



SFMTA

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
Type of penalty	- Civil penalty (not moving violation)
Penalty issued to	- Owner of vehicle (not driver)
Warning period	- First 60 days: no-fee warnings

Where Can the 33 Cameras Go?

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

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

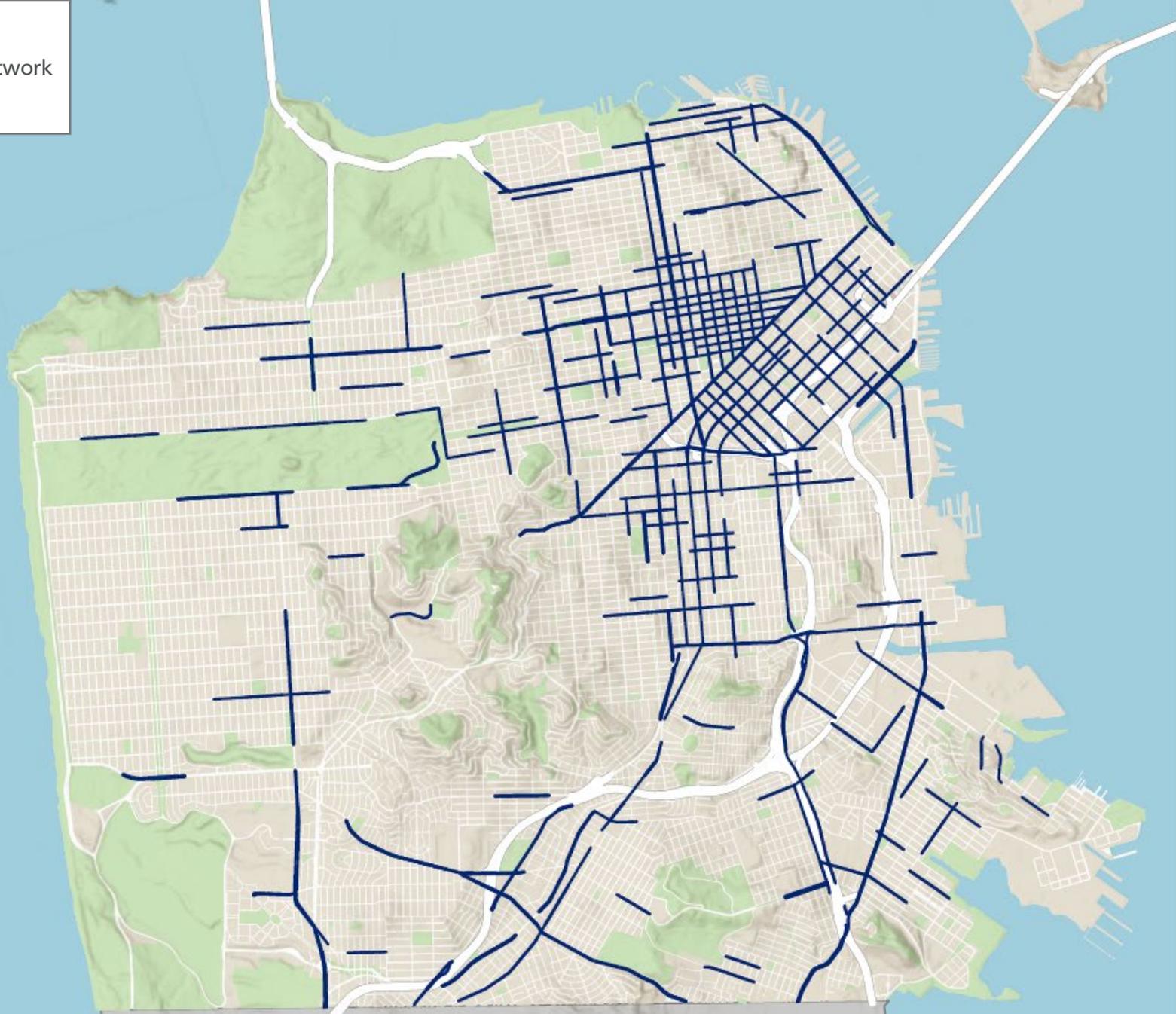
- Measured by presence of uncontrolled crosswalks, wide street widths, etc.



