Automated Speed Enforcement: Project Update

April 4, 2024
SFMTA Citizens’ Advisory Council
AB 645: Pilot Authorization

- Authorizes local departments of transportation of six cities to establish a speed safety program—**not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- The number of cameras is limited based on the city’s population: **San Francisco gets 33 cameras**

### AB 645 Establishes:

| Speed penalties | - 11-15 MPH over: $50  
- 16-25 MPH over: $100  
- 26+ MPH over: $200 |
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Type of penalty</td>
<td>- Civil penalty (not moving violation)</td>
</tr>
<tr>
<td>Penalty issued to</td>
<td>- Owner of vehicle (not driver)</td>
</tr>
<tr>
<td>Warning period</td>
<td>- First 60 days: no-fee warnings</td>
</tr>
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## Where Can the 33 Cameras Go?

<table>
<thead>
<tr>
<th>State Law Specification</th>
<th>SFMTA’s Response</th>
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<tbody>
<tr>
<td>Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing</td>
<td>All cameras will be located on the high-injury network, in locations with speed-related collisions</td>
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<tr>
<td>Cameras cannot be located on state highways, freeways, or expressways</td>
<td>All cameras will be located on city streets</td>
</tr>
<tr>
<td>Cameras should be located in areas that are “geographically and socioeconomically diverse”</td>
<td>At least 2 cameras will be installed in each District Camera locations will reflect the full diversity of neighborhoods in the city</td>
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<tr>
<td>To keep a camera location after 18 months, there must be measurable reductions in speeding behavior</td>
<td>Camera locations will be prioritized in locations with vehicle speeds exceeding 10 MPH over the posted speed limit</td>
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</table>
Where Should the 33 Cameras Go?

- **Streets with Speeding Vehicles (10 MPH Over Limit)**
  - Measured by speed studies or speed & volume counts

- **Streets with History of Speed-Related Collisions**
  - Measured by geo-located historical collision & injury data

- **Neighborhoods with Vulnerable Road Users**
  - Measured by concentrations of land uses like schools, senior service sites, parks, commercial areas, etc.

- **Streets with More Infrastructure Risk**
  - Measured by presence of uncontrolled crosswalks, wide street widths, etc.

- **Streets Where Engineering Tools Have Not Reduced Speeds**
  - Measured by post-implementation vehicle speeds
2022 High Injury Network
School/Senior/Health Sites

Concentration of Speed-Related Collisions

Less Dense
Most Dense
2022 High Injury Network

School/Senior/Health Sites

Concentration of Speed-Related Collisions

Supervisor Districts
2022 High Injury Network
School/Senior/Health Sites

Concentration of Speed-Related Collisions

Most Dense

Less Dense

Shortlist ASE Segments

Proposed ASE Segments

SFMTA
Additional Factors Considered

- City-Owned Pole
- Existing Electrical Power
- Adequate Signal Spacing
- Two-Way Monitoring
- Appropriate Mid-Block Location
- Clear Sight Distance
Citywide Camera Locations

Camera Systems By District

- District 6 (7)
- District 7 (2)
- District 8 (2.5)
- District 9 (2.5)
- District 10 (3)
- District 11 (4)
- District 12 (2)
- District 3 (3)
- District 4 (2)
- District 5 (2)
- District 2 (2)
- District 1 (3)

Camera Systems By Location

- 8 school sites
- 12 park sites
- 11 social service sites
- 12 commercial districts
Proposed Camera Locations

<table>
<thead>
<tr>
<th>City of San Francisco</th>
<th>Metric</th>
<th>Average of 33 Camera Areas</th>
<th>Range of 33 Camera Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>31.2%</td>
<td>No Car Households</td>
<td>28.5%</td>
<td>7% - 68%</td>
</tr>
<tr>
<td>50.7%</td>
<td>Minority Households</td>
<td>56.8%</td>
<td>23% - 91%</td>
</tr>
<tr>
<td>10.8%</td>
<td>Households in Poverty</td>
<td>12.5%</td>
<td>4% - 40%</td>
</tr>
<tr>
<td>5.4%</td>
<td>Households Unemployed</td>
<td>5.7%</td>
<td>2% - 11%</td>
</tr>
<tr>
<td>65.1%</td>
<td>Households With Higher Education</td>
<td>62.3%</td>
<td>22% - 89%</td>
</tr>
</tbody>
</table>

City socioeconomic characteristics are proportionally represented in the 33 neighborhood locations.

The 33 proposed systems are in neighborhoods that are geographically & socioeconomically diverse.
From AB 645: “The governing body of the designated jurisdiction shall consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing the Speed Safety System Use Policy and Speed Safety System Impact Report.”

SFMTA staff have met with these organizations to build their perspectives into the program’s guiding documents:

API Council, SFMTA Office of Racial Equity & Belonging, Wu Yee Children’s Services, American Indian Cultural Center, Chinatown TRIP

SF Public Defender’s Office – Confront and Advocate, Lawyers’ Committee for Civil Rights of the San Francisco Bay Area

GLIDE, San Francisco Financial Justice Project, Anti Police-Terror Project, Fines and Fees Justice Center

Path to Implementation

Early 2024
• Finalize locations
• Enable project-specific legislation
• Develop System Use Policy & Impact Report

Mid 2024
• Approve System Use Policy & Impact Report
• Determine business processes and procedures
• Issue RFP to select camera vendor

Late 2024
• Approve vendor contract agreement
• Install cameras and associated signage
• Kick off public education campaign

Early 2025
• Cameras begin enforcement
• First 60 days issue no-fee warning notices

*As outlined in City Administrative Code 19B, surveillance technology is approved by the Privacy and Surveillance Advisory Board (PSAB) and the Committee on Information Technology (COIT)