

THIS PRINT COVERS CALENDAR ITEM NO: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to seek approval from the Board of Supervisors for the Speed Safety System Use Policy and Speed Safety System Impact Report; and approving the locations of the 33 proposed speed safety camera systems.

SUMMARY:

- Assembly Bill 645 (AB 645) authorized the City and County of San Francisco to implement an automated speed enforcement system pilot program (the Project) at 33 sites throughout the city.
- The SFMTA is committed to implementing the Project as quickly as possible, aiming to be the first jurisdiction in California to begin the use of this potentially life-saving technology.
- Assembly Bill 645 requires the adoption of a Speed Safety System Use Policy and the approval of a Speed Safety System Impact Report by the governing body of a jurisdiction prior to entering into a contract with a vendor.
- The Speed Safety System Use Policy and Speed Safety System Impact Report overlap exactly with the substantive requirements of the Surveillance Technology Ordinance (STO), and thus require the approval of the Board of Supervisors.
- The Committee on Information Technology (COIT) voted to recommend approval of the Speed Safety System Use Policy and the Speed Safety System Impact Report on March 21, 2024.
- The ASE System Locations do not fall under the STO and thus requires the approval of the SFMTA Board of Directors.
- Staff used a data-driven process to identify and recommend the following 33 locations for speed safety cameras, as detailed in the attached resolution.

ENCLOSURES:

1. SFMTAB Resolution
2. Speed Safety System Use Policy
3. Speed Safety System Impact Report
 - a. Appendix 1: Proposed Speed Camera Locations
 - b. Appendix 2: Locations Equity Analysis
 - c. Appendix 3: Stakeholder Engagement

APPROVALS:

DATE

DIRECTOR



April 10, 2024

SECRETARY



April 9, 2024

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2024

PURPOSE

Authorizing the Director of Transportation to seek approval from the Board of Supervisors for the Speed Safety System Use Policy and Speed Safety System Impact Report; and approving the locations of the 33 proposed speed safety camera systems.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item will support for following goals and objectives of the SFMTA Strategic Plan:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

Goal 4: Make streets safer for everyone.

Goal 8: Deliver quality projects on-time and on-budget.

Goal 10: Position the agency for financial success.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

Project Background

On October 13, 2023, the State Legislature enacted Assembly Bill 645 (AB 645) authorizing six jurisdictions, including the City and County of San Francisco, to implement an automated speed enforcement system pilot program (the Project). The Project involves the use of automated speed-limit enforcement cameras (ASE Systems) to improve road safety and is authorized to be operational for five years or until January 1, 2032, whichever comes first. San Francisco actively supported AB 645 during throughout the legislative process.

ASE Systems have demonstrated high effectiveness in detecting speed violations and the California State Transportation Agency and the National Transportation Safety Board have acknowledged the effectiveness of this technology in reducing speeding and enhancing road safety. The National Highway Traffic Safety Administration has awarded automated speed enforcement technology its maximum 5-star effectiveness rating for its significant impact on traffic safety. When combined with educational initiatives and traffic engineering, the Project can significantly reduce speeding, improve traffic safety, and thereby prevent traffic-related

fatalities and injuries, including those involving roadway workers. ASE Systems in other states have successfully reduced speeding and improved traffic safety.

The implementation of the Project advances equitable traffic enforcement. It ensures more predictable and effective speeding control and, when broadly implemented, helps change driver behavior. Enforcing speed limits using ASE Systems on streets where speeding drivers create dangerous roadway environments is a reliable and cost-effective method to prevent further fatalities and injuries.

The SFMTA is committed to implementing the Project as quickly as possible, aiming to be the first jurisdiction in California to begin the use of this life-saving technology.

Project Objectives

The SFMTA's objectives for the Project are as follows:

- Design and install 33 ASE Systems on High-Injury Network streets where data indicates outlier speeding is a significant issue.
- Create an equitable program that slows vehicle speeds and improves safety in the City.
- Collect data and evaluate the impact of ASE Systems to inform further legislation at the state level.

Recommended ASE System Locations and Speed Limit Setting

Outlined in Assembly Bill 645, ASE Systems are required to be placed on one of three types of streets: 1) High injury streets, 2) School zone streets, or 3) Streets with documented speed racing. ASE Systems cannot be placed on state-owned streets, highways, or expressways. The SFMTA used the San Francisco Department of Public Health's (SFDPH) High Injury Network (HIN) as the baseline of potential ASE System locations.

