SFMTA

Automated Speed Enforcement: Project Update & Project-Specific Legislation

March 19, 2024

SFMTA Board of Directors

Overview

- **Progress on Automated Speed Enforcement (ASE) Implementation**
  - Speed Camera Location Screening & Results
  - Implementation Considerations
  - Initial Stakeholder Outreach

- **Clearing the Path to Implementation**
  - Project-Specific Legislation
  - Look Ahead
    - Speed Safety System Use Policy & Speed Safety System Impact Report
    - Procurement Timeline

Today's Action Item

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

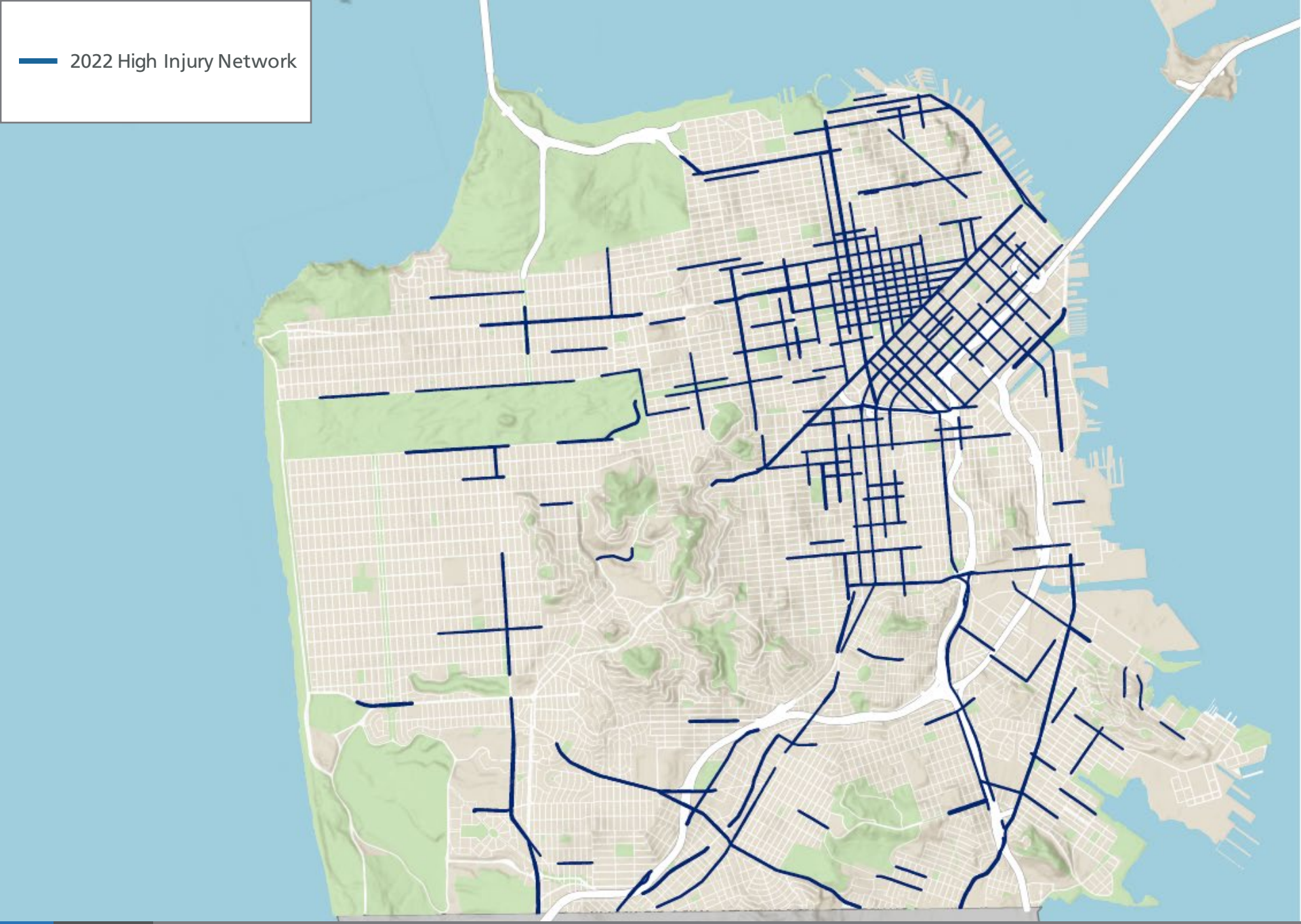
- Measured by concentrations of land uses like schools, senior service sites, parks, commercial areas, etc.

