



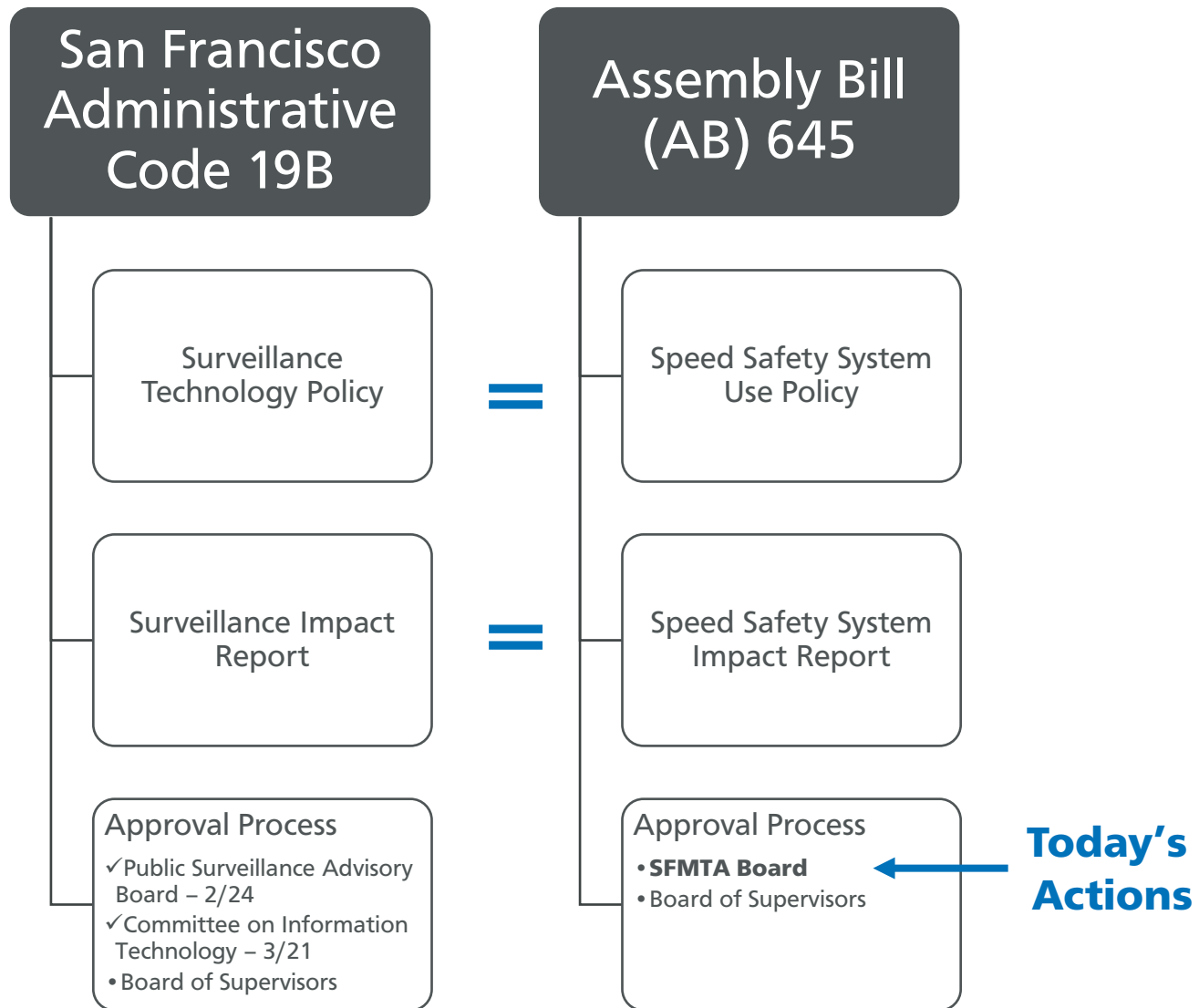
SFMTA

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

April 16, 2024

SFMTA Board of Directors Meeting

Required Approvals



Speed Safety System Use Policy

Specification	SFMTA Response
What data is collected?	Rear license plate images for speeding vehicles only
Who can access the data?	Individuals in authorized SFMTA job classifications
Who is the data shared with?	No one outside of SFMTA, without a court order
Where is the data stored?	Locally & on SAAS platform
How will data be kept secure?	Logging access to ASE system data, requiring logins with MFA
How long will the data be retained?	Up to 120 days to comply with AB 645 requirements

Speed Safety System Impact Report

Specification	SFMTA Response
What is the purpose of the system?	To enforce speed limits 24/7 at 33 locations to slow vehicle speeds
How does the system work?	Fixed camera system with radar to detect speeding violations, mailed notices of violation with messaging and fines
How much will this cost, and where is the money coming from?	SFMTA Operating Budget will fund the program, the cost of staff labor and contract could be up to \$3 million annually
How will this program affect civil rights, and how will those rights be safeguarded?	Minimal (or positive) impacts to civil rights: <ul style="list-style-type: none">• 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



LAUREN WOLFORD

18 years old | May 12th, 2018

Lauren was just 1 month shy of graduating and going to prom, but she never got the chance. On May 12, 2018, Lauren, an 18-year old high school student from San Marcos, California, was killed by a speeding driver less than a mile from her school where she was on her way for dance practice. She leaves behind a twin sister, friends, family, and the opportunity to live a full happy life.