SFMTA staff used a data-driven process for selecting the ASE System locations. Additional data points were collected and analyzed to understand where the highest concentration of risks factors was located along the HIN. Risks factors that were analyzed included current speed & volume vehicle counts, history of speed-related crashes from 2018 – 2023, and pedestrian-generating land uses, among others.

SFMTA staff developed a shortlist of more than 70 different segments and further narrowed down those locations to the 33 allotted locations based on feasibility of implementation and future corridor changes. The ASE System locations will enforce the speed limit outside of eight school sites, 12 parks, 11 social service sites serving seniors and people with disabilities, and 12 neighborhood commercial districts where many people walk or bike.

The ASE Systems are geographically and socioeconomically dispersed throughout San Francisco. Each San Francisco supervisorial district will receive at least two cameras, and the supervisorial districts with a higher proportion of the HIN and higher vehicle speeds will receive a higher share of the 33 allotted ASE Systems. The average socioeconomic makeup of the surrounding ASE System locations is similar to the overall socioeconomic characteristics of the

City and County of San Francisco. ASE Systems are intentionally recommended in high risk factor areas throughout various types of communities in San Francisco.

SFMTA staff also reached out and presented to local neighborhood and merchant associations that serve the various communities slated for ASE Systems. At these meetings, members of the public were given the chance to learn about the Project, understand the methodology used in determining the locations, and give suggestions on program implementation.

SFMTA staff will conduct engineering speed surveys prior to the implementation of ASE Systems to ensure the appropriate speed limit is being enforced. It is important to note, beginning in July 2024, a new state law provision under AB 43 will allow SFMTA to reduce speed limits on streets within the High Injury Network. Because the ASE System locations are all located on the HIN, the SFMTA intends to assess the appropriate speed limit for each street according to what the California Vehicle Code allows. This may mean a reduction in the posted speed limit on some of these ASE System streets. SFMTA staff will come back to MTAB with a package for the speed limit reduction in fall 2024, and ensure that new speed limits are in place by the end of 2024, prior to the installation of the ASE Systems.

STAKEHOLDER ENGAGEMENT

AB 645 states that stakeholder engagement should include working collaboratively with “relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups.” 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 how to ensure the program benefitted San Franciscans.

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

Much of the feedback gathered from these stakeholder organizations has informed policies related to data privacy, fee structures, and engagement with law enforcement. Specifically, the

transportation safety advocacy organizations emphasized the importance of implementing the program as quickly and efficiently as possible. For many transportation advocates, speed cameras are a long-awaited transportation safety tool that should be implemented without delay in order to save as many lives as possible.

The proposed camera locations were vetted with staff from every District Supervisor, and within an interagency review process with representatives from the San Francisco Police Department, the San Francisco Fire Department, and the Department of Planning. Once camera locations were publicly announced in March 2024, staff contacted known community organizations in camera locations to attend meetings and answer questions about the program. To date, feedback on the program and its recommended locations has been strongly supportive.

ALTERNATIVES CONSIDERED

An alternative to approving the 33 recommended ASE System locations is to approve other locations. Staff do not recommend this alternative, as the data-driven process used to identify the 33 proposed locations uses best-practice methodology to assess speed-related crash risk. Other camera locations may not be on the High-Injury Network, in a school zone, or in an area with documented street racing, and thus would not be permitted under AB 645.

Another alternative is to not approve locations or delay approval. Without this approval, the SFMTA would fail to maximize the opportunity provided in Assembly Bill 645, and be unable to implement speed safety cameras in San Francisco.

Staff do not recommend either of these alternatives, as ASE technology is proven to reduce speeds and reduce the rates of speed-related injuries and fatalities where implemented. Speed safety cameras are a critical component to San Francisco's Vision Zero Policy, and their quick implementation is of crucial importance to public safety.

FUNDING IMPACT

There is no immediate funding impact related to this calendar item.

The approval of a vendor for the ASE program will be before the SFMTA Board of Directors in fall 2024 for official approval. Staff are currently analyzing potential fiscal impacts of the ASE program, including identifying funding sources, calculating the potential staffing needed to manage the program, and estimating potential citation revenue. Those financial implications will be described in detail at that time.

