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

software that provides access to uploaded photographs, radar readings, and license plate information for authorized users.

Description of Technology

The surveillance technology consists of a fixed or mobile radar or laser system or any other electronic automated detection equipment to detect a violation of speed laws and utilizes cameras to obtain a clear photograph of a speeding vehicle's rear license plate. These cameras are only triggered by speeding vehicles. They do not record data unless triggered by a speeding vehicle.

Third-Party Vendor Access to Data

All data collected or processed by the surveillance technology will be handled and stored by an outside provider or third-party vendor on an ongoing basis. Vendor selection is not completed yet. The department will ensure that the selected vendor complies with all data access requirements under the state's Speed Safety Pilot Program by adding them to the final agreement.

IMPACT ASSESSMENT

The impact assessment addresses the conditions for surveillance technology approval, as outlined by the Standards of Approval in San Francisco Administrative Code, Section 19B:

1. The benefits of the surveillance technology outweigh the costs.
2. The Department's policy safeguards civil liberties and civil rights.
3. The uses and deployments of the surveillance technology are not based upon discriminatory or viewpoint-based factors and do not have a disparate impact on any community or protected class.

The Department's use of the surveillance technology is intended to support and benefit the residents of San Francisco while minimizing and mitigating all costs and potential civil rights and liberties impacts of residents.

A. Benefits

The Department's use of the surveillance technology has the following benefits for the residents of the City and County of San Francisco:

	Benefit	Description
☐	Education	
☐	Community Development	
☒	Health	Health: speed cameras have been proven in hundreds of cities to reduce rates of serious injuries and fatalities due to speed. As speed is the primary factor in collisions in San Francisco, this technology could reduce the risk of roadway collisions, improving overall citywide public health.

☐	Environment	
☒	Criminal Justice	Criminal Justice: removes bias from enforcement of traffic violations and limits contact with uniformed police officers.
☐	Jobs	
☐	Housing	
☒	Public Safety	Public Safety: speed cameras have been proven to reduce the likelihood of a speed-related collision, thus improving overall public safety on roadways.

B. Civil Rights Impacts and Safeguards

The Department has considered the potential impacts and has identified the technical, administrative, and physical protections as mitigating measures:

The Department has considered the potential impacts and has identified the technical, administrative, and physical protections as mitigating measures:

• Dignity Loss: Technical safeguards make this impact (e.g., embarrassment and emotional distress) unlikely because ASE cameras take photos of vehicle rear license plates; they do not capture images of drivers or vehicle occupants. Occasionally, images may include people traveling by foot or by bicycle who are near violating vehicles, but these images are incidental and are purged from the ASE system by the vendor. This requirement will be added to the final Agreement.

• Discrimination: Technical safeguards make this impact (i.e., unfair or unethical differential treatment of individuals or denial of civil rights) highly unlikely because ASE enforces speed limits equally to all vehicles. Administrative safeguards make this impact minimal because ASE technology is deployed equally in areas throughout the City where cameras are installed. Cameras will be distributed among all 11 Supervisory Districts on 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.

• Economic Loss: Technical safeguards make this impact (i.e., identity theft/misidentification) minimal because the ASE system provides no access to information identifying individuals, including vehicle owners or drivers.

• Loss of Autonomy: Technical safeguards make this impact (i.e., loss of control over decisions on how personal information is used or processed) highly unlikely because the ASE system provides no access to information identifying individuals, including vehicle owners or drivers. Moreover, since data is processed mostly by the ASE system, there is minimum human interaction.

• Loss of Liberty: Administrative safeguards make this impact (i.e., improper exposure to arrest or detainment due to incomplete or inaccurate data) highly unlikely because speed cameras are tested and calibrated annually before issuing violations.

• Physical Harm: Technical safeguards make this impact (i.e., physical harm or death) highly unlikely because the ASE system has no access to information identifying individuals through DMV lookup system.
• Loss of Trust: Technical safeguards make this impact (i.e., breach of implicit or explicit expectations or agreements about the processing of data, or failure to meet subjects' expectation of privacy for information collected) minimal because license plate numbers are used to identify vehicles for purposes of speed violations. The Department limits access to the data to only authorized users.