On Every Warning Violation

Personal Stories



Throughout the Bay Area

Public Education Campaign

Today's First Action

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.



Surveillance Technology Policy

Automated Speed Enforcement
Municipal Transportation Agency

The City and County of San Francisco values privacy and protection of San Francisco residents' civil rights and civil liberties. As required by San Francisco Administrative Code, Section 19B, the Surveillance Technology Policy aims to ensure the responsible use of Automated Speed Enforcement (hereinafter referred to as "surveillance technology" or ASE or ASE Technology) itself as well as any associated data, and the protection of City and County of San Francisco residents' civil rights and liberties.

PURPOSE AND SCOPE

The Department's mission is to connect San Francisco through a safe, equitable, and sustainable transportation system.

The Surveillance Technology Policy ("Policy") defines the manner in which the surveillance technology will be used to support this mission, by describing the intended purpose, authorized and restricted uses, and requirements.

This Policy applies to all department personnel that use, plan to use, or plan to secure the surveillance technology employees, contractors, and volunteers. Employees, consultants, volunteers, and vendors while working on behalf of the City with the Department are required to comply with this Policy.

POLICY STATEMENT

The authorized use of the surveillance technology for the Department is limited to the following use cases and is subject to the requirements listed in this Policy.

Authorized Use(s):

1. Enforce speed limits on City streets in accordance with California Vehicle Code sections 22425-22434 (Speed Safety System Pilot Program)
2. Analysis of and reporting on speed enforcement, as required under the Speed Safety System Pilot Program.

Prohibited use cases include any uses not stated in the Authorized Use Case section.

Department may use information collected from technology only for legally authorized purposes, and may not use that information to unlawfully discriminate against people based on race, ethnicity, political opinions, religious or philosophical beliefs, trade union membership, gender, gender identity, disability status, sexual orientation or activity, or genetic and/or biometric data.

BUSINESS JUSTIFICATION

Reason for Technology Use

Surveillance Oversight Review Dates

PSAB Review: TBD (list all dates at PSAB, and write "Recommended: MM/DD/202X" for rec date)
COIT Review: TBD (list all dates at COIT, and write "Recommended: MM/DD/202X" for rec date)
Board of Supervisors Approval: TBD



Surveillance Impact Report

Automated Speed Enforcement
Municipal Transportation Agency

As required by San Francisco Administrative Code, Section 19B, departments must submit a Surveillance Impact Report for each surveillance technology to the Committee on Information Technology ("COIT") and the Board of Supervisors.

The Surveillance Impact Report details the benefits, costs, and potential impacts associated with the Department's use of Automated Speed Enforcement (hereinafter referred to as "surveillance technology" or ASE or ASE Technology).

PURPOSE OF THE TECHNOLOGY

The Department's mission is to connect San Francisco through a safe, equitable, and sustainable transportation system.

The surveillance technology supports the Department's mission and provides important operational value in the following ways:

The surveillance technology functions to efficiently enforce vehicle speed laws. This use supports the Department's mission to achieve zero traffic-related fatalities (Vision Zero Policy), as traffic enforcement is a critical component of the "three E's" of Vision Zero—education, engineering, and enforcement. Excessive speed is the leading contributor to traffic collisions causing serious injuries and fatalities, and this surveillance technology is intended to reduce vehicle speeding.

The Department shall use the surveillance technology only for the following authorized purposes:

Authorized Use(s):

1. Enforce speed limits on City streets in accordance with California Vehicle Code sections 22425-22434 (Speed Safety System Pilot Program)
2. Analysis of and reporting on speed enforcement, as required under the Speed Safety System Pilot Program.