Streets Where Engineering Tools Have Not Reduced Speeds

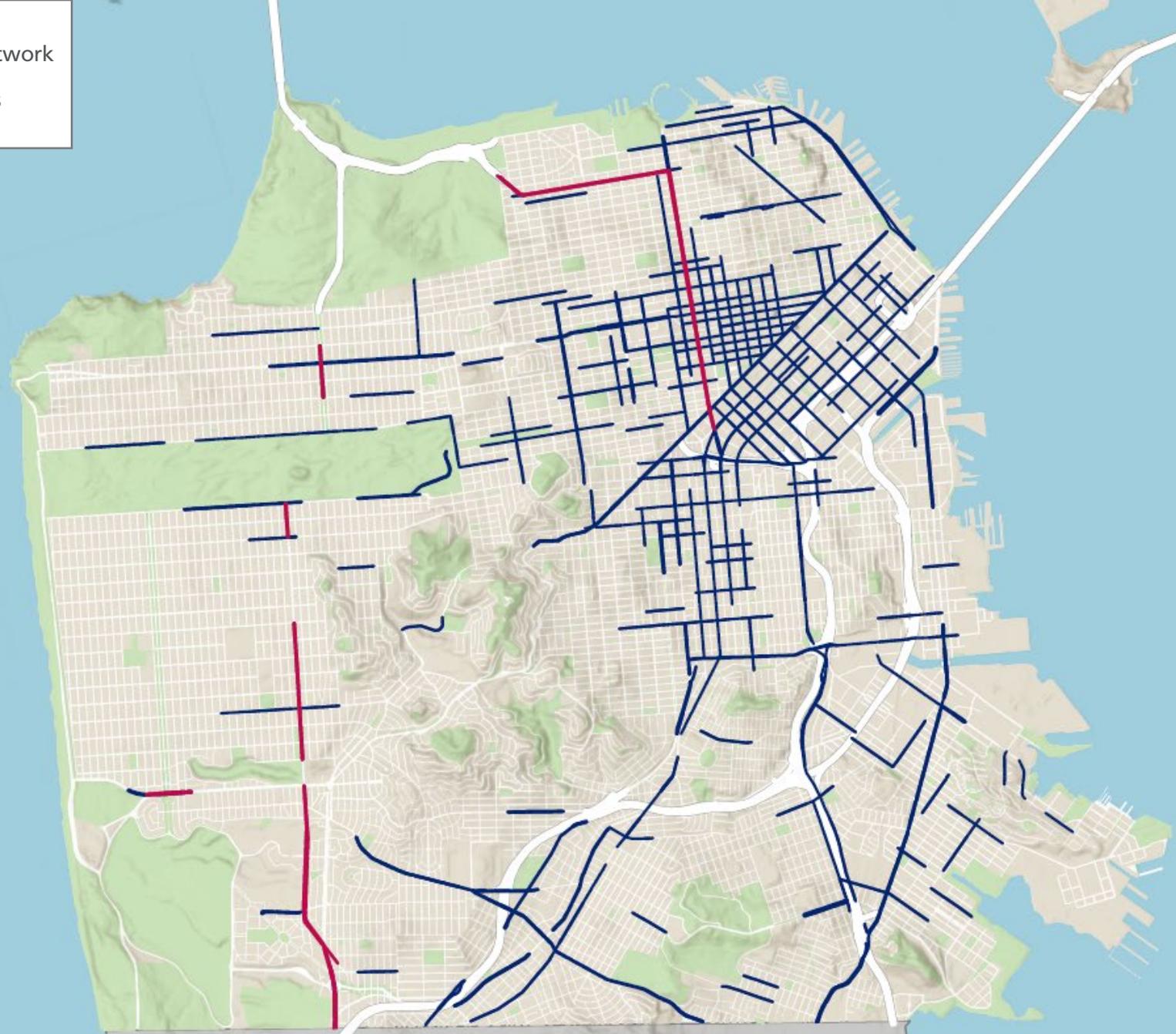
- Measured by post-implementation vehicle speeds