The administrative safeguards: The Department will secure any PII against unauthorized access, processing, disclosure, and accidental loss, destruction, or damage. ASE data collected and retained by the Department will be protected by the safeguards appropriate for its classification level(s).
To protect ASE data from unauthorized access and control, including misuse, the Department shall, at minimum, apply the following safeguards:
• Authorized users require unique login credentials and complex passwords to access ASE technology, which is accessible on portable tablets and on workstations.
• All access to and activity in the ASE system is logged and can be audited.

Technical and physical safeguards include anonymization of data, regular calibration and testing of systems, data access controls, secure data storage, data retention policies, and bias monitoring.

C. Fiscal Analysis of Costs and Benefits

The Department's use of the surveillance technology yields the following business and operations benefits:

	Benefit	Description
☐	Financial Savings	
☒	Time Savings	Helps staff remotely identify speeding violations at multiple locations, improving effectiveness and efficiency of speed enforcement.
☒	Staff Safety	Enforces speed limits without the potential for in-person traffic stops.
☒	Data Quality	Improves accuracy of data related to speeding vehicle speeding over the posted speed limits. Provides data to inform policies and regulations and allows for more immediate data to demonstrate the impacts of various traffic control measures on streets over time.
☒	Other	Provides data regarding the effectiveness of speed safety cameras over a five-year pilot period, which will inform future statewide policies regarding automated speed enforcement.

The fiscal cost, such as initial purchase, personnel and other ongoing costs, include:

Number of Budgeted FTE (new & existing) & Classification	Existing positions will be used for this technology: # employee Class # Job Description 6 8214 Parking Control Officer 1 9506 Citations Clerk 1 8167 Hearing Officer 1 5288 Transit Planner II	
	Annual Cost	***One-Time Cost***
Total Salary & Fringe	$1,400,000.00	
Software	$0.00	
Hardware/Equipment	$0.00	
Professional Services	$1,700,000.00	
Training	$0.00	
Other	$0.00	
Total Cost	$3,100,000.00	

The Department funds its use and maintenance of the surveillance technology through:

General Fund.

COMPARISON TO OTHER JURISDICTIONS

The surveillance technology is currently utilized by other governmental entities for similar purposes.

Other government entities have used the surveillance technology in the following way: Automated speed enforcement technology is used in nearly 200 communities across the United States. Many peer cities use automated speed enforcement technology as a component of a traffic safety or Vision Zero strategy. For example, New York City has used speed cameras for a decade on their high-injury streets. Their speed cameras have been remarkably effective at reducing speeding: it only took 18 weeks after installation to see a 73% reduction in speeding vehicles at camera locations.

The effectiveness of the surveillance technology while used by government entities is determined to be the following: The Transportation Agency's "CalSTA Report of Findings: AB 2363 Zero Traffic Fatalities Task Force," issued in January 2020, concluded that international and domestic studies show that speed safety systems are an effective countermeasure to speeding that can deliver meaningful safety improvements, and identified several policy considerations that speed safety system program guidelines could consider.

In a 2017 study, the National Transportation Safety Board (NTSB) analyzed studies of speed safety system programs, and found they offered significant safety improvements in the forms of reduction in mean speeds, reduction in the likelihood of speeding more than 10 miles per hour over the posted speed limit, and reduction in the likelihood that a crash involved a severe injury or fatality. The same study recommended that all states remove obstacles to speed safety system programs to increase the use of this proven approach, and notes that programs should be explicitly authorized by state legislation without operational and location restrictions.

The National Highway Traffic Safety Administration (NHTSA) gives speed safety systems the maximum 5-star effectiveness rating. NHTSA issued speed enforcement camera systems operational guidelines in 2008, and is expected to release revised guidelines in 2021 that should further inform the development of state guidelines.

Speed safety systems can advance equity by improving reliability and fairness in traffic enforcement while making speeding enforcement more predictable, effective, and broadly implemented, all of which helps change driver behavior.

