

Proposed PSAC Resolution Requesting Speed Cameras on Dangerous Streets

Whereas San Francisco has a Vision Zero road safety policy “to build safety and livability into our streets, protecting the one million people who move about the City every day” which was supposed to reduce traffic caused deaths to zero in 2024, over a period of ten years; but deaths have only decreased from 31 in 2014 to 29 in 2019 (the last full years data) and methods to reach Vision Zero include: Enforcement; Education; Engineering and Evaluation; but the methods could have also included: Efficiency; Effectiveness; Economy and Equity (source mostly SFMTA) and

Whereas the first automated speed limit enforcement program was implemented in Arizona in 1987 and since then at least 92 jurisdictions (state and local) have adopted automatic enforcement, mostly red light and some speed limit enforcement which generally consist of speed cameras which operate by recording a vehicle’s speed using radar or other instrumentation and taking a photograph of the vehicle when it exceeds a threshold limit; also speed cameras also are used extensively in other countries such as Australia, Norway, and the United Kingdom (source CDC) and

Whereas studies show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph while the average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph and risks vary significantly by age with the average risk of severe injury or death for a 70 year old pedestrian struck by a car traveling at 25 mph similar to the risk for a 30-year-old pedestrian struck at 35 mph (source AAA) and

Whereas speed cameras have significant installation and monthly operating costs and often come with strong opposition due to: privacy claims; high fines and costly safety classes; concerns about affordability to those of lower means; difficulty of camera identification of the driver; points which can lead to loss of a drivers license and this has lead to successful dismissal of high percentage of tickets even though there are studies, mostly on freeways and some on city streets which show that speed cameras significantly reduce collisions and speeds (source mostly CDC) and

Whereas Finland bases their traffic fines on the daily earnings of the reckless driver and charges a number of half days of earnings considering the seriousness of the infraction and this can help cover the continuing costs of the speed cameras even after speeding is greatly reduced, while moderating the cost of the fines for lower earners and while the publicity on the high cost of speeding to some, will Educate the many, **Now therefore be it**

RESOLVED, that the Pedestrian Safety Advisory Committee urges the Board of Supervisors to take all necessary steps to have the California State Legislature allow Chartered Cities to install and operate Speed Cameras with fines based on the earnings of the reckless driver or car owner; and be it

FURTHER RESOLVED, that the Pedestrian Safety Advisory Committee urges that speed camera instigated fines be set to essentially cover the entire cost of the speed camera program and no more, except that most of fines collected from higher earners be used for pedestrian safety

improvements and that fines never be so low as to encourage unsafe driving by those with lower earnings; and be it

FURTHER RESOLVED, that the Pedestrian Safety Advisory Committee urges that speed camera instigated fines, without a clear driver picture be significantly lower than fines with a clear picture and not require classes or assess points.