

October 29, 2025

To:

- The Honorable Daniel Lurie, Mayor of San Francisco
- The Honorable Rafael Mandelman, Supervisor, District 8
- Director, San Francisco Municipal Transportation Agency (SFMTA)
- Chief of Police, San Francisco Police Department (SFPD)
- President, San Francisco Police Commission
- Director, Department of Children, Youth, and Their Families (DCYF)
- San Francisco Civil Grand Jury (Investigation Committee)
- Editorial Boards: San Francisco Examiner, SF Standard, San Francisco Chronicle

Subject: Safety on Streets and Sidewalks - Enforcement, Clarity, and Child Protection

Dear City & Oversight Leaders, and Editorial Colleagues,

I write as a longtime San Francisco resident and active community member. I feel compelled to raise a safety concern I see daily - and one I hope to prevent rather than respond to after a tragedy.

I don't want to one day walk past the aftermath of a preventable crash involving a child and regret that I said nothing.

As a cyclist, pedestrian, transit user, motorist, and occasional scooter user, I pass through the intersection of Duboce, Steiner, and Sanchez multiple times daily. This intersection already presents navigational challenges with its geometry, pedestrian traffic, and streetcar presence. Post-pandemic motorist traffic has greatly increased with the closure of southbound Church Street and the Slow Street at Noe. Those challenges magnify when adults carry toddlers or infants on large bikes or e-bikes and proceed at speed through stop signs, fail to signal, ignore right-of-way, or force their way into moving traffic. The danger is real, but the law, policy, and enforcement framework have not caught up.

While my primary focus is what happens on my block, I want to note that I am sending this appeal to a greater audience than my district as I observe the behavior and built environment issues are citywide and may require a citywide solution. We have mechanically improved many streets for more pedestrian and bike use - clearing Market Street of most autos for the benefit of cyclists, for example - but we haven't similarly addressed how to regulate the sidewalks on Market regarding e-bikes and scooters that challenge pedestrians. On Page Street, we have created a Slow Street corridor for safety but in effect it has become a de facto superhighway: cyclists - some with infants or toddlers - exceed posted

speeds, darting through stop signs to weave through cross traffic and dodge pedestrians. We've all seen helmetless Lyft bike riders with dangling clothing rattling through intersections faster than the posted speed limit, scooters rolling along crosswalks, and delivery riders on e-bikes dressed in all black at night. Good judgment would deem these behaviors unsafe without need for explanation, but I suspect many are also not aware that traffic rules apply to all users of the roads. After all, the signage is unclear, there is little education, and there is no enforcement.

The 2025 Civil Grand Jury report "Failed Vision: Revamping the Roadmap to Safer Streets" points out that 60% of severe or fatal collisions between motorists, pedestrians, and bicyclists were assigned the fault of drivers by San Francisco authorities... meaning that pedestrians and bicyclists were assigned fault for 40% of the severe and fatal collisions involving themselves in San Francisco in 2024.

For traffic law - and therefore traffic safety - to be successful, 100% of the parties need to participate and operate in predictable ways.

Yet, in San Francisco today:

- There is no licensing, insurance, or requirement to demonstrate basic traffic-law knowledge for an adult wheeling a child through city streets.
- The recently passed Street Safety Act talks about reducing vehicle clearance and access standards for emergency vehicles - but says nothing about accountability of micromobility users carrying children.
- Official signage in shared or Slow Street corridors remains ambiguous, leaning on icons without clear written instructions. That ambiguity breeds confusion, division, and inconsistent behavior.
- Automobiles, bicycles of all kinds, and scooters regularly ignore traffic signals. Sometimes it appears the only users of the roads who behave predictably and safely are Muni, Waymo, and ALC riders. I raise the possibility that Black Rock City may have better traffic behavior than San Francisco.

The Grand Jury Report goes on to present a harsh verdict: over the Vision Zero era, traffic citations fell by approximately 95%, even while collisions and fatalities climbed. The report calls out the lack of enforcement leadership in SFPD, the need for modernizing citation systems, and stronger education outreach. I respectfully urge that you treat the Grand Jury's findings as more than criticism - they are a roadmap for corrective action. The recently passed "Vision Zero refresh" still fails to address this issue, which is what further prompts me to write.

To better manage this risk, I ask:

Equitable enforcement across all modes. The reestablishment of traffic enforcement should extend beyond motorists to include 100% of the users of the roads, especially when children are on board, with particular attention to behavior that endangers life. Traffic cameras will not provide this. Bringing some officers out of cars and onto e-bikes is one possibility.

Clear, written signage in shared corridors. Replace cryptic icons with explicit text about right-of-way, signaling, and who yields to whom in conflict zones such as the Wiggle, and Slow Streets.

Public education campaign. Distribute easy-to-understand guides, posters, and outreach at transit hubs, schools, and community centers that clarify legal expectations for all users.

Reexamine the Street Safety Act's omission. A law that considers constraining fire truck access should likewise address the accountability of users transporting infants and children.

Child safety agency involvement. The fact that children are being ferried through intersections by adults without any indication of an understanding of traffic law or fundamental road safety demands review by authorities responsible for child protection.

Grand Jury follow through and accountability. I request the Investigation Committee monitor implementation of its recommendations and require reports from SFPD, SFMTA, and DCYF on the steps taken.

It is my belief that while we can continue to insist that technology, construction, or others look out for our safety, we are best served when we also participate in caring for our own safety and the safety of our children. My hope is that these requests would be enacted not with a punitive temperament, but with the spirit of encouraging a culture and community of accountability - the attitude that we can each look out for the safety of our neighbors, our children, and ourselves by looking at our own actions first.

If this letter has arrived at your office in error, please forward it to the proper official. I appreciate your attention to this urgent matter and your leadership in safeguarding San Francisco's streets - especially for its youngest and most vulnerable residents.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Hubbard', with a stylized flourish extending to the right.

Thomas Hubbard

Member, San Francisco Bicycle Coalition

Member, Duboce Triangle Neighborhood Association