Enforcing speed limits using speed safety systems on streets where speeding drivers create dangerous roadway environments is a reliable and cost-effective means to prevent further fatalities and injuries.

There have not been adverse effects of the surveillance technology while it has been used by other government entities.

Appendix 1: Proposed Speed Camera Locations

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
1	1	**Fulton** from 43rd Avenue to 42nd Avenue	30	34	450	3.1%	• Adjacent to Golden Gate Park entrance (Chain of Lakes) • Several uncontrolled crosswalks in vicinity
2	1	**Fulton** from 2nd Avenue to Arguello	30	35	1110	4.5%	• Adjacent to Golden Gate Park entrance • Concentration of speed-related injuries (3)
3	1	**Geary** from 7th to 8th Avenue	25	35	4440	14.2%	• Concentration of speed-related injuries (4) • Commercial corridor with heavy transit use
4	2	**Bay** from Octavia to Gough	25	32	1010	5.8%	• Concentration of speed-related injuries (4) • Concentration of schools and pedestrians, park access
5	2	**Franklin** from Union to Green	25	26	100	0.7%	• Recent QB project addressed intersection safety but did not significantly impact speeds • Three schools along corridor
6	3	**Columbus** from Lombard to Greenwich	20	29	1340	11.3%	• Concentration of pedestrians at a complex intersection, along a heavily used transit corridor • Schools, parks, playgrounds, senior service sites within 20 MPH zone
7	3	**Broadway** from Powell to Stockton	20	28	1920	8.5%	• Transition from tunnel speeds • Concentration of seniors, children, pedestrians in Chinatown
8	3	**Embarcadero** from Green to Battery	30	36	1140	5.6%	• Exploratorium, parks, heavy pedestrian crossings, people on bikes on Embarcadero

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
							• Concentration of speed-related injuries (6)
9	4	**Lincoln** from 27th to 28th Avenue	30	38	1890	9.2%	• Three uncontrolled crosswalks in vicinity • Mid-point of speed-related collisions on Lincoln
10	4	**Sloat** from 41st to Skyline	35	41	920	6.3%	• Three uncontrolled crosswalks in vicinity • People on bikes, transition speed from Skyline
11	5	**Geary** from Webster to Buchanan	30	34	660	2.9%	• Concentration of speed-related injuries (8) • Presence of seniors and pedestrians crossing Geary
12	5	**Turk** from Van Ness to Polk	20	25	310	4.9%	• Elementary school block with concentration of schools, senior service sites, healthcare facilities, and shelters • Concentration of speed-related injuries (6)
13	6	**Mission** from 8th to 9th Street	20	29	1690	11.8%	• Concentration of speed-related injuries (8) and mid-block collisions (9) • Cluster of social services and healthcare facilities within 20 MPH zone
14	6	**7th Street** from Harrison to Folsom	25	30	650	4.2%	• Transition from freeway to city street

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
							• Elementary school block with concentration of health-care facilities
15	6	**10th Street** from Harrison to Folsom	25	31	1150	5.5%	• Wide one-way street (4 travel lanes) • Concentration of senior service sites and shelters
16	6	**9th Street** from Bryant to Harrison	25	30	680	3.4%	• Transition from freeway to city street • Wide one-way street (4 travel lanes)
17	6	**Harrison** from 4th to 5th Street	25	36	2330	24.7%	• Middle school block with concentration of social service sites in the vicinity • Wide one-way street (4 travel lanes)
18	6	**Bryant** from 2nd to 3rd Street	25	35	2030	15.4%	• Concentration of speed-related injuries (5, including 2 severe) • South Park and pedestrians along corridor
19	6	**King Street (**NB only) from 4th to 5th Street	30	36	1040	6.1%	• Concentration of speed-related injuries (9, including 2 mid-block) • Transition from freeway to city street
20	7	**Ocean Avenue** from Frida Kahlo to Howth	25	27	340	1.8%	• WB transition from freeway to city street

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
							• Concentration of speed-related injuries (6 total, including 2 severe)
21	7	**Monterey** from Edna to Congo	25	35	2580	16.6%	• Long residential block with uncontrolled crosswalks in vicinity • Concentration of speed-related injuries (3, including one severe with bicyclist)
22	8	**Market Street** from Danvers to Douglass	30	37	870	7.8%	• Two speed-related injuries (one severe with bicyclist) • Residential block with uncontrolled crosswalk
23	8/9	**Guerrero** from 19th to 20th Street	25	29	520	3.0%	• Residential block with heavy pedestrian crossings • Two speed-related serious injuries and history of mid-block collisions
24	8	**San Jose Avenue** from 29th to 30th Street	30	33	420	2.0%	• Concentration of speed-related injuries (7) • Mixed-use commercial and residential land uses
25	9	**16th Street** from Bryant to Potrero	25	28	340	2.9%	• Franklin Square playground and field, shopping center • History of mid-block crossings (9 injuries, including one fatality), uncontrolled crosswalks in vicinity

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
26	9	**Cesar Chavez** from Folsom to Harrison	25	30	750	4.4%	• Concentration of speed-related injuries (9, including 2 severe) • Heavy bike traffic in unprotected bike lane
27	10	**Cesar Chavez** from Indiana to Tennessee	25	35	4320	21.2%	• Transition from freeway to city street • Concentration of speed-related injuries (9, including one severe)
28	10	**3rd Street** from Key Avenue to Jamestown Avenue	25	29	350	4.0%	• Transition from freeway to city street on block with school • Concentration of speed-related injuries (5)
29	10	**Bayshore Blvd** from 101 off-ramp to Tunnel Ave	35	39	1040	3.8%	• Transition from freeway to city street • Concentration of speed-related injuries (7)
30	11	**Geneva** from Prague to Brookdale	35	42	2010	10.1%	• Crocker Amazon Park, uncontrolled crosswalks in vicinity • Concentration of speed-related injuries (7)
31	11	**San Jose** from Santa Ynez to Ocean Ave	25	33	330	7.8%	• Balboa Park • Concentration of speed-related injuries (4)
32	11	**Mission** from Ottawa to Allison	20	30	1520	17.2%	• Neighborhood commercial corridor with 20 MPH speed limit • Two speed-related injuries

ID	District	Street Segment	Posted Speed Limit	85th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
33	11	**Alemany** from Farragut to Naglee	35	44	1960	14.8%	• Cayuga Park and playground • Concentration of speed-related injuries (7)

Appendix 2: Location Screening Analyses

Screening Factors for Location Selection

The locations recommended for Automated Speed Enforcement, or ASE, in San Francisco were identified through a data-driven process. The initial factors established by AB 645 for eligibility included:

1. **Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing.** All of SFMTA's cameras will be located on the city's High Injury Network (HIN), the 12% of city streets that account for more than 68% of serious injures and fatalities.
2. **Cameras cannot be located on state highways, freeways, or expressways.** Portions of the HIN that were on state-owned roadways like 19th Avenue, Lombard Street, or Van Ness Avenue were removed from eligibility.
3. **Cameras should be located in areas that are geographically and socioeconomically diverse.** At least two cameras will be recommended in each of the 11 Supervisor Districts, and camera locations will reflect the full diversity of neighborhoods in the city.

The additional factors that SFMTA created to identify suitable locations for speed cameras included:

4. **Prioritize streets with histories of speed-related collisions**, to ensure that the safety benefits of speed cameras will reach the areas where they are needed the most.
5. **Focus speed cameras in areas where more vulnerable roadway users exist**. We know that seniors, children, people with disabilities, and people who are walking or biking are more at-risk in a speed-related collision. For this reason, speed cameras were focused in locations that serve these high risk individuals, like schools, senior centers, social services, parks, and commercial districts.
6. **Establish speed cameras on streets where typical engineering treatments to reduce speeds are not appropriate,** or where engineering tools have not meaningfully reduced vehicle speeding.
7. **Place speed cameras on streets that have additional infrastructure risk.** Some elements of infrastructure, like uncontrolled crosswalks or wide streets, are associated with a higher risk of collisions. Speed cameras should be prioritized in locations where these risks are higher.
8. **Prioritize streets with the most speeding vehicles.** At each of the ~80 locations identified as a suitable site for a speed camera, detailed speed and volume counts were collected in December 2023, January 2024, and February 2024 using pneumatic tubes and/or radar. These counts allowed us to see both the number of vehicles in the high-end egregious speeding range that AB 645 authorizes enforcement for (11 MPH or more over a posted speed limit), and the share of all vehicles that are in that range compared to all vehicles on a street.
9. **Ensure the fastest possible path to implementing this life-saving technology.** All locations recommended for speed safety cameras should have appropriate roadway geometry, city-owned streetlight poles at midblock locations, and electrical capabilities needed for quickly installing speed cameras without delays due to construction complications.