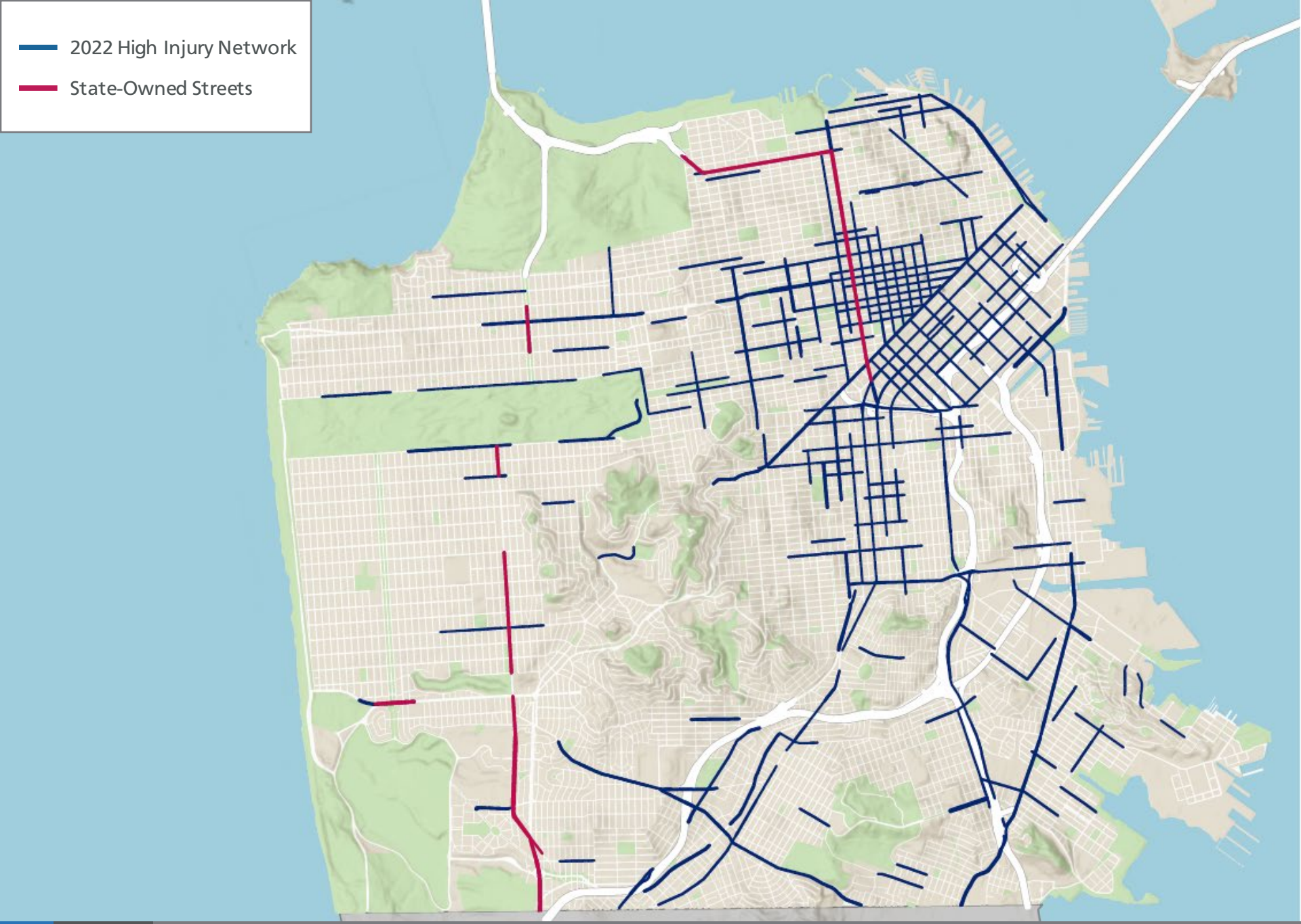
Streets with More Infrastructure Risk

