OFFICE OF THE MAYOR
SAN FRANCISCO

DANIEL LURIE
MAYOR

August 18, 2025

The Honorable Rochelle C. East
Presiding Judge, Superior Court of California, County of San Francisco
400 McAllister Street, Room 008
San Francisco, CA 94102-4512

Dear Judge East,

In accordance with Penal Code 933 and 933.05, the following is in response to the 2024-2025 Civil Grand Jury Report, *"Failed Vision - Revamping the Roadmap to Safer Streets*." We would like to thank the members of the 2024-2025 Civil Grand Jury for their interest in the City's street safety interventions, traffic enforcement, and policy implementation of the Vision Zero program.

We agree with many of the Jury's findings. In particular, the persistent staffing challenges at the San Francisco Police Department has led to a de-prioritization of traffic law enforcement. To address these staffing challenges, the City announced the Rebuilding the Ranks plan in May 2025, which outlines long-term strategies to build a sustainable pipeline of qualified officers at SFPD. The Mayor's Office will work closely with SFPD leadership on revising the 2025 Traffic Enforcement Plan to set expectations for engaging in traffic enforcement. The SFMTA agrees that education fosters citizens' commitment to safe streets. Building better and safer streets requires education and community outreach and engagement to promote behavioral change, alongside engineering interventions. The Mayor's Office will remain committed to street safety and working with City agencies on cross-departmental coordination.

The City does, however, partially disagree with some of the Jury's recommendations on how to best address these issues. For example, the City should evaluate budget enhancement proposals for personnel and equipment needs through its annual budget process, forgoing the need for a specific audit of traffic resources. Additionally, we disagree that the SFMTA lacks proactive planning and narrow scoping of interventions. While the Vision Zero policy had a 2024 deadline, street safety continues to remain core to SFMTA's operations and the agency has led planning initiatives that lead to improved safety, including community-based transportation plans, long range plans, and the development of the High Injury Network. Further, launched in March 2025, the automated speed enforcement program has shown positive early results and is proving to be effective at reducing speeding and correcting unsafe behavior. However, given state law, the City faces limitations for automated traffic enforcement, and our hope is that advocacy at the state level can help change legislation to allow the City to acquire more automated speed cameras.

Finally, the report focused its investigation on the original (and outdated) pillars of the 2014 Vision Zero Policy: Enforcement, Engineering, and Education. In 2017, the City officially reframed and expanded its strategy to embrace a comprehensive Safe Systems approach, structured around the pillars of Safe Streets, Safe People, Safe Vehicles, and Data Systems, which include strategies beyond the 3 E's - and were absent from the report.

We appreciate the opportunity to comment on the Civil Grand Jury report findings and recommendations. Detailed responses from the Mayor's Office, San Francisco Police Department, Police Commission, and the San Francisco Municipal Transportation Agency are attached.

Sincerely,

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681

Daniel Lurie
Mayor

C. Don Clay
President, San Francisco Police Commission

Julie Kirschbaum
Director of Transportation, San Francisco Municipal Transportation Agency