ENVIRONMENTAL REVIEW

On March 28, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the proposed authorization is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary of the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

The Board of Supervisors will consider approval of the Speed Safety System Use Policy and Speed Safety System Impact Report in April or May of 2024.

RECOMMENDATION

Staff recommends authorizing the Director of Transportation to seek approval from the Board of Supervisors for the Speed Safety System Use Policy and Speed Safety System Impact Report; and approving the locations of the 33 proposed speed safety camera systems.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Automated Speed Enforcement System Project (Project) includes the design, installation, and operation of speed safety cameras systems (ASE Systems) at 33 sites throughout the City; and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to implementing the Project as quickly as possible, aiming to be the first jurisdiction in California to begin the use of this life-saving technology; and,

WHEREAS, Assembly Bill 645 requires the adoption of a Speed Safety System Use Policy and approval of a Speed Safety System Impact Report by the governing body of a jurisdiction prior to entering into a contract with a vendor; and,

WHEREAS, The Committee on Information Technology recommended approval of the Speed Safety System Use Policy and Speed Safety System Impact Report on March 21, 2024 to fulfill Administrative Code 19B requirements; and,

WHEREAS, The Speed Safety System Use Policy and Speed Safety System Impact Report overlap exactly with the substantive requirements of the Surveillance Technology Ordinance, and thus require the approval of the Board of Supervisors; and,

WHEREAS, The ASE System Locations require the approval of the SFMTA Board of Directors; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to seek approval from the Board of Supervisors for the Speed Safety System Use Policy and the Speed Safety System Impact Report; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approve the following locations for speed safety camera systems:

1. 3rd Street from Key Avenue to Jamestown Avenue
2. 7th Street from Harrison Street to Folsom Street
3. 9th Street from Bryant Street to Harrison Street
4. 10th Street from Harrison Street to Folsom Street
5. 16th Street from Bryant Street to Potrero Avenue
6. Alemany Boulevard from Farragut Avenue to Naglee Avenue
7. Bay Street from Octavia Street to Gough Street
8. Bayshore Boulevard from 101 off-ramp to Tunnel Avenue
9. Broadway from Powell Street to Stockton Street
10. Bryant Street from 2nd Street to 3rd Street

11. Cesar Chavez Street from Folsom Street to Harrison Street
12. Cesar Chavez Street from Indiana Street to Tennessee Street
13. Columbus Avenue from Lombard Street to Greenwich Street
14. Embarcadero from Green Street to Battery Street
15. Franklin Street from Union Street to Green Street
16. Fulton Street from Arguello Boulevard to 2nd Avenue
17. Fulton Street from 42nd Avenue to 43rd Avenue
18. Geary Boulevard from 7th Avenue to 8th Avenue
19. Geary Boulevard from Webster Street to Buchanan Street
20. Geneva Avenue from Prague Street to Brookdale Avenue
21. Guerrero Street from 19th Street to 20th Street
22. Harrison Street from 4th Street to 5th Street
23. King Street (NB only) from 4th Street to 5th Street
24. Lincoln Way from 27th Avenue to 28th Avenue
25. Market Street from Danvers Street to Douglass Street
26. Mission Street from 8th Street to 9th Street
27. Mission Street from Ottawa Avenue to Allison Street
28. Monterey Boulevard from Edna Street to Congo Street
29. Ocean Avenue from Friday Kahlo Way to Howth Street
30. San Jose Avenue from 29th Street to 30th Street
31. San Jose Avenue from Santa Ynez Avenue to Ocean Avenue
32. Sloat Boulevard from 41st Avenue to Skyline Boulevard
33. Turk Street from Van Ness Avenue to Polk Street

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



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

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

In line with its mission, the Department uses ASE technology 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. Speed is the leading contributor to traffic collisions causing serious injuries and fatalities, and this technology is intended to reduce vehicle speeding.

Description of Technology

"Speed safety system" or "system" means 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.

Resident Benefits

The surveillance technology promises to benefit residents in the following ways:

	Benefit	Description
<input type="checkbox"/>	Education	
<input type="checkbox"/>	Community Development	
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	Environment	
<input checked="" type="checkbox"/>	Criminal Justice	Criminal Justice: removes bias from enforcement of traffic violations and limits contact with uniformed police officers
<input type="checkbox"/>	Jobs	
<input type="checkbox"/>	Housing	
<input checked="" type="checkbox"/>	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.