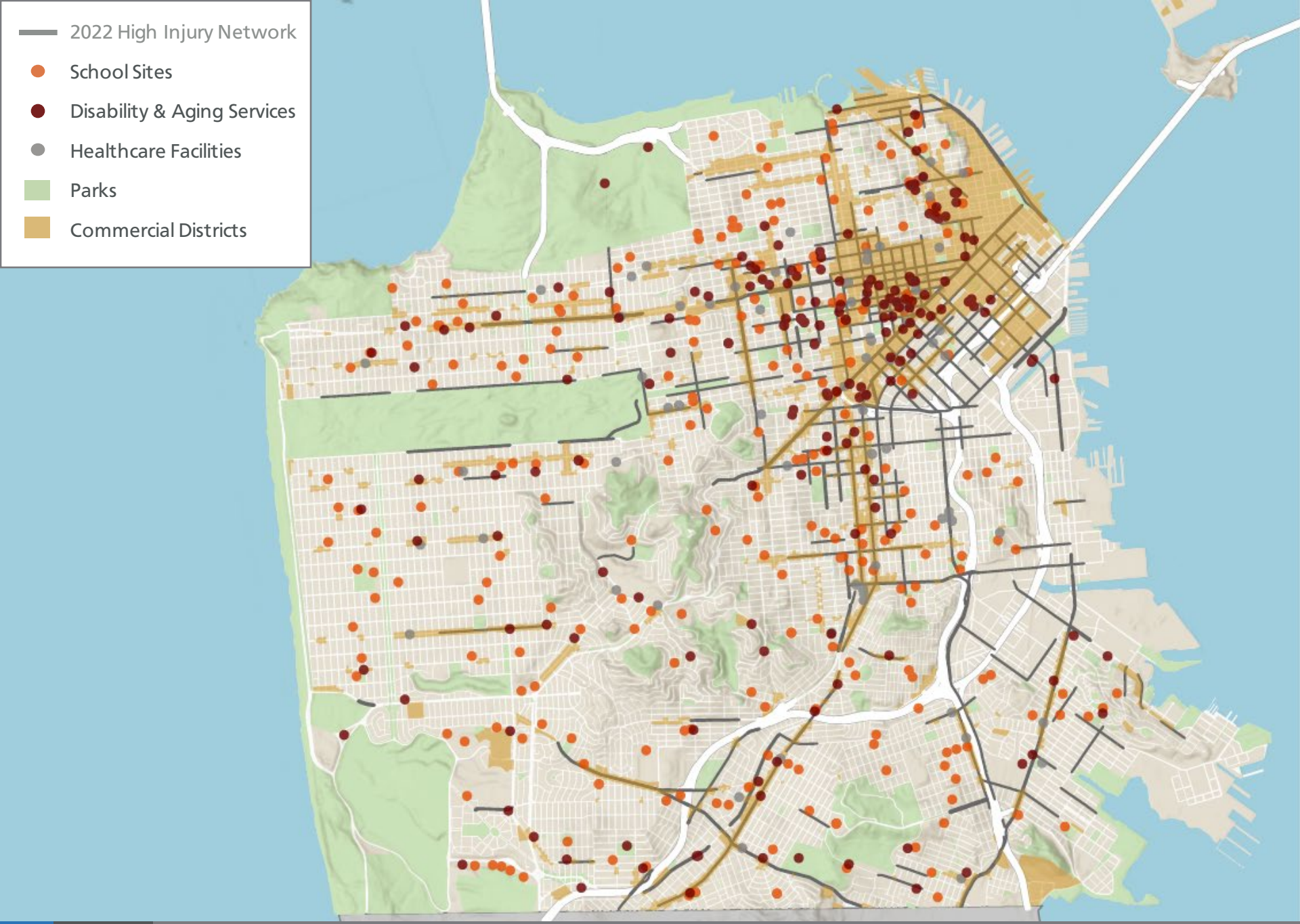
- Measured by presence of uncontrolled crosswalks, wide street widths, etc.