Socioeconomic Characteristics of Selected Locations

Throughout the process of identifying potential camera locations, we made sure that cameras would not cause harm to historically underserved populations. As such, socioeconomic characteristics for areas where a camera system was proposed (1/4 mile buffer from the streetlight pole identified for ASE) were compiled early in the screening process, and the comparable socioeconomic characteristics for San Francisco as a whole were also compiled.

Socioeconomic characteristics of the City of San Francisco are as follows:

- No-Car Households: 31.2%
- Minority Households: 50.7%
- Households in Poverty: 10.8%
- Unemployed Households: 5.4%
- Households with Higher Education: 65.1%

Data collected for the 33 proposed ASE locations are as follows:

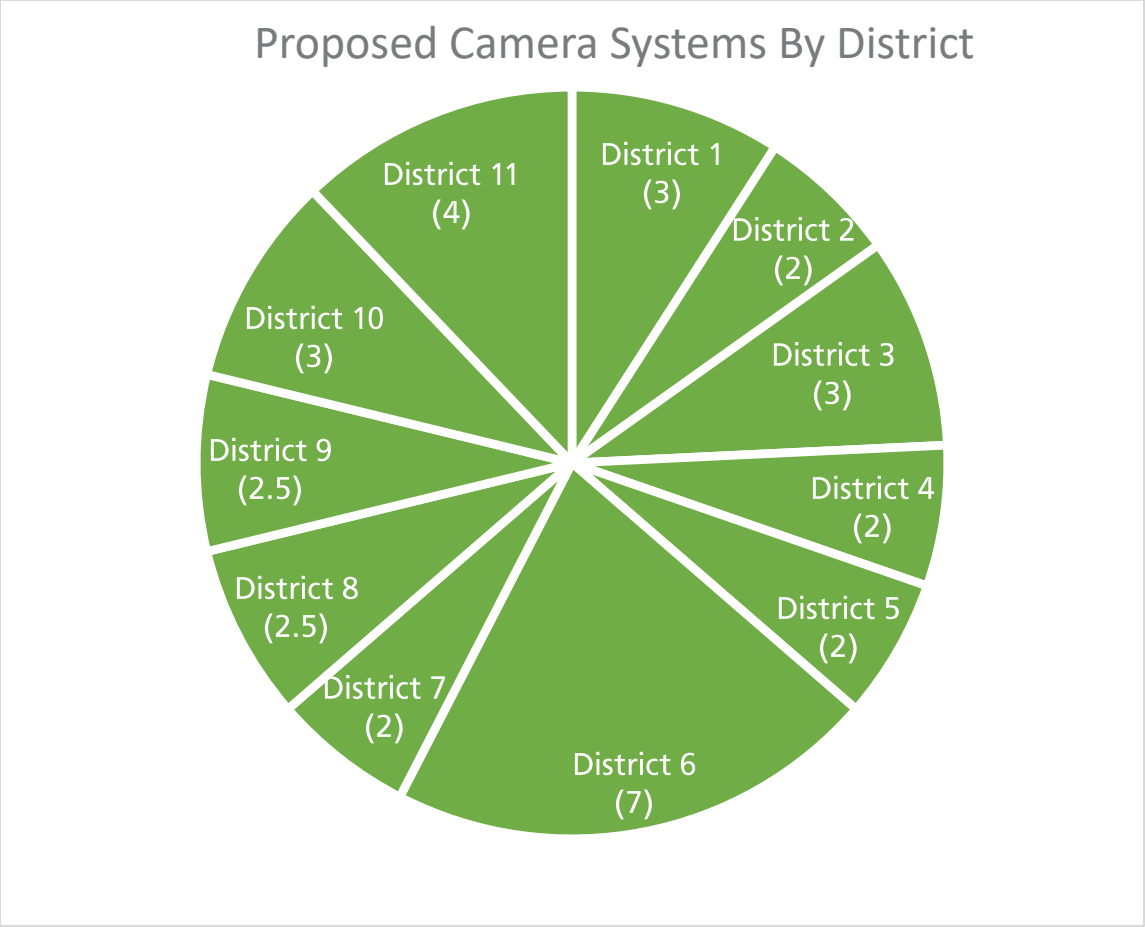
- No-Car Households: Average 28.5%, Range 7% to 68%
- Minority Households: Average 56.8%, Range 23% to 91%
- Households in Poverty: Average 12.5%, Range 4% to 40%
- Unemployed Households: Average 5.7%, Range 2% to 11%
- Households with Higher Education: Average 62.3%, Range 22% to 89%

