

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

August 9, 2013

The Honorable Cynthia Ming-mei Lee
Presiding Judge
Superior Court of California, County of San Francisco
400 McAllister Street
San Francisco, CA 94102

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Dear Judge Lee:

I am pleased to present my response to the 2012-2013 Civil Grand Jury report, *Are the Wheels Moving Forward? A Follow-Up to the 2009-2010 Civil Grand Jury Report Sharing the Roadway: From Confrontation to Conversation.*

Every year, San Francisco has shown a commitment to enhancing the bicycle network. Recent examples include new physically separated bikeways on highly-traveled corridors, additional bike parking spaces, and the launch of a bike share system this month as part of the Bay Area's regional bike share pilot program. Additionally, funding the expansion of core bicycle infrastructure is a key strategy of my 2030 Transportation Task Force.

As investments in the bicycle infrastructure have increased, biking has grown in popularity. All modes of transportation in San Francisco – cars, buses, rail, walking, and biking – have to share the road and must respect each other's use of the roadway. To ensure that all citizens feel safe on City streets, we must continue to educate bicyclists and others about all traffic laws and provide proper enforcement when necessary.

In response, I have carefully considered the findings and recommendations of the Civil Grand Jury, as well as the response of the San Francisco Police Department (SFPD) and San Francisco Municipal Transportation Agency (SFMTA).

The Mayor's Office response to the Civil Grand Jury's findings is as follows:

Finding 4. SFPD needs the support of the City's leaders to enforce roadway laws effectively.

Response: *Agree.* I fully support all SFPD efforts to enforce roadway laws. As noted in the SFPD response, the Department is beginning to use mobile devices for traffic citations and collision reports, updating the outdated system of ticket books. The aggregated digitally collected citation data can be used to make enforcement decisions. With this new tool, the City will be able to improve enforcement of all roadway laws.

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The Mayor's Office response to the Civil Grand Jury's recommendations is as follows:

Recommendation 4.1: The Mayor and the Board of Supervisors should support SFPD efforts to successfully enforce roadway laws by adopting a San Francisco Bicycle Enforcement Safety Agreement that would pursue the goals of zero bicycle fatalities and a 50% annual reduction in bicycle collisions.

Response: *Requires further analysis.* Every fatality on city streets is a tragedy and the twin goals of zero bicycle fatalities and a 50% annual reduction in bicycle collisions are laudable. The recently completed Pedestrian Safety Task Force was convened in response to a similar directive to reduce pedestrian injuries and fatalities. In 2010, Mayor Newsom issued Executive Directive 10-03 calling on the City to reduce fatal and serious injuries to pedestrians by 25% by 2016 and 50% by 2021 (compared to a 2008 baseline).

Building on the expertise developed through this process and in order to strengthen bicyclist safety, the Pedestrian Safety Steering Committee, (led by SFMTA and DPH), should consider reconvening within six months. The committee should review bicycle safety measures with the aim of reducing bicycle fatalities and collisions in San Francisco.

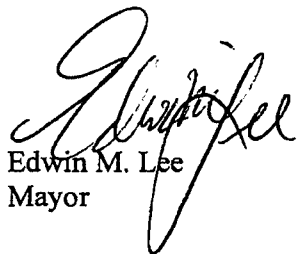
Recommendation 4.2: Through collaboration with SFPD, BAC, and SFMTA the City should build an Enforcement Safety Campaign around the goals in Recommendation 4.1 and alert the public to the SFPD enforcement plan that will follow.

Response: *Partially implemented and requires further analysis.* SFPD has already implemented numerous traffic enforcement safety campaigns. For example, two recent efforts were aimed at reducing distracted driving and DUI infractions. While both of these examples are focused on cars, SFPD plans on continuing targeted enforcement and education on all vehicular traffic, including bicycles.

Additionally, public awareness and compliance can be sought outside of enforcement campaigns. For example, an advertising campaign instructing drivers and bicyclists on the correct entry into and exit out of bike lanes could be just as effective in improving bicycle safety on City streets. SFPD should work with the Pedestrian Safety Steering Committee to see if an additional enforcement safety campaign is necessary.

In conclusion, I offer my thanks to the 2012-2013 Civil Grand Jury for their service to the City and County of San Francisco, and commend their commitment to improving the effectiveness of City government.

Sincerely,



Edwin M. Lee
Mayor