— 2022 High Injury Network



2022 High Injury Network

State-Owned Streets



— 2022 High Injury Network

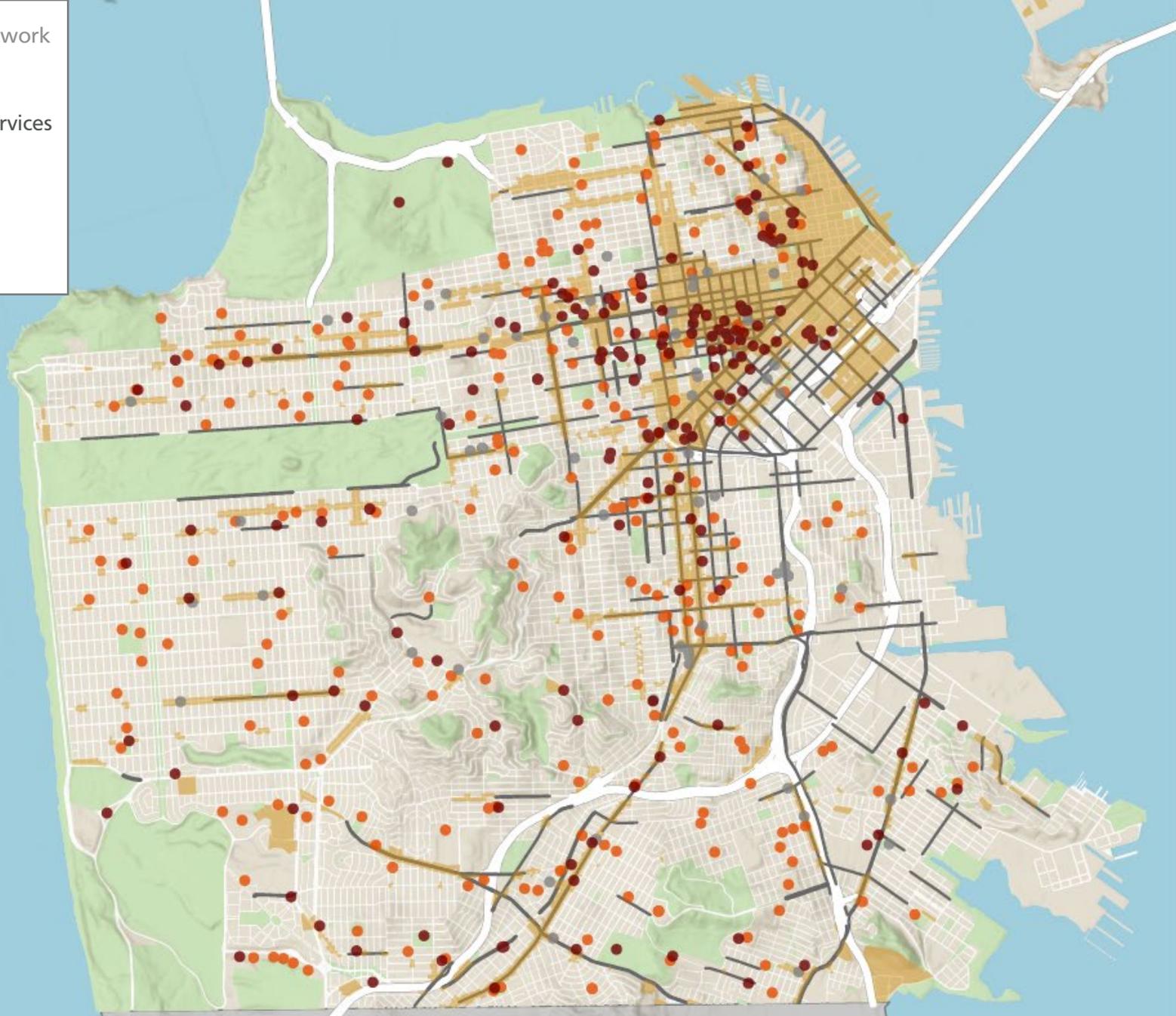
● School Sites

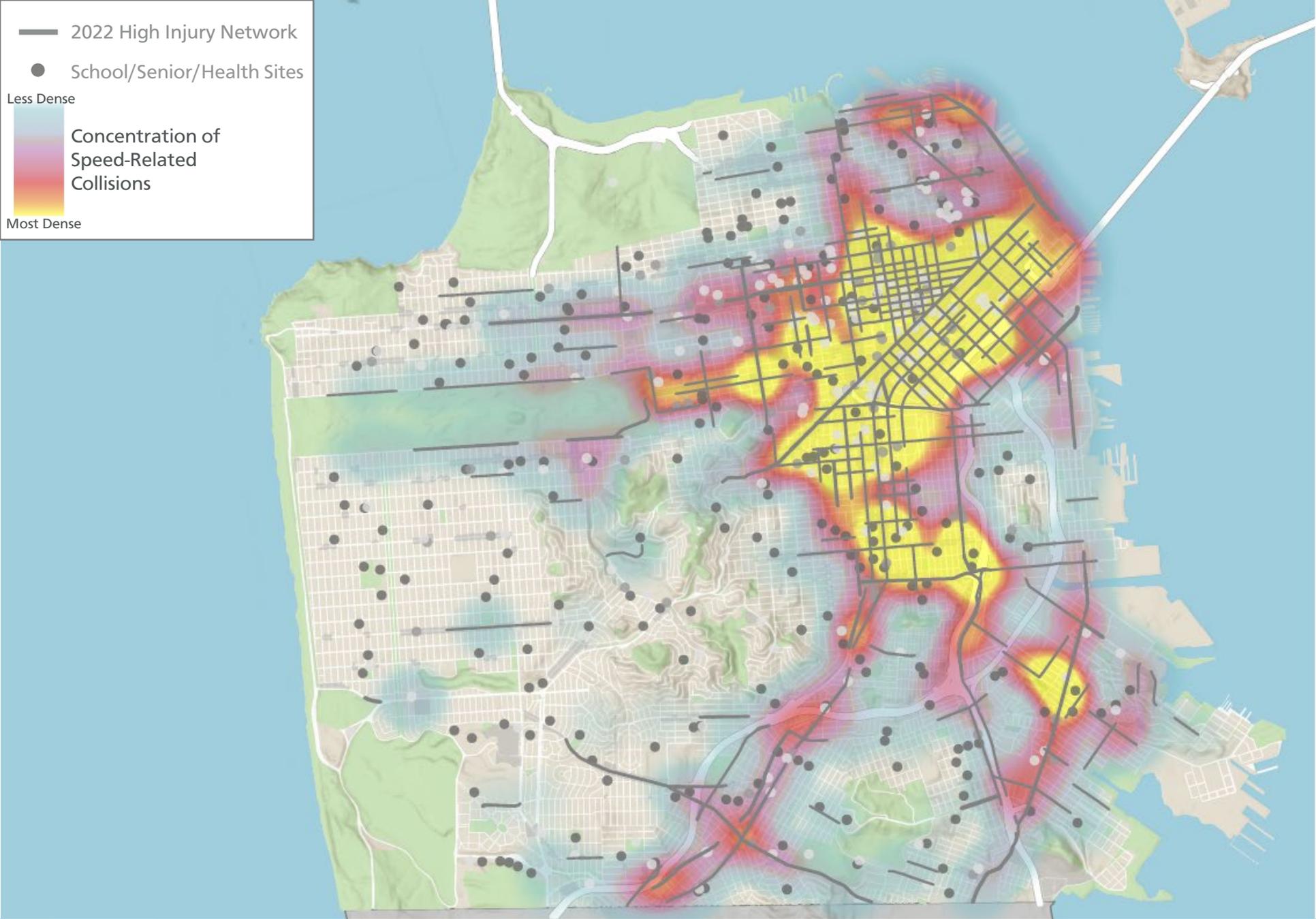
● Disability & Aging Services

● Healthcare Facilities

■ Parks