City socioeconomic characteristics are proportionately represented in the 33 neighborhood locations. No two camera locations are the same, and we're looking forward to testing this technology in such a wide variety of locations across the city.

Geographic Characteristics of Selected Locations

San Francisco is made up of 11 Supervisor Districts, each with roughly equal numbers of residents. However, the city's High Injury Network is not equally distributed; for example, every street in the Tenderloin (D5) is on the HIN, but only four streets in the Sunset (D4) are.

Cameras were initially distributed by Supervisor District (two cameras per District, for a total of 22 cameras). The remaining eleven cameras were selected based on speed-related injuries and measured speeding on a citywide scale. As such, District 6 (7 cameras total, with the most severe speeding of all measured Districts) and District 11 (4 cameras total, with the second most severe speeding of all measured Districts) received more cameras. The distribution of camera locations is shown in the figure on the following page.



The camera locations are not predominantly in low-income neighborhoods and are not clustered in only one geographic area of the city. The proposed cameras are in locations that are geographically, and socioeconomically diverse, as stated in AB 645.

Appendix 3: Stakeholder Engagement

Automated Speed Enforcement in San Francisco

With the passage of AB 645, San Francisco has an opportunity to utilize speed safety cameras to reduce speeding vehicles on city streets. Along with five other California cities (Glendale, Long Beach, Los Angeles, Oakland, and San Jose), San Francisco will participate in a five-year pilot program to assess the impact of speed safety cameras in realizing Vision Zero goals. As part of the program rollout, SFMTA staff conducted targeted outreach to stakeholder organizations to ensure their perspectives informed the System Use Policy & System Impact Report. This document describes the outreach conducted, the themes from these discussions, and how the input gathered is reflected in the System Use Policy & System Impact Report.

Stakeholder Outreach Overview

Throughout November 2023, December 2023, and January 2024, SFMTA staff met with area stakeholders to gather input on the speed camera pilot program. Staff reached out to nearly 40 organizations that represented racial equity, privacy protection, economic justice, and/or transportation safety in San Francisco. Initial outreach distributed information about the speed camera program and invited organizations to schedule a meeting with SFMTA staff. These meetings and conversations were intended to answer organizations' questions, explain the plan for implementing speed cameras in San Francisco, and gather input on the policies that should be represented in program documents.

