Automated Speed Enforcement: System Use Policy, System Impact Report, and Locations

April 16, 2024
SFMTA Board of Directors Meeting
Required Approvals

San Francisco Administrative Code 19B
- Surveillance Technology Policy
- Surveillance Impact Report
- Approval Process
  ✓ Public Surveillance Advisory Board – 2/24
  ✓ Committee on Information Technology – 3/21
  • Board of Supervisors

Assembly Bill (AB) 645
- Speed Safety System Use Policy
- Speed Safety System Impact Report
- Approval Process
  • SFMTA Board
  • Board of Supervisors

Today’s Actions
# Speed Safety System Use Policy

<table>
<thead>
<tr>
<th>Specification</th>
<th>SFMTA Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What</strong> data is collected?</td>
<td>Rear license plate images for speeding vehicles only</td>
</tr>
<tr>
<td><strong>Who</strong> can access the data?</td>
<td>Individuals in authorized SFMTA job classifications</td>
</tr>
<tr>
<td><strong>Who</strong> is the data shared with?</td>
<td>No one outside of SFMTA, without a court order</td>
</tr>
<tr>
<td><strong>Where</strong> is the data stored?</td>
<td>Locally &amp; on SAAS platform</td>
</tr>
<tr>
<td><strong>How</strong> will data be kept secure?</td>
<td>Logging access to ASE system data, requiring logins with MFA</td>
</tr>
<tr>
<td><strong>How long</strong> will the data be retained?</td>
<td>Up to 120 days to comply with AB 645 requirements</td>
</tr>
</tbody>
</table>
## Speed Safety System Impact Report

<table>
<thead>
<tr>
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<tr>
<td><strong>What</strong> is the purpose of the system?</td>
<td>To enforce speed limits 24/7 at 33 locations to slow vehicle speeds</td>
</tr>
<tr>
<td><strong>How</strong> does the system work?</td>
<td>Fixed camera system with radar to detect speeding violations, mailed notices of violation with messaging and fines</td>
</tr>
<tr>
<td><strong>How much</strong> will this cost, and where is the money coming from?</td>
<td>SFMTA Operating Budget will fund the program, the cost of staff labor and contract could be up to $3 million annually</td>
</tr>
</tbody>
</table>
| **How** will this program affect civil rights, and how will those rights be safeguarded? | Minimal (or positive) impacts to civil rights:  
  • Unbiased enforcement reduces exposure to discrimination  
  • Focus on license plate number minimizes the collection of PII and associated potential dignity loss, loss of autonomy, and loss of liberty |
Expanding the Impact

Within 500 Feet of Cameras
Camera Warning Signs

At 60+ Major Entrance Points
City Entrance Signs

On Every Warning Violation
Personal Stories

Throughout the Bay Area
Public Education Campaign
Authorize the Director of Transportation to send the Speed Safety System Use Policy and the Speed Safety System Impact Report to the Board of Supervisors for their adoption.
Camera Location Requirements

Specified in AB 645

- Safety Corridors, School Zones, or Streets With Speed Racing
- Streets Not Owned by Caltrans
- Distributed in Areas Geographically and Socioeconomically Diverse

Established by SFMTA

- Streets With History of Speed-Related Collisions
- Neighborhoods with Vulnerable Road Users
- Streets Where Engineering Tools Have Not Reduced Speeds
- Existing Municipal Electric Power Supply
- Mid-Block City-Owned Streetlight Pole
- Adequate Signal Spacing and Sight Distance
Fulton Street
42nd – 43rd Ave
30 MPH Posted Limit
3.1% > 40 MPH
Golden Gate Park

Fulton Street
Arguello – 2nd Ave
30 MPH Posted Limit
4.5% > 40 MPH
Golden Gate Park

Turk Street
Van Ness - Polk
20 MPH Posted Limit
4.9% > 30 MPH
Tenderloin Elementary

Geary Blvd
7th – 8th Ave
25 MPH Posted Limit
14.2% > 35 MPH
Inner Richmond Neighborhood

Geary Blvd
Webster - Buchanan
30 MPH Posted Limit
2.9% > 40 MPH
Japantown Cultural District
Bay Street
Octavia – Gough
25 MPH Posted Limit
5.8% > 35 MPH

Franklin Street
Union – Green
25 MPH Posted Limit
0.7% > 35 MPH

Columbus Ave
Lombard - Greenwich
20 MPH Posted Limit
11.3% > 30 MPH

Broadway
Powell - Stockton
20 MPH Posted Limit
8.5% > 30 MPH

Embarcadero
Green - Battery
30 MPH Posted Limit
5.6% > 40 MPH

Fort Mason
DiMaggio Playground
Sherman Elementary
Jean Parker Elementary
Exploratorium
Lincoln Way
27th Ave – 28th Ave
30 MPH Posted Limit
9.2% > 40 MPH

Golden Gate Park

Sloat Blvd
41st Avenue - Skyline
35 MPH Posted Limit
6.3% > 45 MPH

San Francisco Zoo
- **Market**
  - Danvers - Douglass
  - 30 MPH Posted Limit
  - 7.8% > 40 MPH
  - Upper Market Neighborhood

- **Guerrero**
  - 19th St - 20th St
  - 25 MPH Posted Limit
  - 3.0% > 35 MPH
  - Mission Dolores Neighborhood

- **16th Street**
  - Bryant - Potrero
  - 25 MPH Posted Limit
  - 2.9% > 35 MPH
  - Franklin Square

- **San Jose Ave**
  - 29th St - 30th St
  - 30 MPH Posted Limit
  - 2.0% > 40 MPH
  - Dolores Huerta Elementary

- **Cesar Chavez**
  - Folsom - Harrison
  - 25 MPH Posted Limit
  - 4.4% > 35 MPH
  - Leonard Flynn Elementary

- **Cesar Chavez**
  - Indiana - Tennessee
  - 25 MPH Posted Limit
  - 21.2% > 35 MPH
  - Islais Creek Promenade
## Camera Location Requirements

**Specified in AB 645**
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Camera Locations - Metrics

Distributed in Areas Geographically and Socioeconomically Diverse

In Neighborhoods with Vulnerable Road Users

Within ¼ Mile

- 48 schools
- 41 senior services
- 22 healthcare sites
- 24 uncontrolled crosswalks

<table>
<thead>
<tr>
<th></th>
<th>No Car</th>
<th>Minority</th>
<th>Poverty</th>
<th>Unemployment</th>
<th>Higher Ed</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF</td>
<td>31%</td>
<td>51%</td>
<td>11%</td>
<td>5%</td>
<td>65%</td>
</tr>
<tr>
<td>33 Sites average</td>
<td>29%</td>
<td>57%</td>
<td>12%</td>
<td>6%</td>
<td>62%</td>
</tr>
<tr>
<td>33 Sites range</td>
<td>7%-68%</td>
<td>23%-91%</td>
<td>4%-40%</td>
<td>2%-11%</td>
<td>22%-89%</td>
</tr>
</tbody>
</table>
Outreach and Engagement

Stakeholder Outreach (Oct 2023 – March 2024)

- **Audience**
  Stakeholder groups representing privacy protection, racial equity, economic justice, and transportation safety

- **Goal**
  Gather input to inform program policies

- **Method**
  40+ external stakeholder organizations contacted and invited to meet; over 20 meetings held

Community Engagement (March 2024 – ongoing)

- **Audience**
  San Francisco residents and stakeholders

- **Goal**
  Share information on camera locations & program rollout

- **Method**
  30+ neighborhood organizations contacted and invited to meet; more than 10 meetings attended already and many more scheduled

Public Education (Oct 2024 – March 2025)

- **Audience**
  Those who drive in San Francisco

- **Goal**
  Share information regarding program & importance of speed safety

- **Method**
  Regional campaign coordinated with Oakland and San Jose, with materials such as in-language notices, radio ads, earned media, direct mail, and more
Approve the 33 proposed speed safety camera locations, to be included as an appendix to the Speed Safety System Impact Report required by AB 645.
**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)