The surveillance technology may be deployed in the following locations, based on use case:

The surveillance technology will consist of vendor-owned automated speed enforcement cameras with onboard processing. These cameras will be mounted on city-owned streetlight poles at up to 33 locations. The cameras will be distributed among all 11 Supervisory Districts in the City's High-Injury Network (the 12% of city streets that account for 68% of serious and fatal injuries), in areas with high rates of speed-related collisions. The cameras use cellular communication to transmit data to backend

Surveillance Oversight Review Dates

PSAB Review: TBD (list all dates at PSAB, and write "Recommended: MM/DD/202X" for rec date)
COIT Review: TBD (list all dates at COIT, and write "Recommended: MM/DD/202X" for rec date)
Board of Supervisors Approval: TBD

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

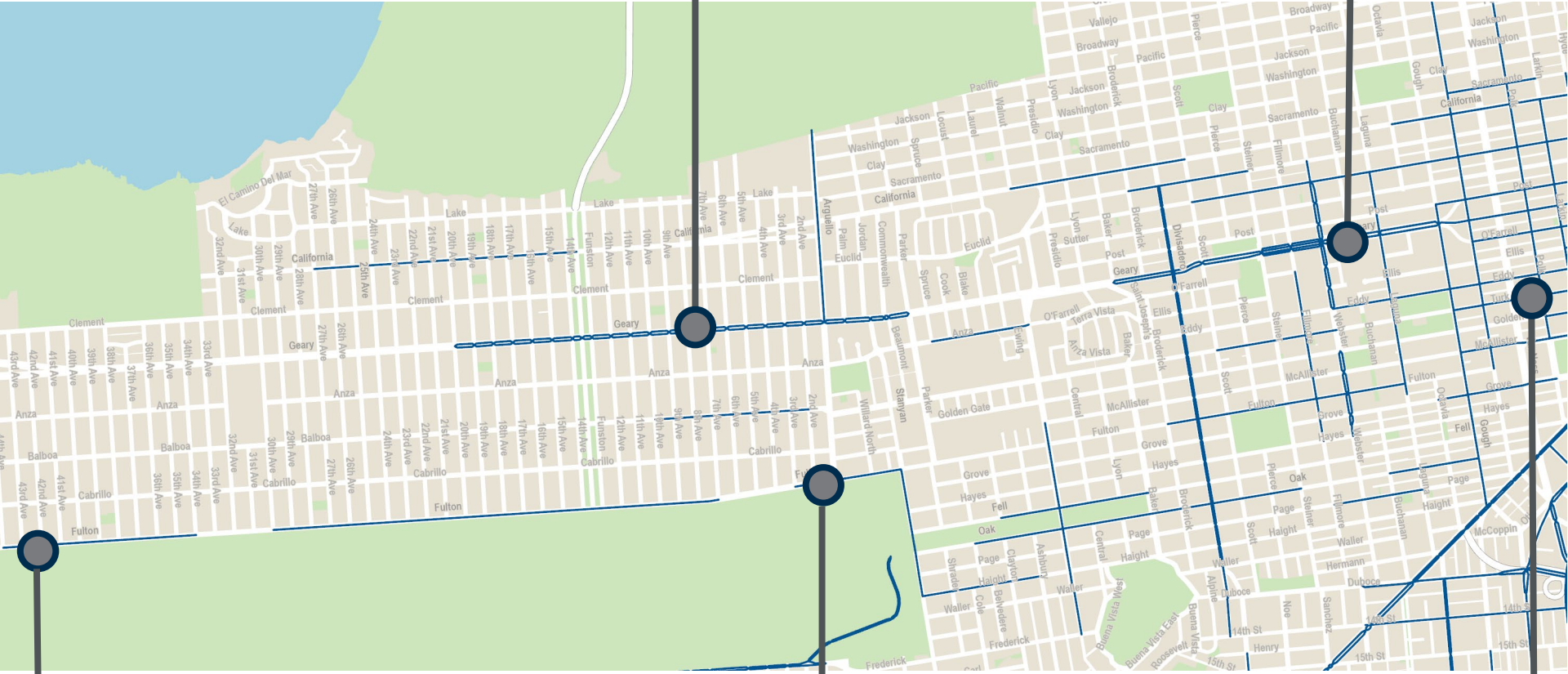


Adequate Signal Spacing and Sight Distance



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



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

Bay Street

Octavia – Gough
25 MPH Posted Limit
5.8% > 35 MPH

● Fort Mason

Columbus Ave

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

● DiMaggio Playground

Franklin Street

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

● Sherman Elementary

Broadway

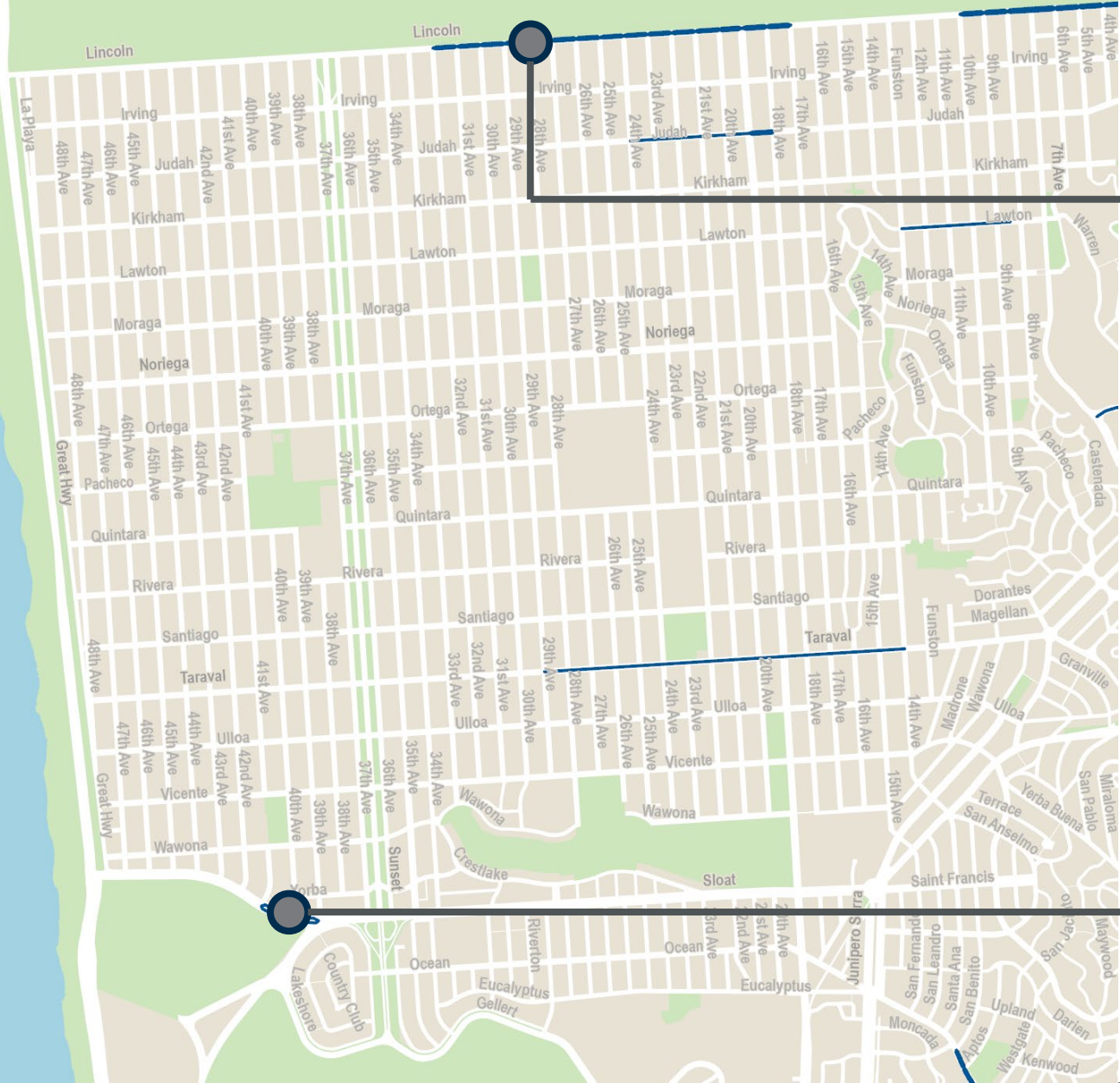
Powell - Stockton
20 MPH Posted Limit
8.5% > 30 MPH

