parking requires vehicles to park on the sidewalks.
- Allow homeowners and renters who have garages and driveways adequate access to garages and driveways, which are many times almost inaccessible due to parked cars.
- Discourage illegal activities such as drug use, public urination and defecation, and trash dumping in the alley.
- Create consistency with the no parking provision on Lucky Street between 25th and 26th and with neighboring Balmy, Horace, Virgil, Cypress, Lilac, Osage and Orange.

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

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 26th and 25th
August 21, 2019



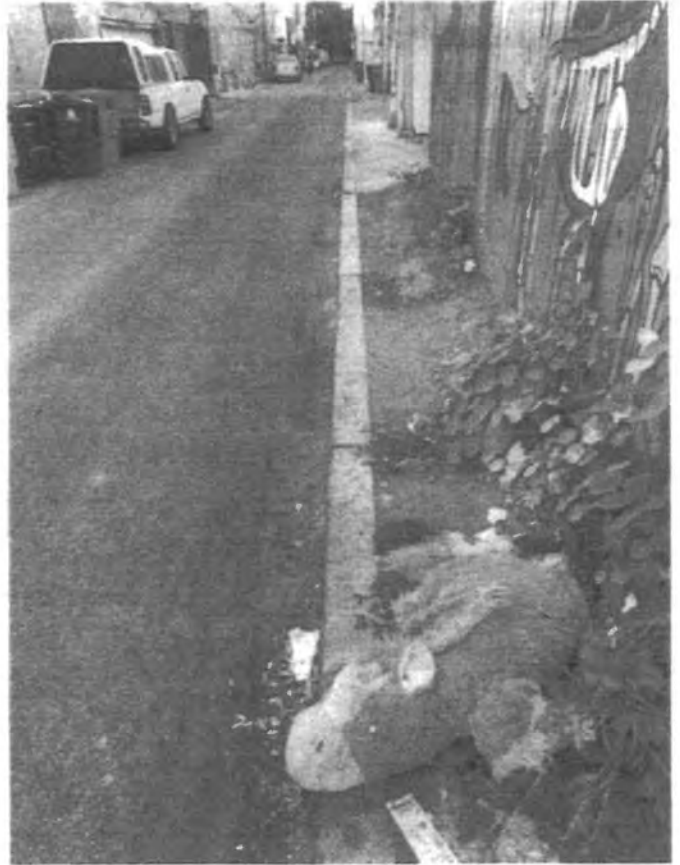
Virgil Alley
August 21, 2019



Orange Alley
August 21, 2019



On the same day, August 21, 2019, that all of the other photos were taken while walking down 25th street, here is what Lucky Street between 24th and 25th 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
[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> 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

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From: Dee Seligman <deesel91@gmail.com>

Sent: Thursday, August 21, 2025 4:59:00 PM

To: MelgarStaff (BOS) <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', is written over a light blue horizontal line.

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 | 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 _____
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



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
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

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: