

Commission, Fire (FIR)

From: susan george <susan@waisly@gmail.com>
Sent: Wednesday, May 12, 2021 10:50 AM
To: Commission, Fire (FIR)
Subject: Slow Streets

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

Dear Fire Commission,

Thank you for holding the hearing today. I was unable to be on hold any longer as I see patients as a physician. I have lived in San Francisco since 2002. My husband and I own a home in Bernal. I work in SF. I get around the city via walking, biking and public transit. I have used slow streets all over the city to get from place to place and for exercise (esp Sanchez for walking). They have been filled with people of all ages and abilities. They have been a godsend during the pandemic and I hope that some of them will continue to be slow streets post-pandemic.

As a physician I see a lot of patients who have had a Ped vs car or bike vs car collision. Many of the patients I see were not injured severely enough to require immediate care (i.e. trauma patient) , nor did they involve the SFPD, so they in effect are under the radar. The point is that we have many times more people hit by cars on a daily basis than is provided by our stats. During the pandemic I noted fewer of these types of collisions as many of my patients were using slow streets to commute and for exercise.

I realize your lens is a bit different than mine, but consider the life saving and harm reduction of continuing this wonderful program on Page and Sanchez in particular.

Thank you.

Sincerely,
Susan George, MD

Commission, Fire (FIR)

From: Andrew Dai andrewdai@andrewdai.co
Sent: Wednesday, May 12, 2021 11:32 AM
To: Commission, Fire (FIR)
Subject: In support of Slow Streets

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

Hello,

My name is Andrew Dai and I live and work in District 9. I'm emailing in favor of making permanent and investing in high quality slow streets.

This past year has really put a strain on the city but has also given us the chance to reimagine what it means to live and move around in a city. Building our public spaces for human-sized infrastructure is not only good for the environment but also beneficial to our health and local communities. Seeing people commute and run errands, families out on together on the streets is incredibly powerful and so much better than yet another slow moving trafficked street.

Best,
Andrew

Commission, Fire (FIR)

From: Luke Spray <ls@sfparksalliance.org>
Sent: Wednesday, May 12, 2021 11:38 AM
To: Commission, Fire (FIR)
Subject: Slow Streets for the safety of all San Franciscans

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

Dear Commissioners,

I'm pleased to see Slow Streets on your agenda today, as the Parks Alliance is a strong supporter of this program and the safety it provides for San Franciscans.

Speaking as a resident of San Francisco for the past 13 years, a soon-to-be parent, and a regular walker, driver and bike rider, I have been pleased to see these new routes enable myself and my neighbors to safely travel around the City without severely impacting parking or other modes of transportation. My pregnant wife can now safely ride to her school along Page Street due to the safety created by its slow speeds. For that, I am extremely grateful.

While the lens in which I view these spaces is increasingly oriented towards my family, I also see these spaces through the lens of parks and urban space, which is the realm in which I have the joy and privilege of serving this City through my work at the Parks Alliance. Through this lens, I must urge you to work together with the SFMTA on better infrastructure for Slow Streets that improves safety for all modes of transportation, specifically through clearer signage and communication, as well as improved barricades.

I strongly encourage this commission to support Slow Streets and their contributions to creating safer streets for all San Franciscans.

Thank you,

Luke Spray
Associate Director, Strategic Partnerships
San Francisco Parks Alliance
1074 Folsom Street
San Francisco, CA 94103
sfparksalliance.org
909.289.3655



Commission, Fire (FIR)

From: Hazel O'Neil oneil.hazel@gmail.com
Sent: Wednesday, May 12, 2021 11:36 AM
To: Commission, Fire (FIR)
Subject: Public Comment on Slow Streets

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

Hello,

I had my hand raised for the Item 5 of today's meeting and was not called on, though I listened to the entire presentation and was eager to give comment. I'm not sure how the issue happened, but it was frustrating, and so I hope that you will consider this email as part of your record.

I am a resident of the westside of San Francisco, and split my time between the Richmond and the Sunset. I was calling to represent the SF Bicycle Coalition. I use a slow street every single day. Like other callers, I invite the Fire Department to consider slow streets as a safety measure: I am an experienced and cautious cyclist, but I have been hit by a car while biking before and can't express how much I value slow streets as a space where I feel safe riding. The National Association of City Transportation Officials defines streets as such: "Streets are the lifeblood of our communities and the foundation of our urban economies. They have the potential to foster business activity, serve as a front yard for residents, and provide a safe place for people to get around, whether on foot, bicycle, car, or transit. The vitality of urban life demands a design approach sensitive to the multi-faceted role streets play in our cities." Slow streets have offered San Francisco residents an amazing shared public space for recreation, civic engagement, and neighborly bonding. I really hope that the Fire Department can work with SFMTA to co-create a permanent slow streets program together that prioritizes safety and quality public space. I would suggest looking at college campuses as an example of areas that prioritize walkability and cyclist access while still maintaining appropriate emergency response times and access. Thank you for all that you do.

Sincerely,
Hazel O'Neil
600 34th Avenue, 94121

Commission, Fire (FIR)

From: Donovan Lacy - donovanlacy1@gmail.com
Sent: Wednesday, May 12, 2021 12:01 PM
To: Commission, Fire (FIR)
Subject: SF Fire Commission - Public Comments

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

I am emailing to add my comments to today's SF Fire Commission Meeting. I was unable to attend the entirety of the meeting, and wanted to make sure that I was able to put my comments into the public record. I would like to provide my heartfelt appreciation to the SF Fire Commission for having the SFMTA present at your meeting and for inviting the community to attend and comment.

I am a 10 year resident and homeowner in Dogpatch, and am a husband and a father of a 4 year old. In addition, I am the Vice President of the Dogpatch Neighborhood Association, Secretary of the Potrero Boosters Neighborhood Association, Member of the Bayview Community Policing Advisory Board and an active member of our community.

I use a variety of means to get around the city. I drive, I walk and I bicycle.

Over the last 10+ years in Dogpatch there has been a significant amount of development including UCSF Benioff Children's Hospital, Mission Bay housing and retail developments and both the Glants and Warriors home stadiums. In the next 10 years the large waterfront developments at Pier 70 and Power Plant will be completed. These developments and future developments are adding a significant amount of congestion to our streets.

Our neighborhood residential streets have become shortcuts for many drivers trying to avoid traffic on 280 on their way to these new developments. The combination of increased residential density and automobile traffic has and will continue to create dangerous conditions for pedestrians, cyclists and car drivers.

During the pandemic SFMTA worked to implement the Slow Street Program throughout the city and along several corridors in Dogpatch and Potrero Hill. These implementations, although far from perfect, slowed and reduced automobile through traffic on the streets where they were implemented, while at the same time opening these streets up for other road users to enjoy their residential streets again. They have been embraced by the community, with broad support across a wide range of residents. The neighborhood has held a Halloween Event, a Slow Street Stroll and a variety of other events that have brought the community together, while socially distancing, in these incredibly trying times. Thanks to the Minnesota Slow Street, my wife and I are able to ride with my four year old daughter to and from her pre-school

It is for these reasons that I am strongly in favor of making Slow Streets permanent. I strongly encourage the SF Fire Commission to work with SFMTA, the community and your own rank and file to develop and improve permanent Slow Streets that include high quality designs with concrete traffic diverters and traffic calming measures, permanent pedestrian protection like pedestrian refuge islands, bulbouts and protected intersections and signage that makes it clear to everyone what a Slow Street is.

Thank you for your time and consideration.

Donovan Lacy
Vice President, Dogpatch Neighborhood Association

Secretary, Potrero Boosters Neighborhood Association
Member, Bayview Community Policing Advisory Board
206-910-9503