■ Commercial Districts





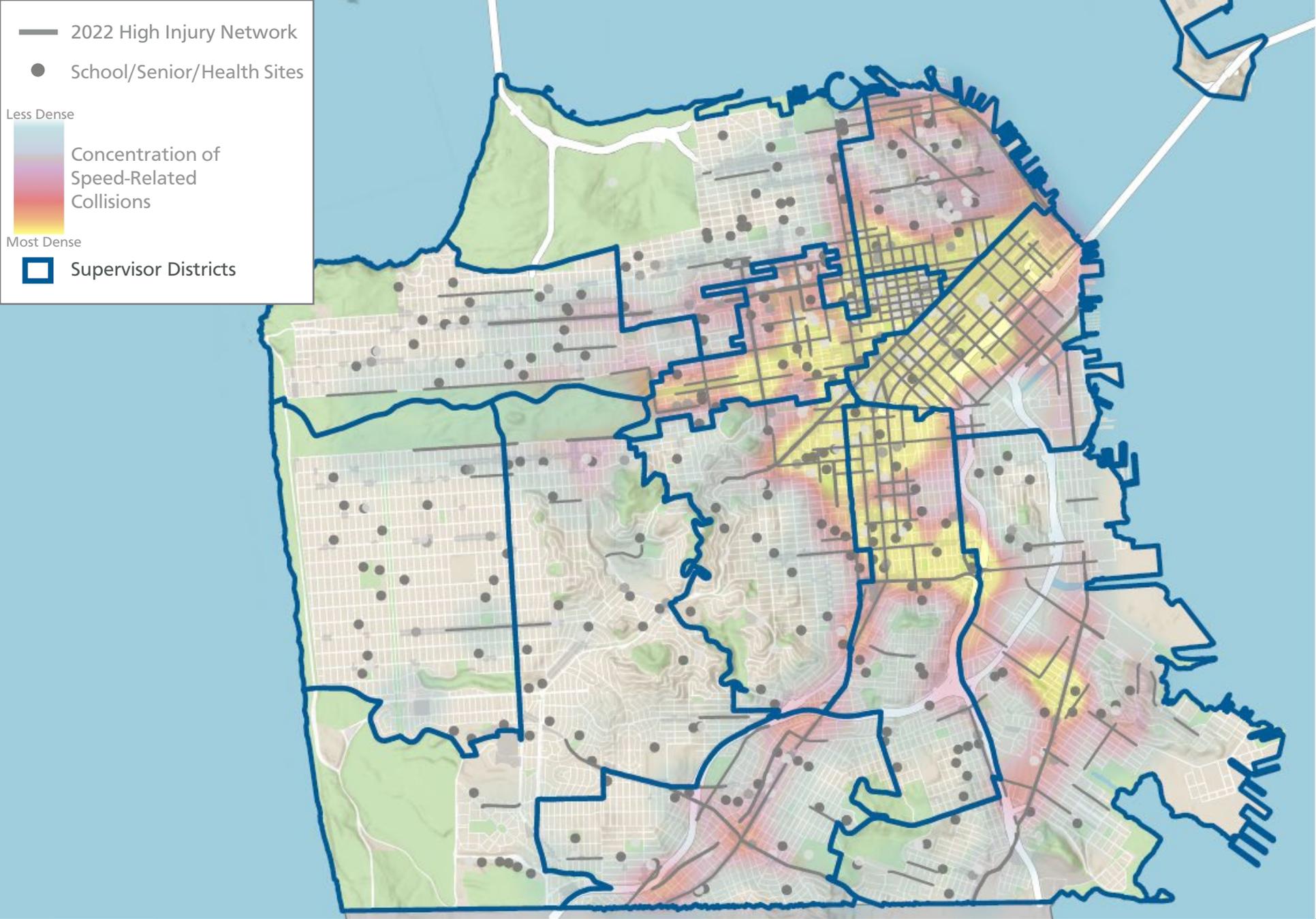
— 2022 High Injury Network

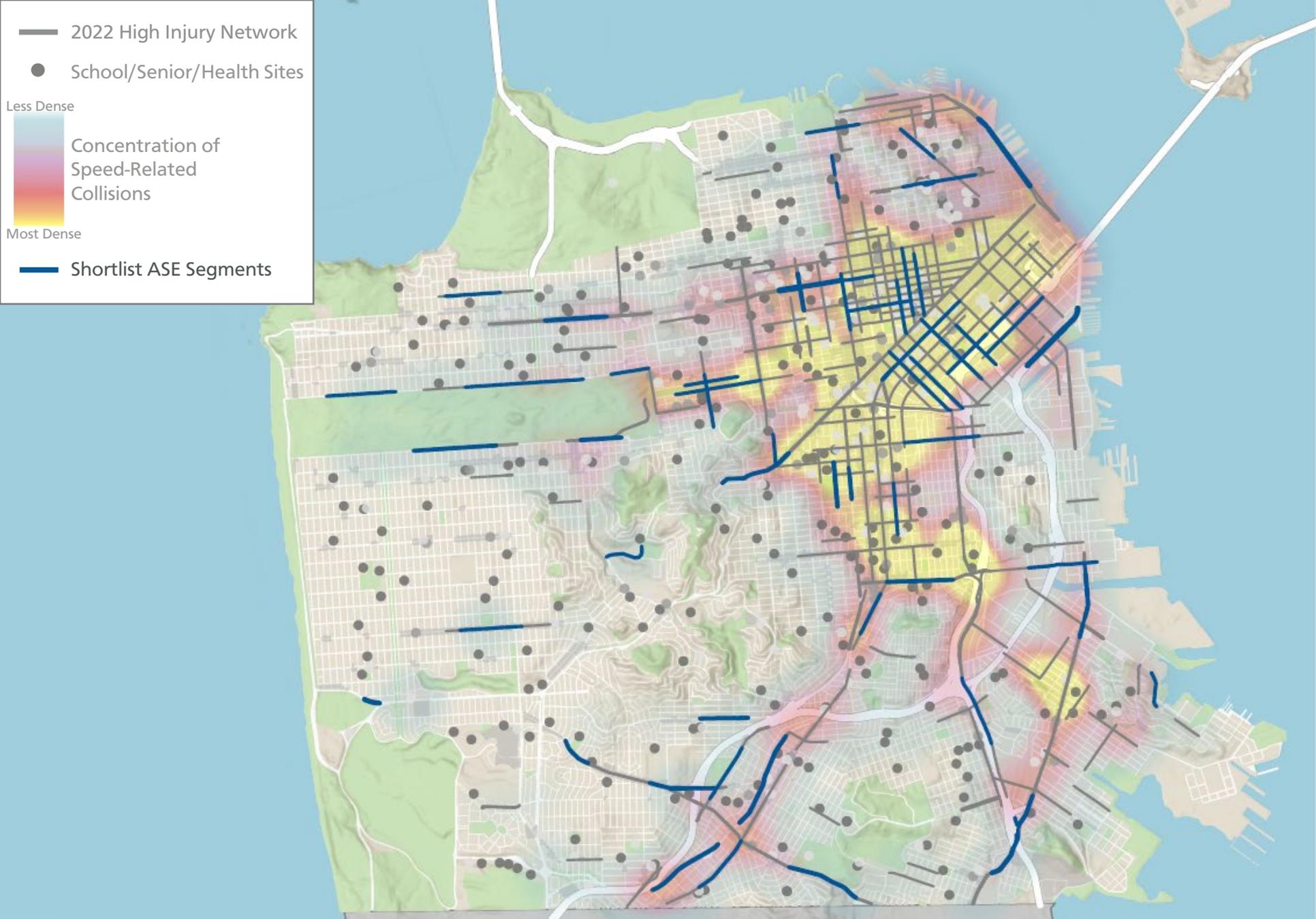
● School/Senior/Health Sites

Less Dense

Concentration of Speed-Related Collisions

Most Dense







- 2022 High Injury Network