Department Benefits

The surveillance technology will benefit the department in the following ways:

	Benefit	Description
<input type="checkbox"/>	Financial Savings	
<input checked="" type="checkbox"/>	Time Savings	Helps staff remotely identify speeding violations at multiple locations, improving effectiveness and efficiency of speed enforcement.
<input checked="" type="checkbox"/>	Staff Safety	Enforces speed limits without the potential for in-person traffic stops.
<input checked="" type="checkbox"/>	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.
<input checked="" type="checkbox"/>	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.

POLICY REQUIREMENTS

This Policy defines the responsible data management processes and legally enforceable safeguards required by the Department to ensure transparency, oversight, and accountability measures.

Department use of surveillance technology and information collected, retained, processed or shared by surveillance technology must be consistent with this Policy; must comply with all City, State, and Federal laws and regulations; and must protect all state and federal Constitutional guarantees.

Specifications: The software and/or firmware used to operate the surveillance technology must be up to date and maintained within two versions of most current version of technology.

Data Collection: Department shall only collect data required to execute the authorized use cases. All data collected by the surveillance technology, including PII, shall be classified according to the City's [Data Classification Standard](#).

The surveillance technology collects some or all of the following data type(s):

<i>Data Type(s)</i>	<i>Format(s)</i>	<i>Classification</i>
Digital Images of rear license plate	Photographic, JPEG	Level 3

Notification: Departments shall notify the public of intended surveillance technology operation at the site of operations through signage in readily viewable public areas. Department notifications shall identify the type of technology being used and the purpose for such collection.

Department includes the following items in its public notice:

- Information on the surveillance technology
- Description of the authorized use
- Type of data collected
- Data retention
- Department identification
- Contact information
- Persons individually identified

Access: All parties requesting access must adhere to the following rules and processes:

- Authorized users must complete mandatory training and obtain login credentials.
- Only authorized users may use ASE technology or access data.
- Authorized users must log into tablet or computer, as applicable, to access ASE technology data.

A. Department employees

Once collected, the following roles and job titles are authorized to access and use data collected, retained, processed or shared by the surveillance technology:

- 104X - IT Staff
- 109X - Operations Support Admin
- 182X - Administrative Analyst
- 528X - Transportation Planning Professionals
- 816X - Hearing Officer
- 821X - Enforcement staff
- 91XX - Managers
- 950X - Citations Clerk

B. Members of the public

Department will comply with the California Public Records Act, the San Francisco Sunshine Ordinance, the requirements of the federal and State Constitutions, and federal and State civil procedure laws and rules.

Collected data that is classified as Level 1-Public data may be made available for public access or release via DataSF's [Open Data](#) portal. Open Data has a Public Domain Dedication and License, and makes no warranties on the information provided. Once public on Open Data, data can be freely shared, modified, and used for any purpose without any restrictions. Any damages resulting from use of public data are disclaimed.

Members of the public may also request access by submission of a request pursuant to San Francisco's [Sunshine Ordinance](#). No record shall be withheld from disclosure in its entirety unless all information contained in it is exempt from disclosure under express provisions of the California Public Records Act or some other statute.

Training: To reduce the possibility that surveillance technology or its associated data will be misused or used contrary to its authorized use, all individuals requiring access must receive training on data security policies and procedures.

Department shall require all elected officials, employees, consultants, volunteers, and vendors working with the technology on its behalf to read and formally acknowledge all authorized and prohibited uses dictated by this policy. Department shall also require that all individuals requesting data or regularly requiring data access receive appropriate training before being granted access to systems containing PII.

The Department will ensure employees and vendors are trained on how to use the ASE technology correctly and ensure ASE data is used for its intended use only. Training includes explaining how employees and vendors can use data and how to report problems with the ASE system.

Data Security: Department shall secure PII against unauthorized or unlawful processing or disclosure; unwarranted access, manipulation or misuse; and accidental loss, destruction, or damage. Surveillance technology data collected and retained by the Department shall be protected by the safeguards appropriate for its classification level(s) as defined by the National Institute of Standards and Technology (NIST) security framework 800-53, or equivalent requirements from other major cybersecurity frameworks selected by the department.

Department shall ensure compliance with these security standards through the following:

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 will login credentials with MFA, if available, and use complex passwords to access the ASE technology.
- All access to and activity in the ASE system will be logged and be audited.