During this 12-week outreach period, SFMTA staff met with over a dozen stakeholder organizations. These organizations included:

- **Racial Equity Organizations:** San Francisco Office of Racial Equity and SFMTA Office of Racial Equity and Belonging, API Council, Wu Yee Children's Services, American Indian Cultural Center, Chinatown TRIP
- **Privacy Protection Organizations:** SF Public Defender's Office – Confront and Advocate, Lawyers' Committee for Civil Rights of the San Francisco Bay Area
- **Economic Justice Organizations:** GLIDE, San Francisco Financial Justice Project, Anti Police-Terror Project, Fines and Fees Justice Center
- **Transportation Safety Organizations:** Senior & Disability Action, Tenderloin Traffic Safety Task Force, Walk SF, KidSafe SF, Safe Streets Save Lives Coalition, Families for Safe Streets

Key Themes from Stakeholder Outreach

The meetings with stakeholder organizations helped to gather important feedback related to the implementation of speed safety cameras in San Francisco. Stakeholder organizations were asked questions related to their concerns about the rollout of speed safety cameras in San Francisco, how to best implement the program for the communities they serve, and how to equitably enforce traffic safety laws in general. These discussions were helpful in identifying key concerns and outlining how SFMTA could best address them.

Theme	Stakeholder Goal	Program Commitment	Reporting
Law Enforcement and Data Sharing	Keep program data internal to SFMTA to ensure that it will not be used to harm vulnerable populations such as undocumented immigrants.	SFMTA will not share ASE data with local, state, or national law enforcement agencies, unless ordered by a court to do so. ASE penalties will not be reported to the DMV or other governmental agencies.	Annual "System Impact Report" submitted to the Board of Supervisors will document any instances of data sharing with law enforcement agencies.
Location Selection	Use transparent data-driven metrics to determine where speed cameras should be placed to minimize harm to historically underserved neighborhoods.	SFMTA used a comprehensive data-driven process to identify the 33 camera locations under consideration. This process included identifying streets on our High-Injury Network with histories of speed-related crashes, overlaying land use characteristics to identify areas of more vulnerable San Franciscans, identifying higher-risk infrastructure characteristics in neighborhoods, and collecting additional traffic data to verify existing rates of speeding. The 33 locations recommended for speed cameras are spread throughout the city in a wide variety of neighborhoods, focusing on enforcing lower speeds outside of schools, parks, senior centers, and commercial districts.	All data collected throughout this process is publicly available on the program webpage at sfmta.com/speedcameras. That page includes an interactive online web map showing all locations considered.
Program Access	Program materials, announcements, and information should be accessible to all, including seniors, persons with disabilities, persons not	SFMTA will ensure ASE program materials are accessible by: - Following all SFMTA accessibility	Staff will prepare documents and program materials according to SFMTA accessibility standards and translation practices.

Theme	Stakeholder Goal	Program Commitment	Reporting
	fluent in English, persons not comfortable using technology, etc.	standards for documents - Creating an inclusive public education campaign prior to camera operation - Translating program materials into three threshold languages (Chinese, Spanish, and Filipino) as well as other languages where LEP populations exist in ¼ mile of camera locations - Maintaining program access and payment portals via phone, in person, via mail, or internet website	Those wishing to pay the fee associated with a notice of violation will have a range of methods to pay, including in person at the SFMTA Customer Service Center, via phone at 415-701-3099, by mail to the SFMTA Customer Service Center at 11 South Van Ness Avenue, or on the web.
Financial Justice	In order to not further penalize persons without the ability to pay, do not enforce late payment penalties or interest in accrued violations.	SFMTA will not charge interest on late payments, and there will be no additional financial penalties associated with late payment.	Program materials will reinforce that there is no penalty for late payment of fees.
Community Service	All persons receiving violations should have the opportunity to complete community service in lieu of paying a fee.	SFMTA staff will direct those receiving notices of violation to payment options, payment plans, low-income options, and the SFMTA Community Service Program.	Notices of violation will clearly state the options for payment, including payment plans, low-income discounts, and the SFMTA Community Service Program.
Program Impact	Broaden the potential impacts of speed safety cameras citywide through an outreach and education campaign. Use signs throughout the city to remind drivers of ASE.	SFMTA staff will conduct a 30-day public education campaign prior to the operation of ASE program cameras.	Progress on the public education campaign will be reported quarterly to the San Francisco County Transportation Authority, as Proposition L funds are

Theme	Stakeholder Goal	Program Commitment	Reporting
		SFMTA staff are assessing the feasibility of placing ASE warning signs at major entry points to the city.	being used for the campaign.