- School/Senior/Health Sites
- Less Dense
- Concentration of Speed-Related Collisions
- Most Dense
- Shortlist ASE Segments
- Proposed ASE Segments

Additional Factors Considered



City-Owned Pole



Existing Electrical Power



Adequate Signal Spacing



Two-Way Monitoring



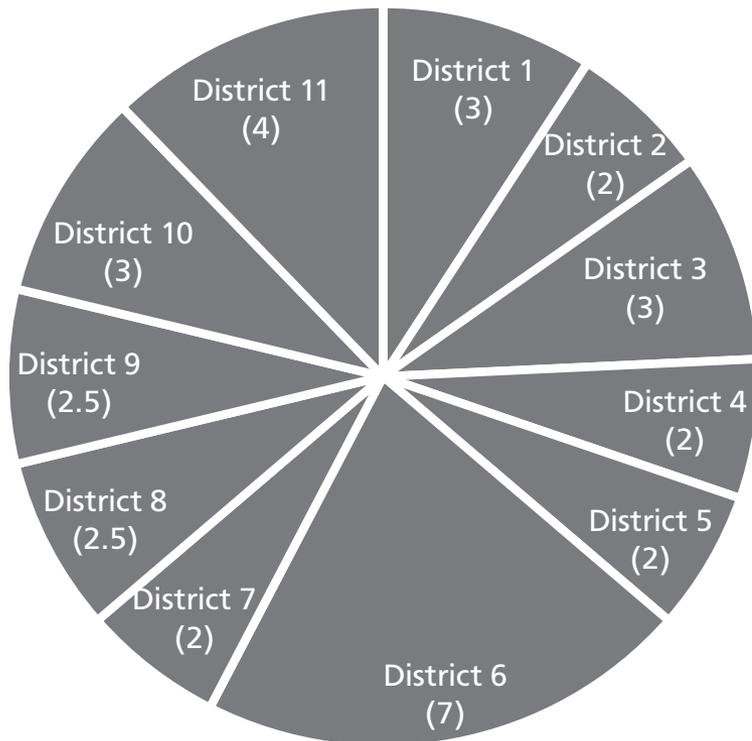
Appropriate Mid-Block Location



Clear Sight Distance

Citywide Camera Locations

Camera Systems By District



Camera Systems By Location



8 school sites



12 park sites



11 social service sites

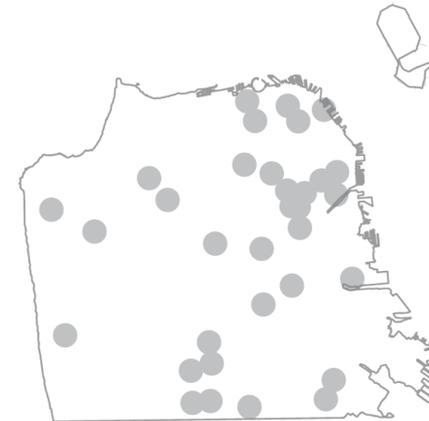


12 commercial districts

Proposed Camera Locations



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



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

The 33 proposed systems are in neighborhoods that are geographically & socioeconomically diverse.

