



EDWIN M. LEE
MAYOR

POLICE DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

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GREGORY P. SUHR
CHIEF OF POLICE

August 7, 2013

The Honorable Cynthia Ming-mei Lee
Presiding Judge
Superior Court of California
County of San Francisco
400 McAllister Street, Room 008
San Francisco, CA 94102-4512

Dear Judge Lee:

I am pleased to offer the San Francisco Police Department's (SFPD) response to the 2012 – 2013 Civil Grand Jury report entitled "Sharing the Roadway – from Confrontation to Conversation." The SFPD's response to the report's findings and recommendations are set forth in the accompanying attachment.

The SFPD appreciates the work done by the Civil Grand Jury as it relates to the safety of our city's public. Ensuring the safety of our community, including pedestrians and bicyclists who are an increasing part of our commuter traffic, is a major priority for the SFPD. We look forward to working in partnership with the various City agencies and community organizations to implement the recommendations put forth in this report.

I thank the 2012 - 2013 Civil Grand Jury for its efforts in improving San Francisco government, the public's safety, and the overall quality of life in our city. I am grateful for the opportunity for the SFPD to participate in this initiative.

Sincerely,

GREGORY P. SUHR
Chief of Police

/cf

Attachment

c: Martha M. Mangold, Foreperson, Civil Grand Jury
Government Audit Clerk, Office of the Clerk of the Board
Mayor's Office of Public Policy and Finance

**SAN FRANCISCO POLICE DEPARTMENT
RESPONSE TO THE 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”**

Recommendation 2.1

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

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, e.g., a stand-alone class reviewing California Vehicle Code and Traffic Code provisions specific to bicycling

Response: Agree – Implemented

The Department currently has bicycle safety training, and has had such for many years, including recertification training for officers as outlined below:

- Recruit officers receive 16 hours of traffic enforcement training. As part of the 16 hours, there is one hour of training specific to bicycle enforcement.
- Recruit officers receive 40 hours of traffic collision investigation. Within that time, bicycle enforcement is discussed at specific points of the instruction.
- From 2001 to present, approximately 320 members have been certified in bicycle operations through a three day in-house education/training course. An additional 260 members have been recertified through a one day refresher course.

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

Response –Agree

The Department has reviewed the bicycle safety video currently used by the City of Chicago. Academy staff will be asked to work on production of a similar video to include all applicable state laws. The video will be implemented into the existing officer training referred to in Recommendation 2.2, with a completion date of January 2014.

Recommendation 3.1:

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

Response: Agree - Implemented

Completed for both electronically written and hand-written citations as of July 2013.

Recommendation 4.1:

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

Response: No response as this recommendation belongs to Departments other than the SFPD

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: Agree - Partially implemented and requires further analysis.

The 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, the 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. Through discussions with the Pedestrian Safety Steering Committee, the SFPD will determine if an additional enforcement safety campaign is necessary.