

# AB 342 (Chiu) Safe Streets Act of 2018: FAQs

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## Q: Is speeding really a problem?

A: Yes. In San Francisco, approximately 30 people are killed and 200+ are severely injured each year in traffic collisions. In San Jose, approximately 40 people are killed and 150+ are severely injured each year. **Unsafe speed is a primary collision factor in many fatal and severe injury collisions.** The faster a car is traveling, the greater the risk of serious injury or death to those in and outside a car in a collision. If hit by a vehicle traveling at 20 mph, there is a 90% chance of survival and at 40 mph, 80% of people will die compared to only 10% at 20 mph; seniors and children are more vulnerable to serious injury than adults.

## Q: How will the revenues be used?

A: **This is not about money.** The purpose of enhancing our traditional speed enforcement efforts is to reduce the occurrences of excessive speeding and save lives. Issuing small fines is demonstrated to change driver behavior. However, any revenue generated would be invested into street safety projects and programs.

## Q: What if I cannot afford to pay the fine?

A: AB 342 provides low-income drivers the option to enroll in a **payment plan** to spread the payment out over time, as well as the option to perform **community service in-lieu of payment.** Lessening the burden of fines and fees on low-income populations is a priority for San Francisco and San Jose.

## Q: Will drivers know where the cameras are located?

A: Yes. The purpose is to inform people that they must obey the speed limit. Signs notifying drivers would be posted when they are approaching an area enforced by automated speed enforcement. **The notification signs provide drivers with the knowledge and opportunity to obey the law.**

## Q: What about privacy? Will the cameras take pictures of the driver?

A: AB 342 incorporates best practices in surveillance technology as set forth by the Electronic Frontier Foundation. The cameras used as part of an ASE program are not general surveillance cameras, and are designed to only capture photographic evidence of excessive speed traffic violations. **ASE camera images including personally identifiable information would be redacted or blurred.** Information captured by the cameras can only be used for the purposes for which they were authorized.

## Q: Will citations issued by automated enforcement systems be the same as citations given by police officers?

A: No. A violation from a speed camera would be an **administrative penalty**, similar to a parking ticket, with a **lower fine amount**, rather than a criminal penalty. Many other cities have also decriminalized speed camera violations.

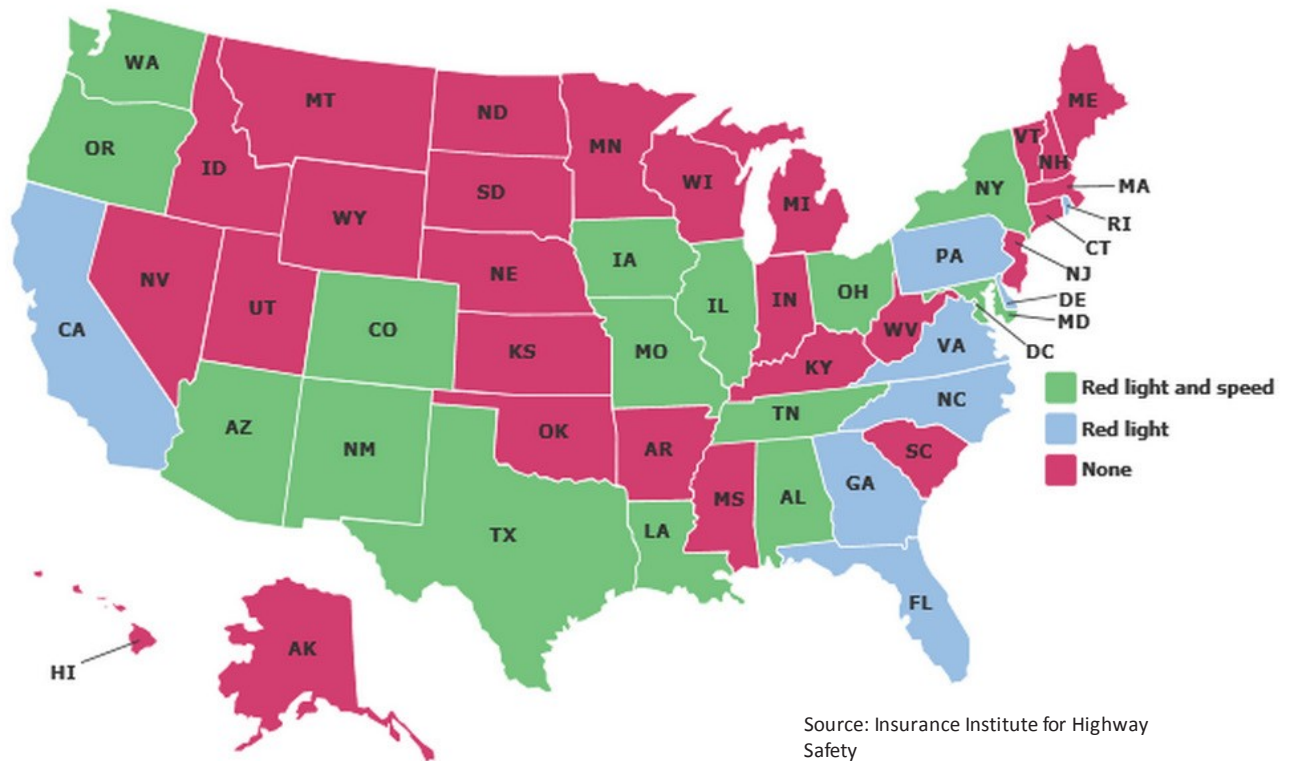
## Q: If a camera captures me speeding, will I receive a citation right away? Will I keep receiving citations?

A: AB 342 requires real-time notification (e.g. a flash) when the violation occurs. Citations will then be promptly mailed to the registered owner of the vehicle. AB 342 gives drivers several chances to obey the law, including a robust public notification process, a **90-day warning period** at the start of the program, and a 30-day warning period on streets new to the program. Drivers can only receive **one citation per 24 hours.** Cities such as Chicago, Seattle, and Washington, DC have experienced a decline in repeat offenders and violations, proving that the cameras change driver behavior.

# Automated Speed Enforcement

Reducing Speed to Save Lives

There are 142 communities in the United States with Automated Speed Enforcement Programs



## SELECTED FINDINGS OF ASE EFFECTIVENESS FROM WITHIN THE U.S.

**Washington, DC** found a 70% reduction in fatalities.

**Chicago, IL** reported a 31% decline in speeding vehicles.

**New York City, NY** reported that violations at locations with fixed cameras dropped 59% in a four-month period.

**Portland, OR** reported a 54% reduction in fatalities since program inception.

**Seattle, WA** reported a 64% decrease in average violations per camera per day.

**Montgomery, MD** experienced a 40% reduction in crashes.

**Scottsdale, AZ** reported a 88% decrease in the odds of vehicles traveling 11 mph or more above the 65 mph limit.

**Denver, CO** realized a 28% reduction in vehicle speeds.