Paul Yep
Interim Chief, San Francisco Police Department

Report Title [Publication Date]	F#	Finding	Respondent Assigned by CGJ [Response Due Date]	Finding Response (Agree/ Disagree)	Finding Response Text
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F1	**SFPD fails to adequately enforce traffic laws.** SFPD staffing and operations choices reflect a lack of focus on traffic safety and enforcement. The resultant plunge in enforcement activities has led to increased risks to all road users.	Mayor [August 16, 2025]	Agree	
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F2	**Traffic enforcement is hampered by outdated technology.** SFPD's technological infrastructure is outdated for effective traffic enforcement and collision reporting. This wastes scarce officer and staff time and undermines diligent traffic enforcement practices, ultimately increasing risk to road users.	Mayor [August 16, 2025]	Agree	
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F3	**SFMTA Lacks Alignment on Proactive Vision Zero Planning.** SFMTA's narrow scoping of interventions can slow progress on street safety. Proactive, area-based planning would lead to faster implementation of measures to enhance street safety and improved results.	Mayor [August 16, 2025]	Disagree partially	SFMTA agrees that planning is an important part of transportation and is needed to guide traffic safety projects, however SFMTA disagrees that the agency lacks proactive planning and narrowly scopes interventions. SFMTA has led many planning initiatives that lead to improved safety, including community-based transportation plans, long-range plans such as the Biking and Rolling Plan, and the development of the High Injury Network (HIN), a data-driven tool that shows where the most fatalities and severe injuries occur. These combined plans and data-driven tools are used to determine where to apply quick-build tools, rapid response, and transportation safety policies on a citywide-level. Additionally, the SFMTA works closely with city and county agencies such as the San Francisco County Transportation Authority (SFCTA) and City Planning Department (CPC) to implement neighborhood transportation studies and long-range plans.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F4	**Sustained, Community-Focused Outreach is Lacking.** Public buy-in is crucial to make timely improvements to street safety. To support implementation of citywide proactive street safety plans, SFMTA needs more sustained, data-driven and neighborhood-based public outreach and communication.	Mayor [August 16, 2025]	Disagree partially	SFMTA agrees that sustained, community-focused outreach is important for expedited and improved projects, however SFMTA disagrees that the agency lacks focused and sustained neighborhood-based public outreach and communication. The SFMTA has done extensive outreach with merchant and neighborhood groups, community-based organizations (CBOs), and institutions to build ambassadorship of Vision Zero. Neighborhood groups and CBOs have hosted workshops, presentations, focus groups, and sharing education campaigns with their members. In FY 24-25, SFMTA hosted over 30 presentations and workshops with community groups to shape the future of Vision Zero and gather input on the location of speed safety cameras. Feedback gathered is also used to inform future SFMTA campaigns which applies a public health approach to behavior change in its education and outreach methods. The SFMTA will continue to work to improve its outreach and relationship building.

Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F5	**Education Fosters Citizens' Commitment to Safe Streets.** Street safety requires informed, conscious behavioral choices on the part of all road users. Both broad education campaigns and specific trainings and interventions are needed to help build a shared commitment to street safety.	Mayor [August 16, 2025]	Agree	

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.1 [for F1]	By September 30, 2025, the mayor should direct the chief of police to develop a plan to specify the level of traffic enforcement activities needed to achieve safer streets. The plan should describe the appropriate frequency of traffic enforcement operations, the extent to which officers should engage in traffic enforcement as part of their duties, any barriers to traffic enforcement, and what active training may be required to support enforcement activities. The plan should be completed by March 31, 2026.	Mayor [August 16, 2025]	Has been implemented	The Mayor's Office has directed the Chief of Police to regard traffic enforcement as a top priority. The Traffic Division will liaise with the District Station Captains regarding the Traffic Enforcement Plan. A Traffic Enforcement Plan has already been created and has been utilized since April 2024 by the Traffic Division and updated in early 2025. The plan currently details enforcement strategies, barriers to enforcement (i.e. personnel needs, technology, etc.), and training needs. In its next iteration, the Traffic Enforcement Plan will include a recommended target of 10-20% of an officer's day to be spent on traffic enforcement.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.2 [for F1]	By December 31, 2026, the mayor should request the City Controller to audit the degree of implementation by SFPD of the plan from Recommendation 1.1.	Mayor [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	The Mayor's Office has a new leadership structure that includes four policy chiefs. The Mayor's Chief of Public Safety will work closely with the San Francisco Police Department to manage and oversee the implementation of the revised 2025 Traffic Enforcement Plan. The Chief of Public Safety will prioritize this matter, thereby negating the necessity for involvement from the Controller's Office.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.3 [for F1]	By June 30, 2026, the mayor should direct the chief of police to begin making semi-annual reports to the Police Commission on its compliance with the plan from Recommendation 1.1.	Mayor [August 16, 2025]	Has been implemented	SFPD reports to the Police Commission quarterly as a consent item. The Mayor's Office will direct the Chief of Police to include the department's compliance with the revised Traffic Enforcement Plan as part of the reports to the Police Commission semi-annually.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.5 [for F1]	By September 30, 2025, the mayor should direct the chief of police to specify how SFPD will provide continuous and sustainable staff coverage for key traffic safety functions including incident investigation and red-light and right-turn camera monitoring. The plan for staff coverage should be completed by June 30, 2026.	Mayor [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	The San Francisco Police Department is facing staffing shortages among its sworn officers across all divisions. In response, the Mayor's Office is collaborating closely with SFPD leadership to implement a comprehensive staffing and recruitment plan aimed at increasing personnel levels. Staffing investments have been made in the department. However, how officers are allocated is an ongoing discussion between the Mayor's Office and SFPD leadership.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.6 [for F1]	By December 31, 2025, the mayor should direct the chief of police to begin adding statistics on traffic citations and severe and fatal injuries from vehicle collisions to monthly precinct crime reports.	Mayor [August 16, 2025]	Has been implemented	Traffic citation data is already published on the SFPD website on a monthly basis. Additionally, SFPD provides a report quarterly to the Police Commission on severe and fatal injuries stemming from vehicle crashes. In collaboration with SFMTA and DPH, SFPD provides serious injury and fatal crash data, which is available on DataSF's Open Portal, as well as the SFMTA website.