Data Storage: Data will be stored in the following locations and encrypted at rest (at the following locations):

- Local storage (e.g., local server, storage area network (SAN), network attached storage (NAS), backup tapes, etc.)
- Department of Technology Data Center
- Software as a Service Product
- Cloud Storage Provider

Data Sharing: In accordance with California Vehicle Code section 22425(l)(1), data, including photographic or administrative records, made by the surveillance technology shall be confidential and shall not be shared unless required by law. The Department shall use and allow access to such data only for the purposes authorized under section 22425.

A. Internal Data Sharing:

The department will not share surveillance technology data with other departments or entities inside the City and County of San Francisco. The department will analyze the data internally and share anonymized reports with other Vision Zero departments, such as San Francisco Police Department (SFPD), Office of the Medical Examiner (OME), and Department of Public Health (DPH).

B. External Data Sharing:

The department will not share surveillance technology data externally with entities outside the City and County of San Francisco unless a warrant/subpoena was issued.

Data Retention: The retention schedule for data generated by the surveillance technology is prescribed by California Vehicle Code section 22425(l), as follows:

Retention Period	Retention Justification
Photographic evidence: up to 60 days after final disposition of notice of	Retention period established under California Vehicle Code section 22425(l).

speeding violation; up to five days if no notice of speeding violation is issued.	
Confidential information received from the Department of Motor Vehicles to issue notices of violation): up to 120 days after final disposition of notice of speeding violation.	Retention period established under California Vehicle Code section 22425(l).

Exceptions to Retention Period - Department does not plan to retain data beyond what is described in the retention period above.

Data Disposal: Upon completion of the data retention period, Department shall dispose of data in the following manner:

- Upon completion of the applicable data retention period, the Department will automatically dispose of raw ASE data (e.g., ASE data that has not been anonymized or aggregated).
- In accordance with the California Vehicle Code section 22425(l)(3), photographic evidence and other confidential information from DMV will be destroyed in a manner that maintains the confidentiality of any person included in the record or evidence.

COMPLIANCE

Department Compliance

Department shall oversee and enforce compliance with this Policy using the following methods: The Department will assign the positions listed below to oversee, or assign staff members under their direction to oversee, compliance with this Policy.

- 9180 Director of Parking Enforcement and Traffic
- 5290 Program Manager for SFMTA Speed Safety Cameras

Interdepartmental, Intergovernmental & Non-Governmental Entity Compliance

In accordance with California Vehicle Code section 22425(l)(5), information collected and maintained by the Department using the surveillance technology shall not be disclosed to any other persons, including, but not limited to, any other state or federal government agency or official for any purpose, except as required by state or federal law, court order, or in response to a subpoena in an individual case or proceeding.

Oversight Personnel

Department shall be assigned the following personnel to oversee Policy compliance by the Department and third-parties.

- 9180 Director of Parking Enforcement and Traffic
- 5290 Program Manager for SFMTA Speed Safety Cameras

Sanctions for Violations

Sanctions for violations of this Policy include the following:

- Violations of this Policy may result in disciplinary action commensurate with the severity of violation. Sanctions include written warning, suspension, and termination of employment.

If a Department is alleged to have violated the Ordinance under San Francisco Administrative Code Chapter 19B, Department shall post a notice on the Department's website that generally describes any corrective measure taken to address such allegation.

Department is subject to enforcement procedures, as outlined in San Francisco Administrative Code Section 19B.8.

EXCEPTIONS

Under California Vehicle Code section 22425(l)(5), the Department cannot disclose or share data from the ASE with anyone, including state or federal government agencies or officials for any purpose, except as required by state or federal law, court order, or in response to a subpoena in an individual case or proceeding.

DEFINITIONS

Personally Identifiable Information:	Information that can be used to distinguish or trace an individual's identity, either alone or when combined with other personal or identifying information that is linked or linkable to a specific individual.
Raw Data:	Information collected by a surveillance technology that has <u>not</u> been processed and cleaned of all personal identifiable information. The distribution and use of raw data is tightly restricted.
Exigent Circumstances	An emergency involving imminent danger of death or serious physical injury to any person that requires the immediate use of Surveillance Technology or the information it provides.

