



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

August 27, 2013

Presiding Judge Cynthia Ming-Mei-Lee
400 McAllister Street, Room 008
San Francisco, CA 94102-4512

Dear Judge Lee,

We, the San Francisco Bicycle Advisory Committee, have reviewed the 2012-2013 Civil Grand Jury report, "Are the Wheels Moving Forward?" Below is our Committee's response to the Findings and Recommendations.

Finding 1:

San Francisco is well-served by the San Francisco Bike Coalition bicycle safety education efforts. SFBC bicycle education materials and classes are comparable to bicycle education programs in other U.S. cities known for their safe streets.

SFPD and SFMTA will launch a Bicycle Citation Diversion Education Program this year (2013). This satisfies the previous Jury recommendation to establish a Bicycle Court Traffic School option as a tool for education.

In 2012, the San Francisco Bike Coalition educated 4,866 people in its Street Safety Education classes, or approximately .01 percent of San Francisco's population. As the biking movement grows and evolves, more education will be needed. With the goal of a 20 percent mode share, efforts must be substantially increased to educate both bicyclists and motorists. The bicycle safety education programs of SFBC are on the right track to reduce confrontations between bicyclists and motorists. However, in order to accomplish the goal mode share, more will be needed.

The San Francisco Bicycle Advisory Committee (BAC) agrees with Finding 1, with clarification on Paragraph 2:

We have met with the MTA, SFPD, a representative of the Board of Supervisors, a representative of the San Francisco Bicycle Coalition, and members from the Superior Court, Traffic, from 2011 to July 2013. There is no prospect for establishment of a Bicycle Citation Diversion Program in the foreseeable future, primarily due to procedural difficulties with State Superior Court citation processes.

Recommendation 1.1:

Bicycle safety education should be continued, expanded and extended to non-cyclists and motorists.

Recommendation requires further analysis. The BAC is unaware of any plans for expansion of the existing program to motorists beyond MUNI Operators and Taxi Drivers.

Recommendation 1.2:

SFMTA should collaborate with SFBC to include SFBC flyers that promote and provide bicycle education in SFMTA Renewal Residential Parking Permit packets.

Recommendation requires further analysis. The BAC is unaware of any plans for insertion of flyers to promote and provide bicycle education in SFMTA Residential Parking Permit packets.

Recommendation 1.3:

Provide incentives to participants who complete SFBC Urban Bicycling Workshops in order to increase enrollment. Incentives could include SFMTA's City Pass, MUNI Passport or Clipper Card.

Recommendation requires further analysis. The BAC is unaware of any plans to provide incentives for participants who complete SFBC Urban Cycling Workshops in order to increase enrollment.

Recommendation 1.4:

Publicize classes and promote safe roadway behavior (share the road, obey traffic laws, etc.) on banners, billboards, and signs throughout the City, including MUNI bus stop shelters and the sides of MUNI vehicles.

Recommendation requires further analysis. The BAC is unaware of any plans to publicize classes and promote safe roadway behavior.

Recommendation 1.5:

Offer bicycle-training courses to private San Francisco businesses.

Recommendation requires further analysis. The BAC is aware that the SFBC has long provided limited bicycle education to businesses, ranging from the Federal MTA offices, to PG&E and Lucas on an as-requested basis for many years.

Finding 2:

While current SFPD training relative to bicycle safety and laws is included in classroom instruction where new recruit officers learn about California Vehicle Codes and accident investigation, more bicycle-specific training also needs to be part of continuing education for police officers.

We agree with Finding 2, but wish to clarify that 'bicycle-specific training' should be oriented towards 'urban bicycling by utility bicycle operators' in addition to the traditional police training by the *International Police Mountain Bike Association*, which emphasizes advanced riding skills for pursuit and other law enforcement actions.

Recommendation 2.1:

SFPD should expand training related to bicycle safety and enforcement and implement the following:

Recommendation requires further analysis. The BAC has long supported and advocated for SFPD bicycle training, not only for better understanding of the law and real-life conditions bicyclists deal with, but also to increase the number of SFPD bicyclists enforcing traffic laws on our streets.

Recommendation 2.2:

SFPD should establish a comprehensive bicycle safety training program for new recruit officers, as well as ongoing bicycle training in its continuing education program for police officers, i.e., a stand-alone class reviewing California Vehicle Code and Traffic Code provisions specific to bicycling.

Recommendation requires further analysis. The BAC has long supported on-going training of all police officers, especially those who reside outside of San Francisco and have little connection to the transportation goals of San Francisco in developing a Transit-First City, discouraging personal auto use, and establishing a priority for slowing traffic to the benefit of children, seniors, bicyclists, the disabled, and other pedestrian users.

Recommendation 2.3:

SFPD should create an updated bicycle safety video modeled on Chicago's "Traffic Enforcement for Bicycle Safety" that includes all California Vehicle Codes and Traffic Codes related to bicycles.

Recommendation requires further analysis. The SFMTA recently implemented bicycle-specific safety video for all MUNI operators, with similar professional training goals.

Furthermore, the BAC has long supported the 2009-2010 Civil Grand Jury recommendation for the development of a Bicycle 'Redi-Ref', that provides short-hand guidance to officers in the field as to which Vehicle Codes apply to bicyclists, vs. those intended for personal and commercial motor vehicles only.

Finding 3:

SFPD citation forms do not include a specific category for bicycle traffic violation; this omission inhibits awareness, data collection and enforcement efforts by the department.

Recommendation 3:

SFPD should update the citation form to include a category for bicycle infractions.

Recommendation requires further analysis. The BAC is unaware of any plans for revision of citation forms to include a special category for Bicycles, but fully supports the benefits from such a revision.

Finding 4:

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

The BAC agrees with Finding 4. We also observe that the SFPD internal structure seems to be overly insular and defensive, some in the hierarchy assume that the bicycle community is inherently suspicious of law enforcement, when in reality bicyclists are looking for fairness, understanding, and consistency.

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.

Recommendation requires further analysis. The BAC agrees with Recommendation 4.1, noting that a goal of zero fatalities will require the united efforts of all city departments to participate through Equality (Equity), Engineering, Enforcement, Education, Encouragement (Outreach), and Evaluation (feedback loop).

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.

Recommendation requires further analysis. The BAC has made repeated attempts to meet with the other parties, and invite the SFPD to BAC meetings. This included requests for SFPD attendance at BAC meetings with a specific agenda item requiring SFPD response to this Civil Grand Jury's recommendations. The department has not responded to Committee invitations since January. The SF Administrative Code Section 5.130 (c) states, "In addition to the 11 voting members, the following City departments will each provide a non-voting representative to attend Advisory Committee meetings: the Police Department..."

The BAC enthusiastically looks forward to participation in the implementation of the recommendations of the 2009-2010 and 2012-2013 Civil Grand Juries.

Lastly, the Superior Court of the City and County of San Francisco should be a party to the above referenced *Enforcement Safety Campaign*, considering that all citations require conformance with Court procedures. This could involve changes in the manner in which the State processes citations and assesses fines.

With regards,

Bert Hill, Chair
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