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R2.1 [for F2]	By December 31, 2025, the mayor should direct the chief of police to audit SFPD traffic-specific equipment and software and determine how to expedite deployment of improved software and hardware for citation processing, collision reporting and any other traffic-related administrative duties. SFPD should report back on the proposed implementation of improvements recommended by their audit by December 31, 2026.	Mayor [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	While we appreciate the recommendation, the auditing and review of departmental equipment and software needs are already incorporated into the annual budget process, forgoing the need to implement this recommendation. The Mayor's Office and SFPD remain committed to continuing this discussion through the established process, and will intentionally review traffic-specific needs in the upcoming budget season.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R3.1 [for F3]	By March 31, 2026, SFMTA should update its planning and site selection process for traffic calming. The process should prioritize proactive intervention selections, informed by data about where the greatest safety benefits are likely to be and where they are needed to support other street safety goals, over reactive selections driven by individual citizen applications.	Mayor [August 16, 2025]	Has not yet been implemented but will be implemented in the future	This recommendation will be implemented. The agency is currently working on a data-driven proactive traffic calming program that delivers the greatest safety benefits and aims to have it implemented by December 2026. This approach, informed by street safety data, will help us meet broader safety efforts.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R3.2 [for F3]	By June 30, 2026, SFMTA should adopt standard methods for evaluating area-based street safety, considering implementation of a range of street safety measures targeting the overall street network, not just individual intersections or corridors.	Mayor [August 16, 2025]	Has been implemented	This recommendation has been implemented. SFMTA has developed standard methods for evaluating area-based street safety, most recently demonstrated in several Community Based Transportation Planning (CBTP) projects, including the Western Addition/Fillmore CBTP and Bayview CBTP. The Western Addition/Fillmore Safe Streets for All (SS4A) grant implements the learnings from the CBTP and known traffic safety data, including unsafe speeds and failure to yield. While many tools are deployed and evaluated at specific locations based on safety data to prioritize their installation in the locations where they are needed the most, this type of community-based and network-based transportation planning can and does happen regularly at SFMTA.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R3.3 [for F3]	By December 31, 2025, the mayor should request that the director of transportation develop a revised daylighting implementation plan to incorporate complementary hardening practices—shown to make daylighting more effective—where appropriate.	Mayor [August 16, 2025]	Has been implemented	Recommendation implemented. The Mayor's Office made this request in July 2025. Upon the Mayor's request, SFMTA began working on developing a complementary hardened daylighting plan. SFMTA has implemented daylighting according to a three-phase process by prioritizing three sets of locations: 1) at intersections on the High Injury Network, 2) at intersections with 600' of a school, and finally 3) at all other intersections citywide. With the first two phases substantially completed and nearly 3,000 intersections daylighted as of July 2025, citywide daylighting continues alongside development of daylighting hardening standards. The standards will identify where additional hardening tools are appropriate. SFMTA has an existing pedestrian safety zone (PSZ) program that reinforces daylighting with khaki painting and posts.