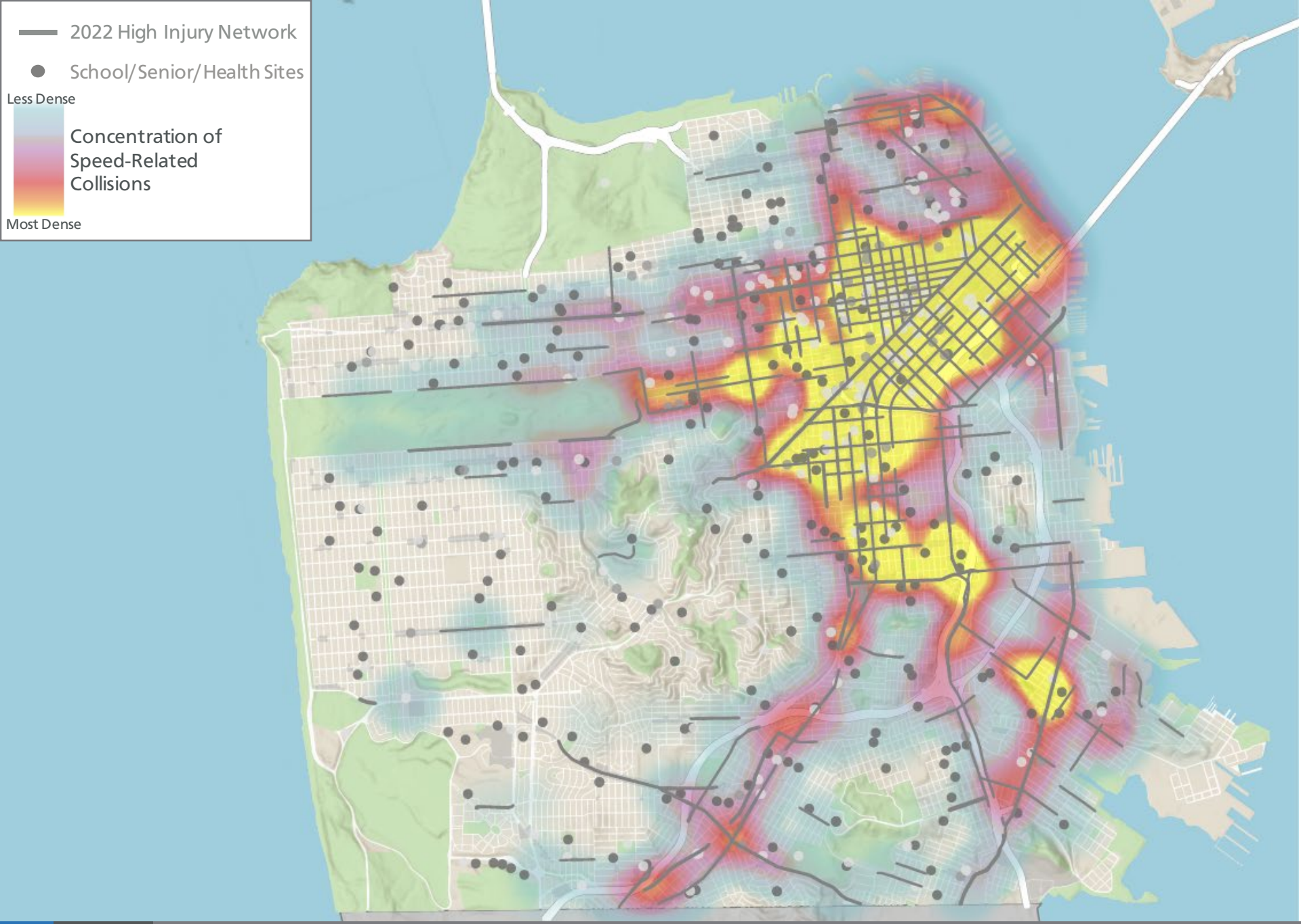
Streets Where Engineering Tools Have Not Reduced Speeds