Initial Stakeholder Outreach

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:

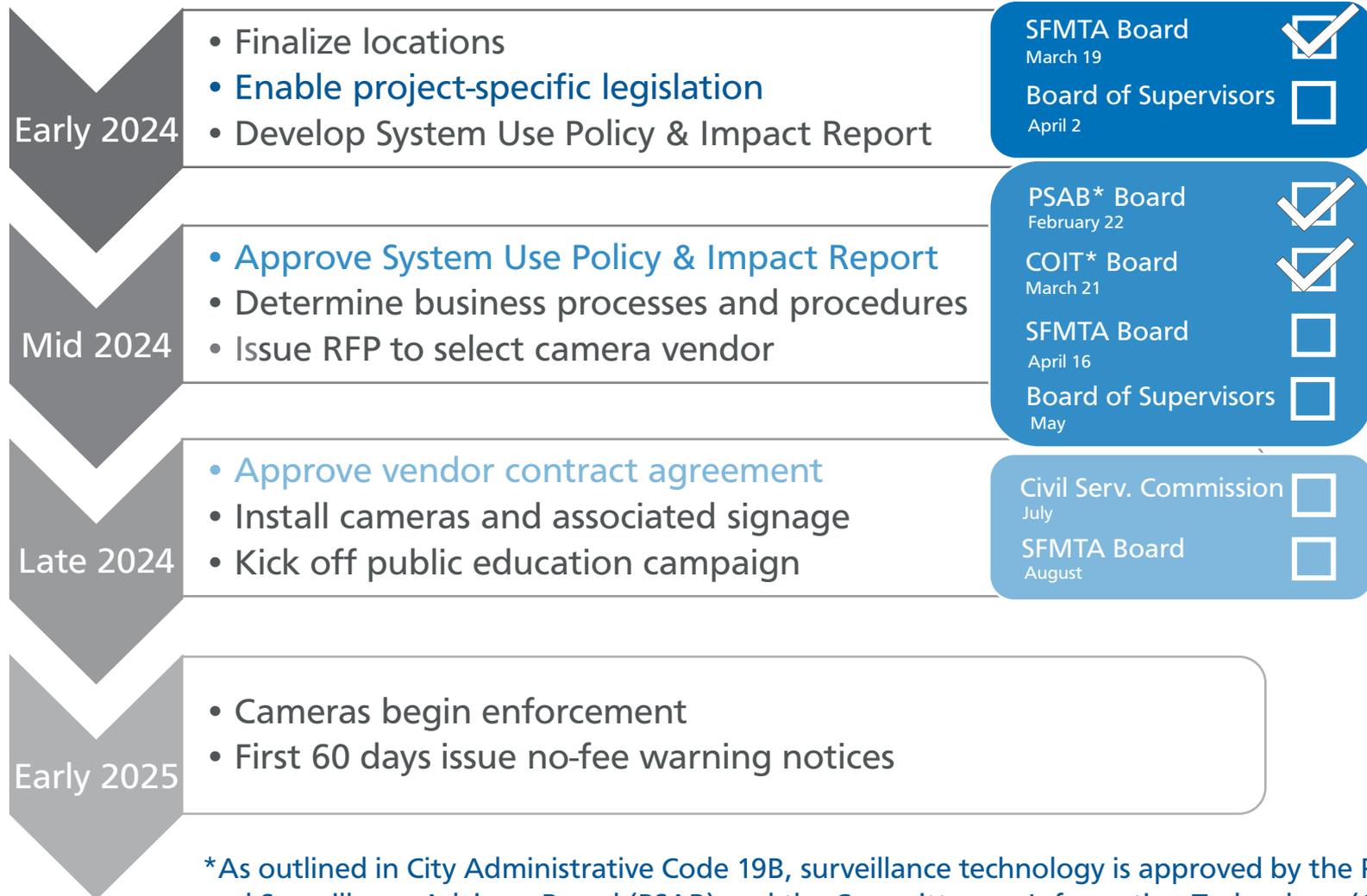
API Council, SFMTA Office of Racial Equity & Belonging, Wu Yee Children’s Services, American Indian Cultural Center, Chinatown TRIP

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

Senior & Disability Action, Tenderloin Traffic Safety Task Force, Walk SF, KidSafe SF, Safe Streets Save Lives Coalition, Families for Safe Streets

Path to Implementation



*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)