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R4.1 [for F4]	By March 31, 2026, SFMTA should assign a point of contact for outreach within each supervisory district, allowing SFMTA to work more closely with members of the board of supervisors; and to build and maintain relationships with key stakeholders in the community on all roadway and transit issues.	Mayor [August 16, 2025]	Has been implemented	Recommendation has been implemented starting July 2025. SFMTA has created a larger streets outreach team focused on community relationships and street safety. Additionally, the community liaison program offers an in-language and culturally appropriate outreach. The SFMTA also maintains a point of contact with each supervisor's office through the government affairs team. The government affairs team regularly briefs each supervisor's office with agency updates.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R4.2 [for F4]	By June 30, 2026, SFMTA, in coordination with the city's 311 program, should add a street safety routing to 311 (or designate another tool) for feedback on street safety needs. It should publicize this tool and monitor and report on the street safety usage annually.	Mayor [August 16, 2025]	Has been implemented	Recommendation has been implemented. The agency strongly promotes 311 as a 24/7/365 language-assisted resource. The city already has through the 311 system and SFMTA webpage a way for the public to report concerns about street conditions, whether they be maintenance, operational, or safety related. Annual number of requests that are safety or street design related were over 2,000 in 2024, an indication that there is already a way for the public to submit requests. To avoid having the public have to navigate specific city portals given the number of different departments involved in our streets, departments do not try to create confusion by adding new systems to report specific problems. However, a new 311 webpage specific for "Traffic Safety Requests" was created in July of 2025 by 311 staff in response to this Grand Jury Report recommendation. The web page can also be reached from the SFMTA website and is: https://www.sf.gov/request-street-safety
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R4.3 [for F4]	By March 31, 2026, SFMTA should define a set of key metrics on real and perceived street safety. These metrics should be collected and made publicly available at least annually starting in 2026.	Mayor [August 16, 2025]	Has not yet been implemented but will be implemented in the future	This recommendation has been partially implemented. SFMTA regularly publishes evaluation of street safety projects in the Safe Streets Evaluation reports using collision data and user counts as key metrics. Looking ahead, this data will be compiled into a single dashboard location by December 2025. Research and development of perception metrics will be conducted by March 31, 2026.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R5.1 [for F5]	By March 31, 2026, SFMTA should develop a new street safety education campaign that builds on earlier efforts. The new campaign should focus on ways all road users can prevent the traffic violations that result in the most severe and fatal injuries.	Mayor [August 16, 2025]	Has not yet been implemented but will be implemented in the future	Recommendation will be implemented pending resources. By March 31, 2026, the SFMTA will seek to develop a new street safety education campaign aimed at all road users. We agree that education campaigns are effective in behavior change. SFMTA follows best-practices, as research has shown that the top contributor to crashes is unsafe speeds, so campaigns have largely been messaged towards drivers. This is demonstrated through education campaigns related to changing speed limits and automated speed enforcement. Previously, SFMTA developed campaigns to look both ways before crossing and for engaging students, but was met with scrutiny for not targeting the primary crash factor. With additional resources, including grant funding and staffing, past campaigns can be reproduced to meet the March 31, 2026 recommendation.

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R5.2 [for F5]	By March 31, 2026, in coordination with SFUSD, SFMTA should prepare a set of street safety materials aimed at schoolchildren of different age levels, which SFUSD can incorporate into school curricula, as well as outreach on school-zone safety for children and parents.	Mayor [August 16, 2025]	Has been implemented	SFMTA has implemented. In 2022, the San Francisco Safe Routes to School (SF-SRTS) program developed a pedestrian safety activity for use at participating program schools. The SF-SRTS program already had resources and activities relating to youth bicycling safety and other related topics. The pedestrian safety activity was refreshed in 2024 and launched with a related activity for older students. The SFMTA and SFUSD should continue to work together to increase the reach of these activities and resources to the whole school district instead of the current limited reach of the SF-SRTS program.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R5.3 [for F5]	By June 30, 2026, SFPD should implement a training program that educates officers about the toll of traffic collisions, the importance of enforcement in making streets safe, and the highest risk violations of the traffic code.	Mayor [August 16, 2025]	Has been implemented	SFPD officers receive this POST-mandated training during the Police Academy (one time only), as well as through the Emergency Vehicle Operations Course (EVOC) every two years after that via Advanced Officer Training. During Academy training, SFPD has partnered with the advocacy agency Walk SF over the last year to reiterate the educational messages outlined in this recommendation.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R5.4 [for F5]	By December 31, 2025, the city administrator's office should ensure completion of the planned installation of monitoring software for driving behavior (telematics) on city vehicles and, by June 30, 2026, it should develop and deliver a data-based training curriculum for city employees to promote safer driving.	Mayor [August 16, 2025]		