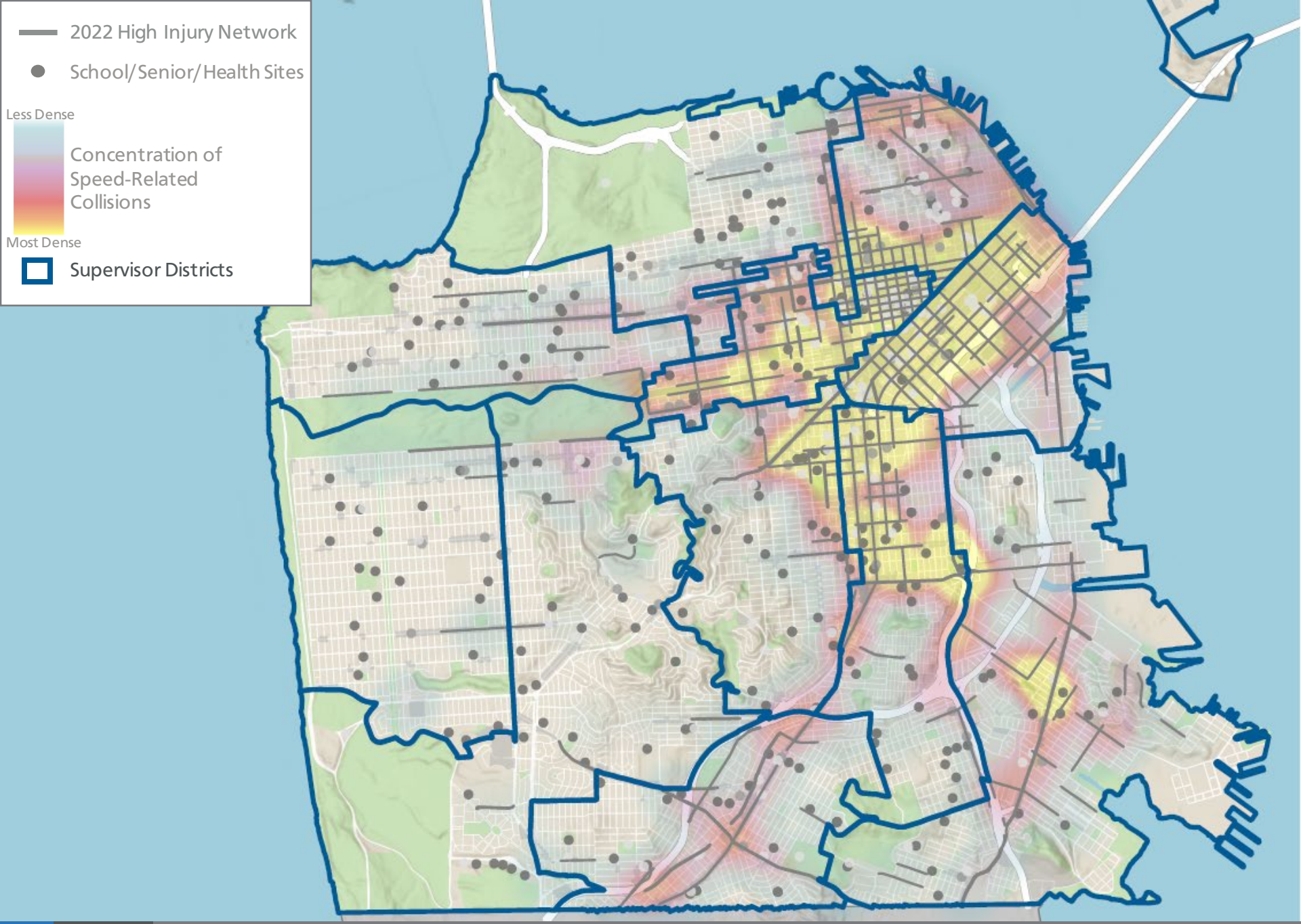
- Measured by post-implementation vehicle speeds