AUTHORIZATION

Section 19B.4 of the City's Administrative Code states, "It is the policy of the Board of Supervisors that it will approve a Surveillance Technology Policy ordinance only if it determines that the benefits the Surveillance Technology ordinance authorizes outweigh its costs, that the Surveillance Technology

Policy ordinance will safeguard civil liberties and civil rights, and that the uses and deployments of the Surveillance Technology under the ordinance will not be based upon discriminatory or viewpoint-based factors or have a disparate impact on any community or Protected Class."

QUESTIONS & CONCERNS

Public Inquiries

Public complaints or concerns may be submitted to the Department by calling 311 or visiting 311.org.

Department shall acknowledge and respond to complaints and concerns in a timely and organized response, and in the following manner:

Department will respond to 311 complaints.

Inquiries from City and County of San Francisco Employees

All questions regarding this policy should be directed to the employee's supervisor or to the director. Similarly, questions about other applicable laws governing the use of the surveillance technology or the issues related to privacy should be directed to the employee's supervisor or the director.



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

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
<input type="checkbox"/>	Education	
<input type="checkbox"/>	Community Development	
<input checked="" type="checkbox"/>	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
<input type="checkbox"/>	Financial Savings	
<input checked="" type="checkbox"/>	Time Savings	Helps staff remotely identify speeding violations at multiple locations, improving effectiveness and efficiency of speed enforcement.
<input checked="" type="checkbox"/>	Staff Safety	Enforces speed limits without the potential for in-person traffic stops.
<input checked="" type="checkbox"/>	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.
<input checked="" type="checkbox"/>	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	85 th 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 43 rd Avenue to 42 nd Avenue	30	34	450	3.1%	<ul style="list-style-type: none"> • Adjacent to Golden Gate Park entrance (Chain of Lakes) • Several uncontrolled crosswalks in vicinity
2	1	Fulton from 2 nd Avenue to Arguello	30	35	1110	4.5%	<ul style="list-style-type: none"> • Adjacent to Golden Gate Park entrance • Concentration of speed-related injuries (3)
3	1	Geary from 7 th to 8 th Avenue	25	35	4440	14.2%	<ul style="list-style-type: none"> • Concentration of speed-related injuries (4) • Commercial corridor with heavy transit use
4	2	Bay from Octavia to Gough	25	32	1010	5.8%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • Transition from tunnel speeds • Concentration of seniors, children, pedestrians in Chinatown
8	3	Embarcadero from Green to Battery	30	36	1140	5.6%	<ul style="list-style-type: none"> • Exploratorium, parks, heavy pedestrian crossings, people on bikes on Embarcadero

ID	District	Street Segment	Posted Speed Limit	85 th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
9	4	Lincoln from 27 th to 28 th Avenue	30	38	1890	9.2%	<ul style="list-style-type: none"> • Concentration of speed-related injuries (6) • Three uncontrolled crosswalks in vicinity • Mid-point of speed-related collisions on Lincoln
10	4	Sloat from 41 st to Skyline	35	41	920	6.3%	<ul style="list-style-type: none"> • Three uncontrolled crosswalks in vicinity • People on bikes, transition speed from Skyline
11	5	Geary from Webster to Buchanan	30	34	660	2.9%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • Elementary school block with concentration of schools, senior service sites, healthcare facilities, and shelters • Concentration of speed-related injuries (6)
13	6	Mission from 8 th to 9 th Street	20	29	1690	11.8%	<ul style="list-style-type: none"> • Concentration of speed-related injuries (8) and mid-block collisions (9) • Cluster of social services and healthcare facilities within 20 MPH zone
14	6	7 th Street from Harrison to Folsom	25	30	650	4.2%	<ul style="list-style-type: none"> • Transition from freeway to city street

ID	District	Street Segment	Posted Speed Limit	85 th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
							<ul style="list-style-type: none"> Elementary school block with concentration of health-care facilities
15	6	10 th Street from Harrison to Folsom	25	31	1150	5.5%	<ul style="list-style-type: none"> Wide one-way street (4 travel lanes) Concentration of senior service sites and shelters
16	6	9 th Street from Bryant to Harrison	25	30	680	3.4%	<ul style="list-style-type: none"> Transition from freeway to city street Wide one-way street (4 travel lanes)
17	6	Harrison from 4 th to 5 th Street	25	36	2330	24.7%	<ul style="list-style-type: none"> Middle school block with concentration of social service sites in the vicinity Wide one-way street (4 travel lanes)
18	6	Bryant from 2 nd to 3 rd Street	25	35	2030	15.4%	<ul style="list-style-type: none"> Concentration of speed-related injuries (5, including 2 severe) South Park and pedestrians along corridor
19	6	King Street (NB only) from 4 th to 5 th Street	30	36	1040	6.1%	<ul style="list-style-type: none"> 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%	<ul style="list-style-type: none"> WB transition from freeway to city street