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F3	**SFMTA Lacks Alignment on Proactive Vision Zero Planning.** SFMTA's narrow scoping of interventions can slow progress on street safety. Proactive, area-based planning would lead to faster implementation of measures to enhance street safety and improved results.	Municipal Transportation Agency [August 16, 2025]	Disagree partially	SFMTA agrees that planning is an important part of transportation and is needed to guide traffic safety projects, however SFMTA disagrees that the agency lacks proactive planning and narrowly scopes interventions. SFMTA has led many planning initiatives that lead to improved safety, including community-based transportation plans, long-range plans such as the Biking and Rolling Plan, and the development of the High Injury Network (HIN), a data-driven tool that shows where the most fatalities and severe injuries occur. These combined plans and data-driven tools are used to determine where to apply quick-build tools, rapid response, and transportation safety policies on a citywide-level. Additionally, the SFMTA works closely with city and county agencies such as the San Francisco County Transportation Authority (SFCTA) and City Planning Department (CPC) to implement neighborhood transportation studies and long-range plans.
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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F5	**Education Fosters Citizens' Commitment to Safe Streets.** Street safety requires informed, conscious behavioral choices on the part of all road users. Both broad education campaigns and specific trainings and interventions are needed to help build a shared commitment to street safety.	San Francisco Police Department [August 16, 2025]	Agree	

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.1 [for F1]	By September 30, 2025, the mayor should direct the chief of police to develop a plan to specify the level of traffic enforcement activities needed to achieve safer streets. The plan should describe the appropriate frequency of traffic enforcement operations, the extent to which officers should engage in traffic enforcement as part of their duties, any barriers to traffic enforcement, and what active training may be required to support enforcement activities. The plan should be completed by March 31, 2026.	San Francisco Police Department [August 16, 2025]	Has been implemented	The Mayor's Office has directed the Chief of Police to regard traffic enforcement as a top priority. The Traffic Division will liaise with the District Station Captains regarding the Traffic Enforcement Plan. A Traffic Enforcement Plan has already been created and has been utilized since April 2024 by the Traffic Division and updated in early 2025. The plan currently details enforcement strategies, barriers to enforcement (i.e. personnel needs, technology, etc.), and training needs. In its next iteration, the Traffic Enforcement Plan will include a recommended target of 10-20% of an officer's day to be spent on traffic enforcement.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.2 [for F1]	By December 31, 2026, the mayor should request the City Controller to audit the degree of implementation by SFPD of the plan from Recommendation 1.1.	San Francisco Police Department [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	The Mayor's Office has a new leadership structure that includes four policy chiefs. The Mayor's Chief of Public Safety will work closely with the San Francisco Police Department to manage and oversee the implementation of the revised 2025 Traffic Enforcement Plan. The Chief of Public Safety will prioritize this matter, thereby negating the necessity for involvement from the Controller's Office.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.3 [for F1]	By June 30, 2026, the mayor should direct the chief of police to begin making semi-annual reports to the Police Commission on its compliance with the plan from Recommendation 1.1.	San Francisco Police Department [August 16, 2025]	Has been implemented	SFPD reports to the Police Commission quarterly as a consent item. The Mayor's Office will direct the Chief of Police to include the department's compliance with the revised Traffic Enforcement Plan as part of the reports to the Police Commission semi-annually.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.4 [for F1]	By June 30, 2026, the Public Safety and Neighborhood Services Committee of the board of supervisors should continue to hold regular hearings on traffic enforcement to track implementation of the plan from Recommendation 1.1.	San Francisco Police Department [August 16, 2025]	Has been implemented	SFPD currently meets with the Public Safety and Neighborhood Services Committee at the direction of Board President Mandelman every 6 months and will continue to do so. We will provide updates on the implementation of the Traffic Enforcement plan during the hearings. The next hearing is scheduled for September 25, 2025.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.5 [for F1]	By September 30, 2025, the mayor should direct the chief of police to specify how SFPD will provide continuous and sustainable staff coverage for key traffic safety functions including incident investigation and red-light and right-turn camera monitoring. The plan for staff coverage should be completed by June 30, 2026.	San Francisco Police Department [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	The San Francisco Police Department is facing staffing shortages among its sworn officers across all divisions. In response, the Mayor's Office is collaborating closely with SFPD leadership to implement a comprehensive staffing and recruitment plan aimed at increasing personnel levels. Staffing investments have been made in the department. However, how officers are allocated is an ongoing discussion between the Mayor's Office and SFPD leadership.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.6 [for F1]	By December 31, 2025, the mayor should direct the chief of police to begin adding statistics on traffic citations and severe and fatal injuries from vehicle collisions to monthly precinct crime reports.	San Francisco Police Department [August 16, 2025]	Has been implemented	Traffic citation data is already published on the SFPD website on a monthly basis. Additionally, SFPD provides a report quarterly to the Police Commission on severe and fatal injuries stemming from vehicle crashes. In collaboration with SFMTA and DPH, SFPD provides serious injury and fatal crash data, which is available on DataSF's Open Portal, as well as the SFMTA website.