2022 High Injury Network

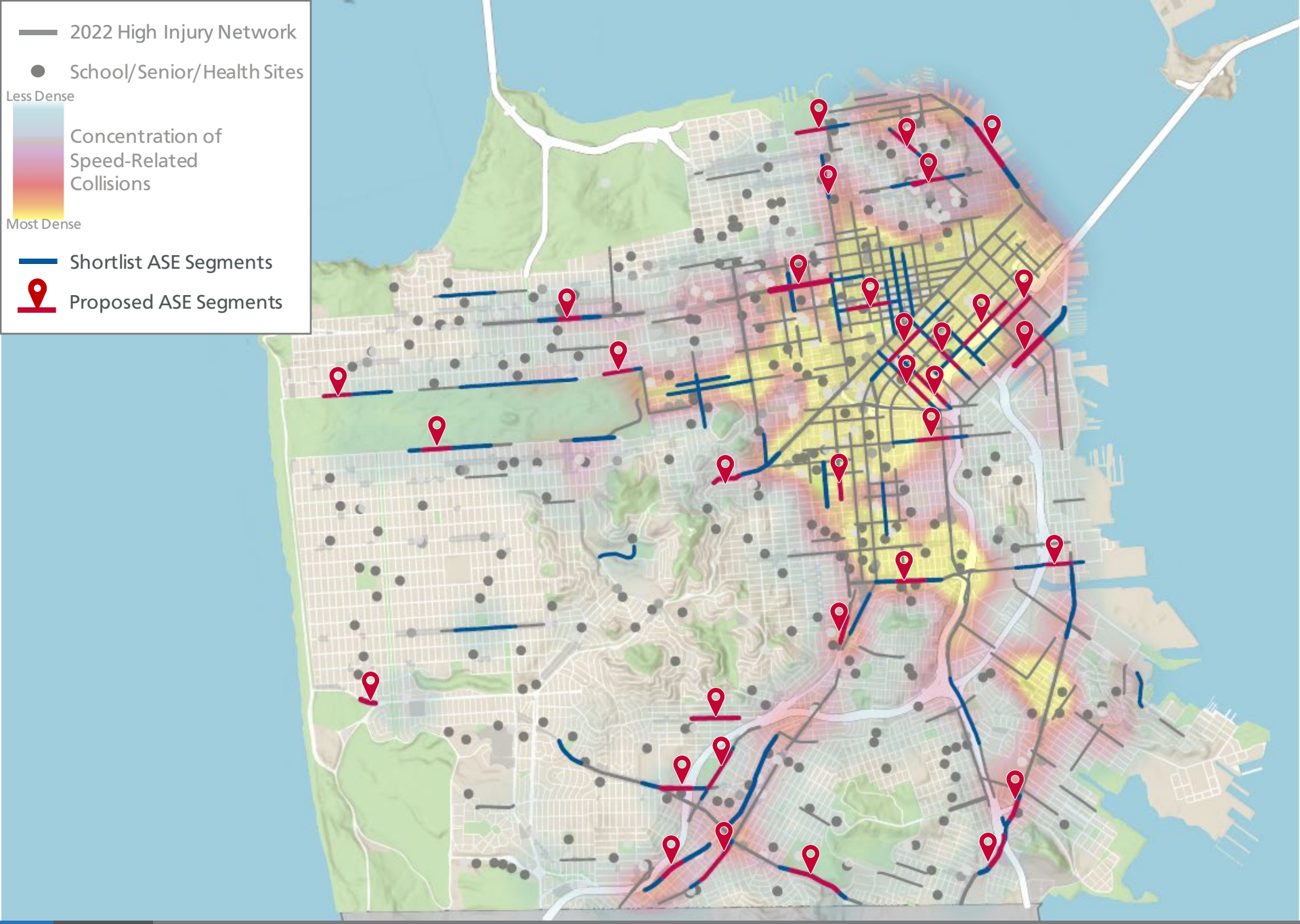

2022 High Injury Network
State-Owned Streets


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
Supervisor Districts


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


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