● Jean Parker Elementary

Embarcadero

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

● Exploratorium

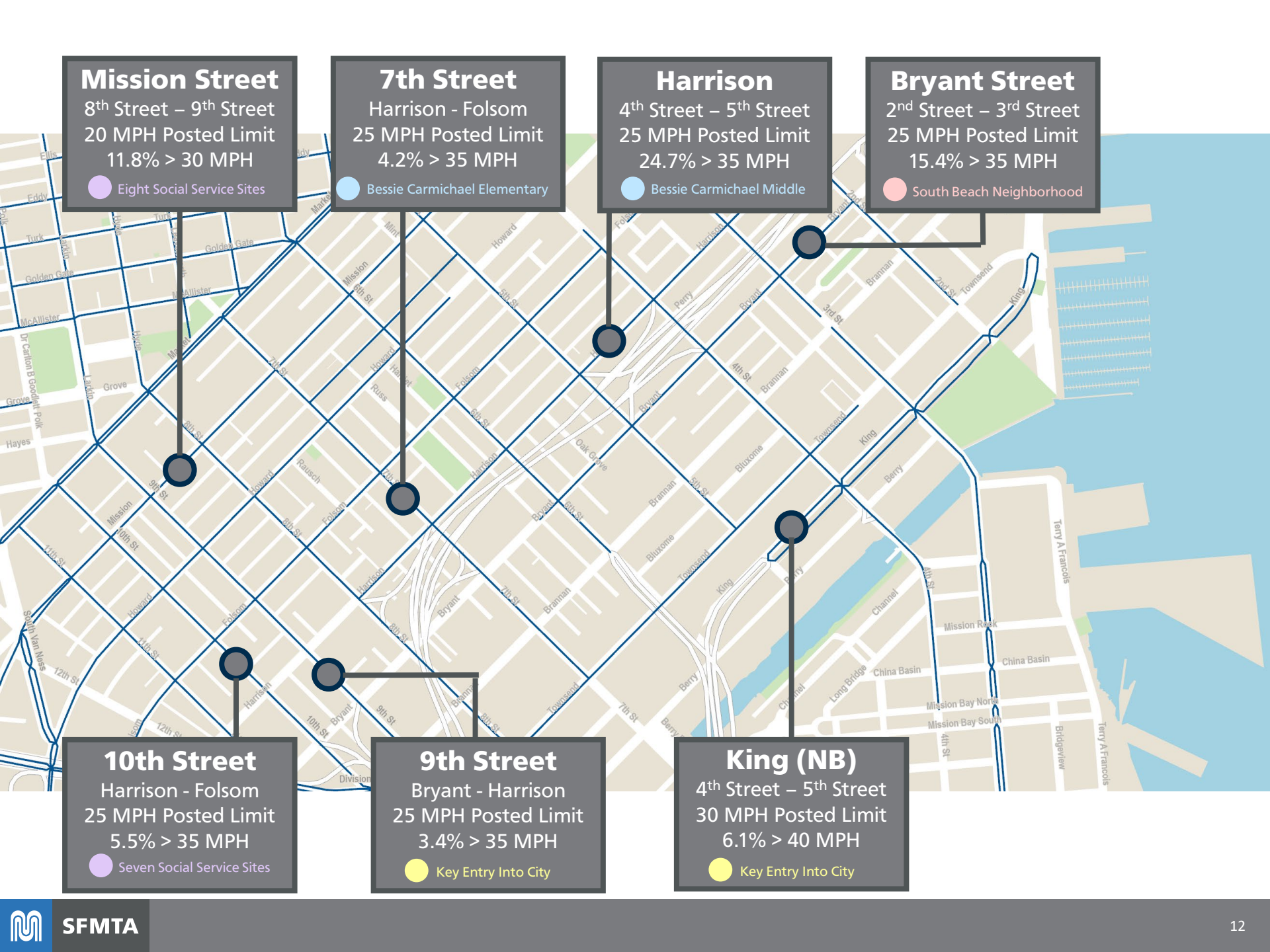


Lincoln Way
 27th Ave – 28th Ave
 30 MPH Posted Limit
 9.2% > 40 MPH

● Golden Gate Park

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

● San Francisco Zoo



Mission Street

8th Street – 9th Street
20 MPH Posted Limit
11.8% > 30 MPH

● Eight Social Service Sites

7th Street

Harrison - Folsom
25 MPH Posted Limit
4.2% > 35 MPH

● Bessie Carmichael Elementary

Harrison

4th Street – 5th Street
25 MPH Posted Limit
24.7% > 35 MPH

● Bessie Carmichael Middle

Bryant Street

2nd Street – 3rd Street
25 MPH Posted Limit
15.4% > 35 MPH

● South Beach Neighborhood

10th Street

Harrison - Folsom
25 MPH Posted Limit
5.5% > 35 MPH

● Seven Social Service Sites

9th Street

Bryant - Harrison
25 MPH Posted Limit
3.4% > 35 MPH

● Key Entry Into City

King (NB)