ID	District	Street Segment	Posted Speed Limit	85 th Percentile Speed	Number of Daily Vehicles > 10 MPH Over Posted Limit	Percentage of Daily Vehicles > 10 MPH Over Posted Limit	Reasoning for ASE
							<ul style="list-style-type: none"> • Concentration of speed-related injuries (6 total, including 2 severe)
21	7	Monterey from Edna to Congo	25	35	2580	16.6%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • Two speed-related injuries (one severe with bicyclist) • Residential block with uncontrolled crosswalk
23	8/9	Guerrero from 19 th to 20 th Street	25	29	520	3.0%	<ul style="list-style-type: none"> • Residential block with heavy pedestrian crossings • Two speed-related serious injuries and history of mid-block collisions
24	8	San Jose Avenue from 29 th to 30 th Street	30	33	420	2.0%	<ul style="list-style-type: none"> • Concentration of speed-related injuries (7) • Mixed-use commercial and residential land uses
25	9	16 th Street from Bryant to Potrero	25	28	340	2.9%	<ul style="list-style-type: none"> • 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	85 th 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%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • Transition from freeway to city street • Concentration of speed-related injuries (7)
30	11	Geneva from Prague to Brookdale	35	42	2010	10.1%	<ul style="list-style-type: none"> • 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%	<ul style="list-style-type: none"> • Balboa Park • Concentration of speed-related injuries (4)
32	11	Mission from Ottawa to Allison	20	30	1520	17.2%	<ul style="list-style-type: none"> • Neighborhood commercial corridor with 20 MPH speed limit • Two speed-related injuries

ID	District	Street Segment	Posted Speed Limit	85 th 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%	<ul style="list-style-type: none"> • 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 injuries 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%

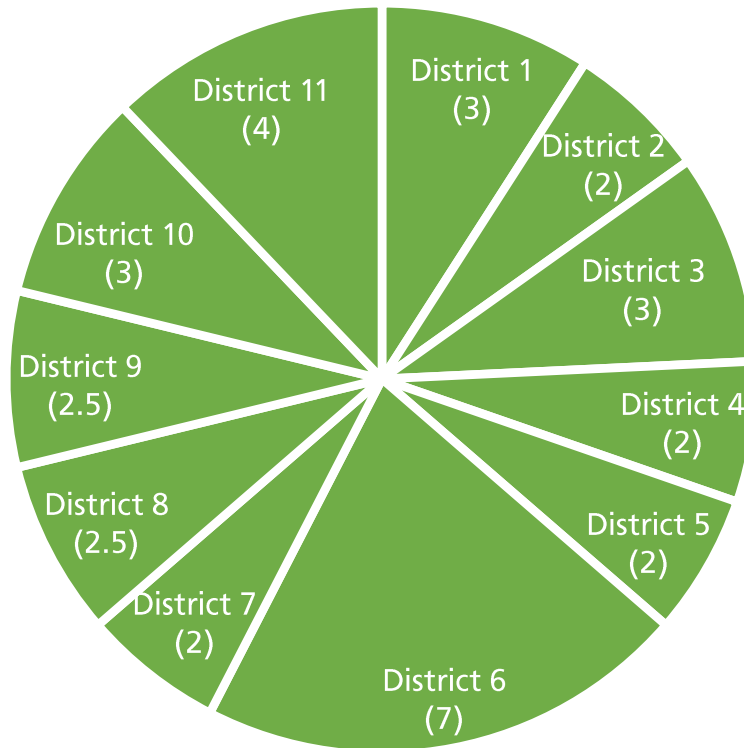
City socioeconomic characteristics are proportionately represented in the 33 neighborhood locations. No two camera locations are the same, and we're looking forward to testing this technology in such a wide variety of locations across the city.

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.

Proposed Camera Systems By District



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 Outreach

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: <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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.