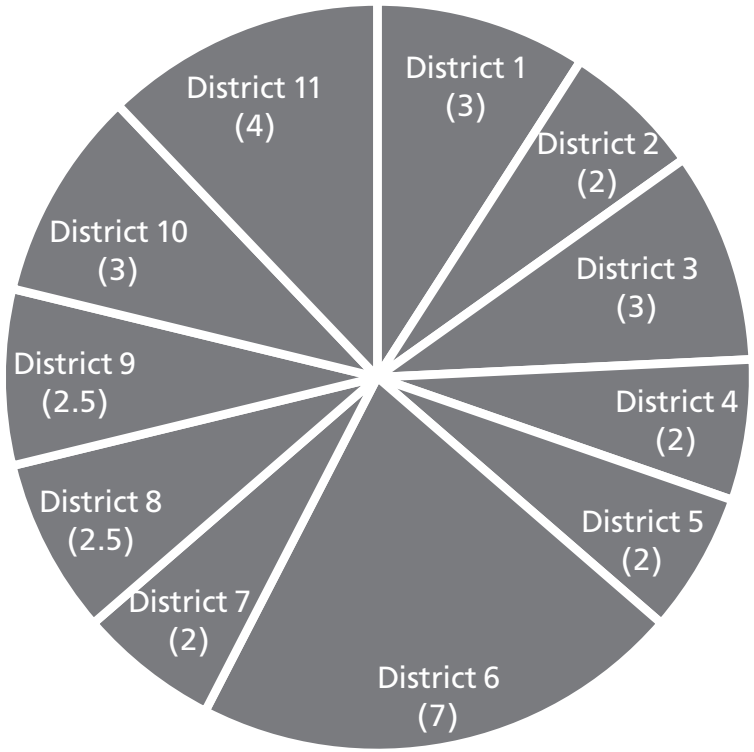
Two-Way Monitoring

Appropriate Mid-Block Location

Clear Sight Distance

Citywide Camera Locations

Camera Systems By District

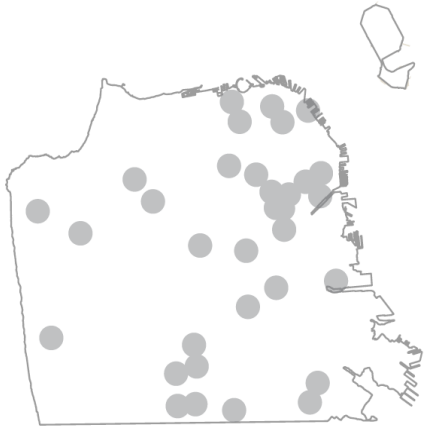


Camera Systems By Location

- 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:

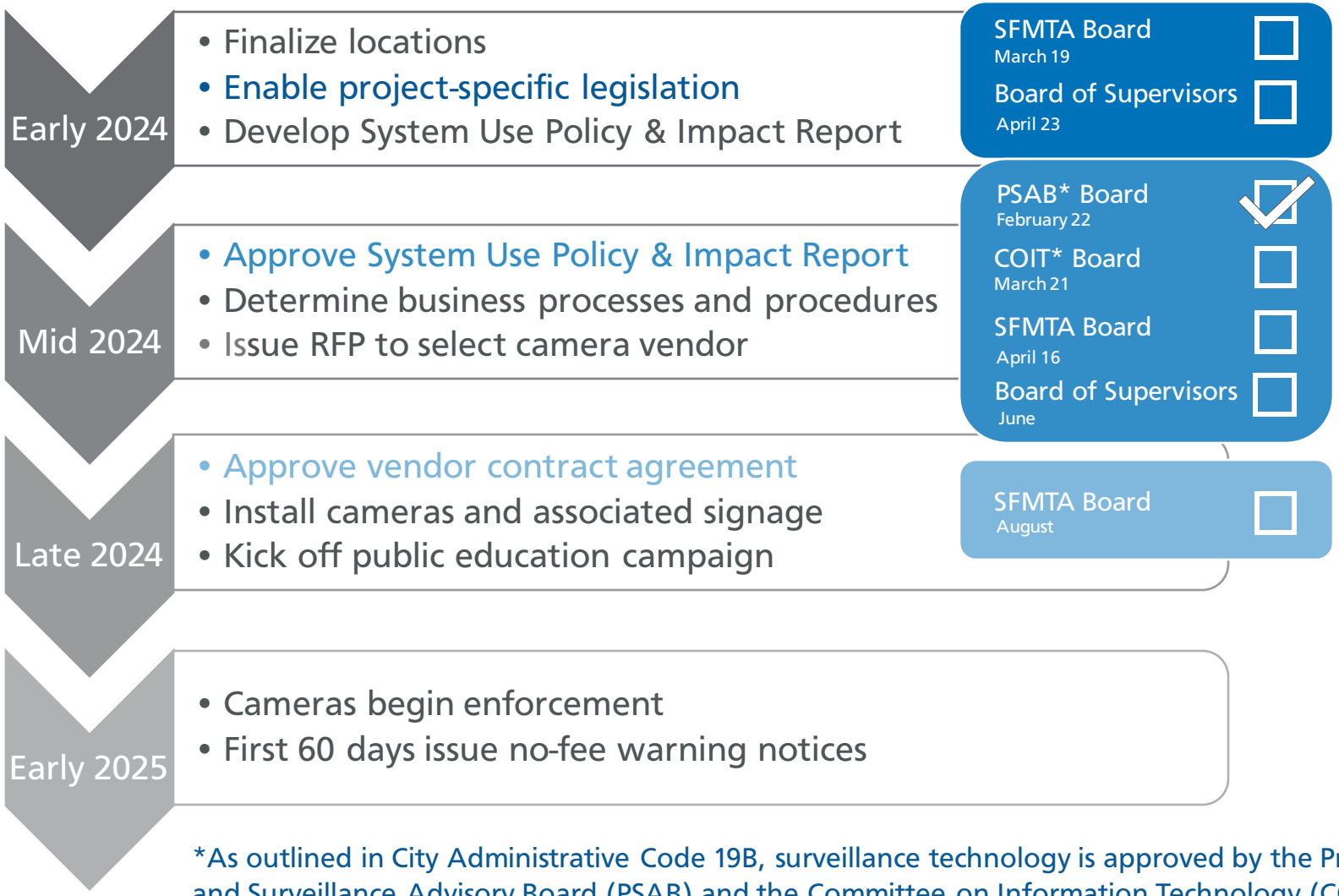
API Council, SFMTA Office of Racial Equity & Belonging, Wu Yee Children's Services, American Indian Cultural Center, Chinatown TRIP

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)

Today's Action

- Authorize the SFMTA to use a **design-build-operate-maintain (DBOM) delivery method** for the implementation of the Automated Speed Enforcement Project

- Authorize the Director of Transportation to seek approval from the Board of Supervisors for a **project-specific ordinance** to implement the DBOM delivery method in a manner that is most efficient for the Project

Why DBOM?

- ☑ Cost Savings
- ☑ Time Savings
- ☑ Enhanced Quality Assurance
- ☑ Efficiency in Delivery
- ☑ Proactive Maintenance Planning