4th Street – 5th Street
30 MPH Posted Limit
6.1% > 40 MPH

● Key Entry Into City

Market
 Danvers - Douglass
 30 MPH Posted Limit
 7.8% > 40 MPH

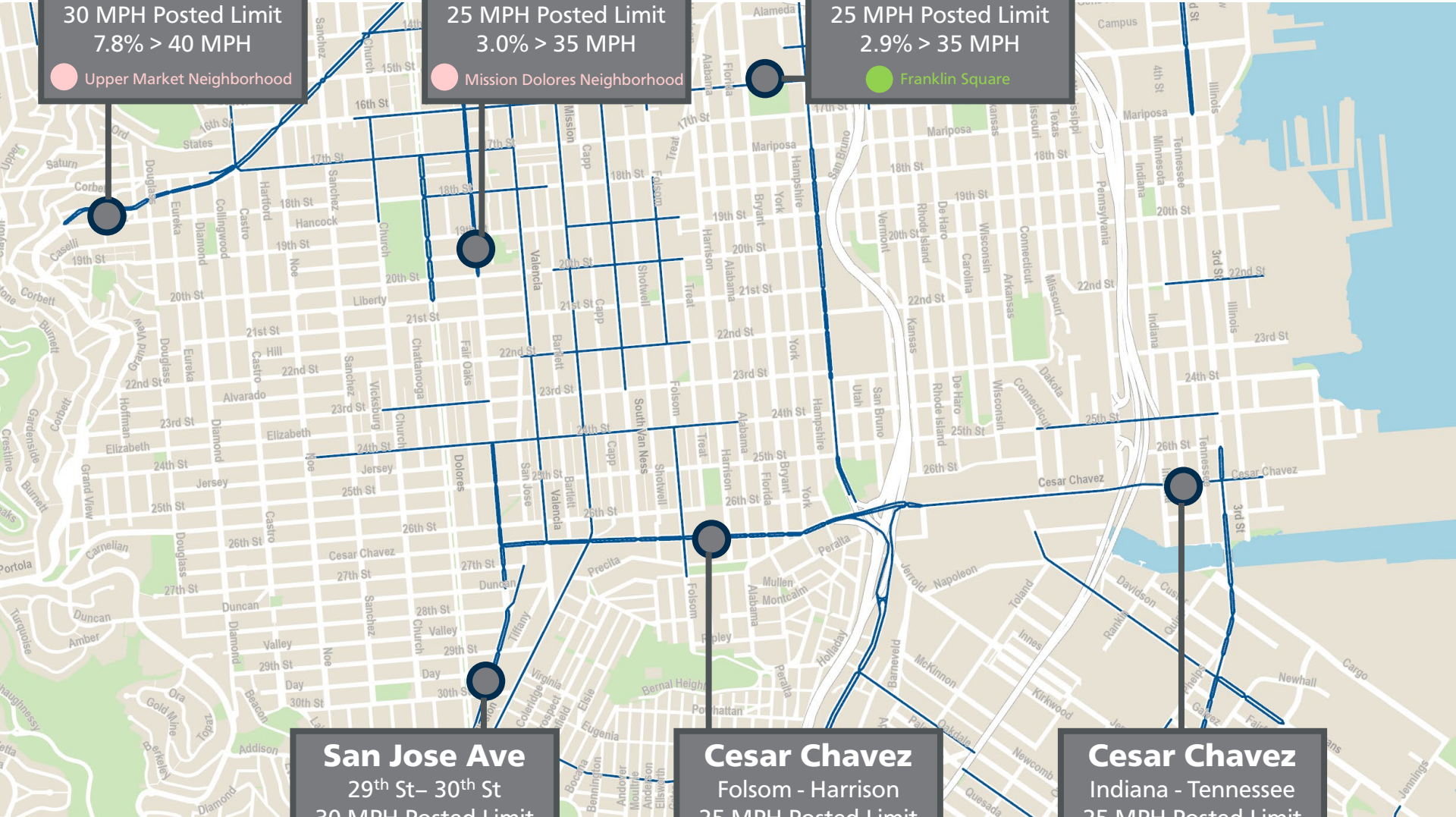
● Upper Market Neighborhood

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

Ocean Avenue

Frida Kahlo - Howth
25 MPH Posted Limit
1.8% > 35 MPH

● Lick Wilmerding High

Monterey Blvd

Edna - Congo
25 MPH Posted Limit
16.6% > 35 MPH

● Sunnyside Elementary

San Jose Ave

Santa Ynez - Ocean
25 MPH Posted Limit
7.8% > 35 MPH

● Balboa Park

3rd Street

Key - Jamestown
25 MPH Posted Limit
4.0% > 35 MPH

● KIPP Bayview Academy

Alemany

Farragut - Naglee
35 MPH Posted Limit
14.8% > 45 MPH

● Cayuga Playground

Mission Street

Ottawa - Allison
20 MPH Posted Limit
17.2% > 30 MPH

● Mission/Geneva District

Geneva

Prague - Brookdale
35 MPH Posted Limit
10.1% > 45 MPH

● Crocker Amazon Park


Bayshore Blvd

Lois Lane - Tunnel
35 MPH Posted Limit
3.8% > 45 MPH

● Key Entry Into City

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



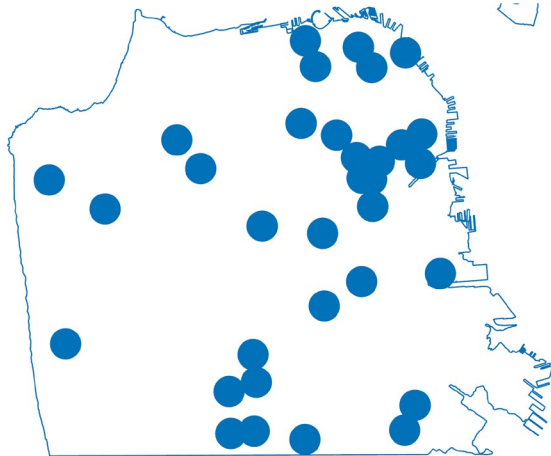
Mid-Block City-Owned Streetlight Pole



Adequate Signal Spacing and Sight Distance

Camera Locations - Metrics

Distributed in Areas Geographically and Socioeconomically Diverse



	No Car	Minority	Poverty	Unemployment	Higher Ed
SF	31%	51%	11%	5%	65%
33 Sites average	29%	57%	12%	6%	62%
33 Sites range	7%-68%	23%-91%	4%-40%	2%-11%	22%-89%