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Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R2.1 [for F2]	By December 31, 2025, the mayor should direct the chief of police to audit SFPD traffic-specific equipment and software and determine how to expedite deployment of improved software and hardware for citation processing, collision reporting and any other traffic-related administrative duties. SFPD should report back on the proposed implementation of improvements recommended by their audit by December 31, 2026.	San Francisco Police Department [August 16, 2025]	Will not be implemented because it is not warranted or is not reasonable	While we appreciate the recommendation, the auditing and review of departmental equipment and software needs are already incorporated into the annual budget process, forgoing the need to implement this recommendation. The Mayor's Office and SFPD remain committed to continuing this discussion through the established process, and will intentionally review traffic-specific needs in the upcoming budget season.
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R5.3 [for F5]	By June 30, 2026, SFPD should implement a training program that educates officers about the toll of traffic collisions, the importance of enforcement in making streets safe, and the highest risk violations of the traffic code.	San Francisco Police Department [August 16, 2025]	Has been implemented	SFPD officers receive this POST-mandated training during the Police Academy (one time only), as well as through the Emergency Vehicle Operations Course (EVOC) every two years after that via Advanced Officer Training. During Academy training, SFPD has partnered with the advocacy agency Walk SF over the last year to reiterate the educational messages outlined in this recommendation.

Report Title [Publication Date]	**F#**	**Finding**	**Respondent Assigned by CGJ [Response Due Date]**	**Finding Response** (Agree/ Disagree)	**Finding Response Text**
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	F1	**SFPD fails to adequately enforce traffic laws.** SFPD staffing and operations choices reflect a lack of focus on traffic safety and enforcement. The resultant plunge in enforcement activities has led to increased risks to all road users.	Police Commission [August 16, 2025]	Agree	

Report Title [Publication Date]	**R# [for F#]**	**Recommendation**	**Respondent Assigned by CGJ [Response Due Date]**	**Recommendation Response** (Implementation)	**Recommendation Response Text**
Failed Vision: Revamping the Roadmap to Safer Streets [June 17, 2025]	R1.3 [for F1]	By June 30, 2026, the mayor should direct the chief of police to begin making semi-annual reports to the Police Commission on its compliance with the plan from Recommendation 1.1.	Police Commission [August 16, 2025]	Has been implemented	SFPD reports to the Police Commission quarterly as a consent item. The Mayor's Office will direct the Chief of Police to include the department's compliance with the revised Traffic Enforcement Plan as part of the reports to the Police Commission semi-annually.