In Neighborhoods with Vulnerable Road Users

Within 1/4 Mile

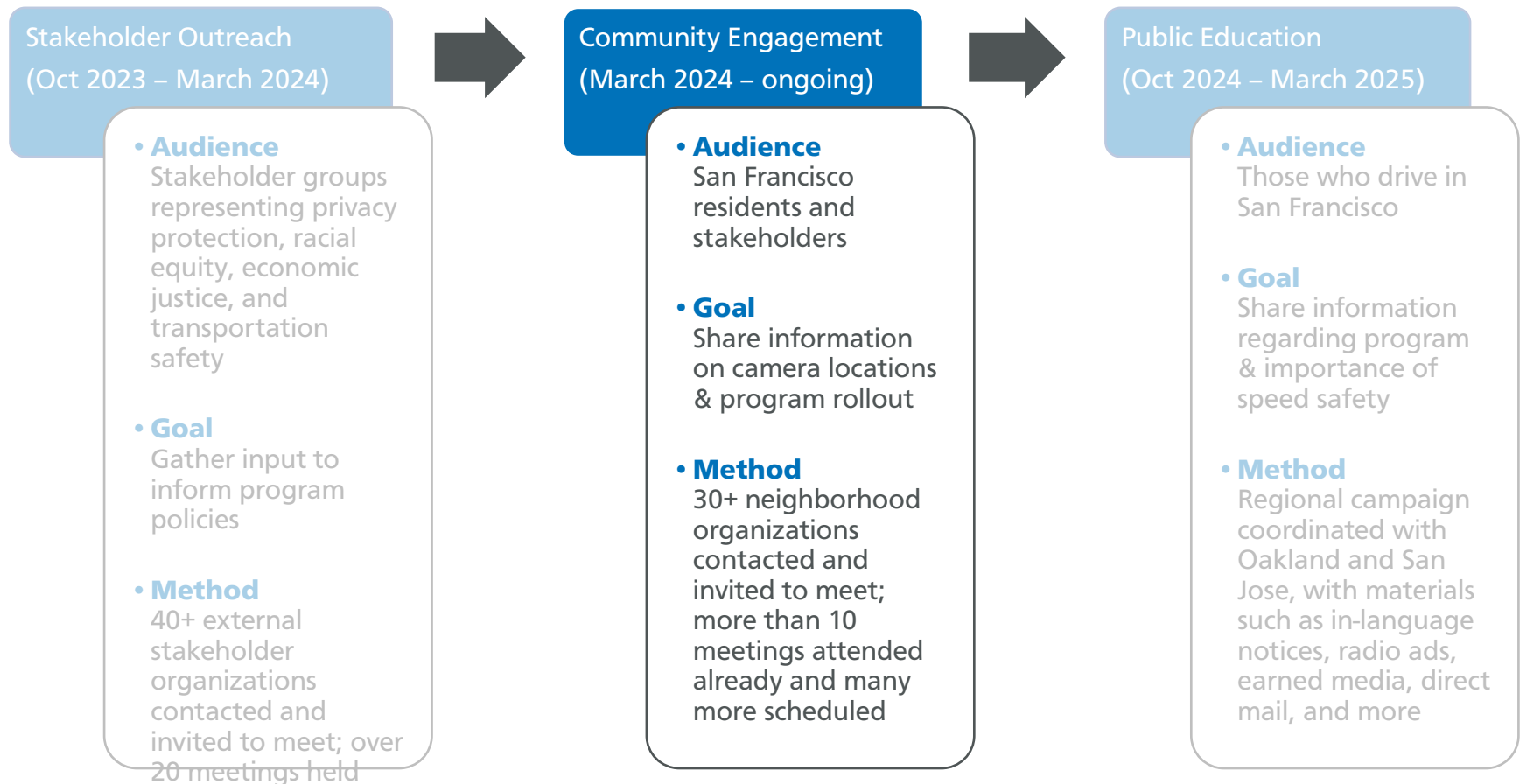
 **48**
schools

 **41**
senior services

 **22**
healthcare sites

 **24**
uncontrolled crosswalks

Outreach and Engagement



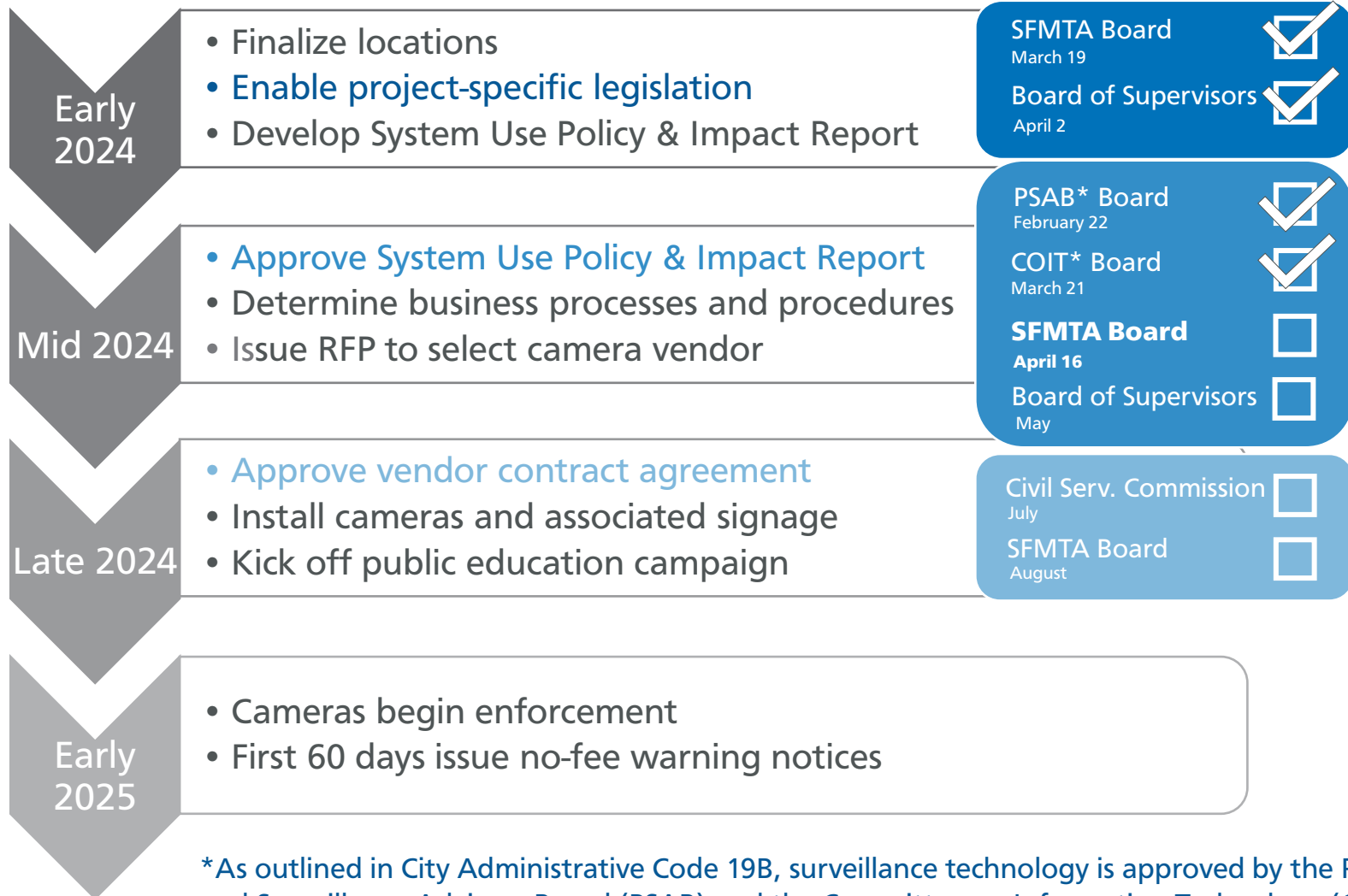
Today's Second Action

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.



1. Fulton from 43rd to 42nd Avenue
2. Fulton from 2nd Avenue to Arguello
3. Geary from 7th to 8th Avenue
4. Bay from Octavia to Gough
5. Franklin from Union to Green
6. Columbus from Lombard to Greenwich
7. Broadway from Powell to Stockton
8. Embarcadero from Green to Battery
9. Lincoln from 27th to 28th Avenue
10. Sloat from 41st Avenue to Skyline
11. Geary from Webster to Buchanan
12. Turk from Van Ness to Polk
13. Mission from 8th to 9th Street
14. 7th Street from Harrison to Folsom
15. 10th Street from Harrison to Folsom
16. 9th Street from Bryant to Harrison
17. Harrison from 4th to 5th Street
18. Bryant from 2nd to 3rd Street
19. King (NB only) from 4th to 5th Street
20. Ocean from Frida Kahlo to Howth
21. Monterey from Edna to Congo
22. Market from Danvers to Douglass
23. Guerrero from 19th to 20th Street
24. San Jose from 29th to 30th Street
25. 16th Street from Bryant to Potrero
26. Cesar Chavez from Folsom to Harrison
27. Cesar Chavez from Indiana to Tennessee
28. 3rd Street from Key to Jamestown
29. Bayshore from 101 off-ramp to Tunnel
30. Geneva from Prague to Brookdale
31. San Jose from Santa Ynez to Ocean
32. Mission from Ottawa to Allison
33. Alemany from Farragut to Naglee

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)

