File No. 240367 **Committee Item No.** 3
Board Item No. 37

COMMITTEE/BOARD OF SUPERVISORS

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Board of Supervisors Meeting **Date** June 4, 2024

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Completed by: Victor Young **Date** May 16, 2024
Completed by: _____ **Date** _____

[Administrative Code - Surveillance Technology Policy - Automated Speed Enforcement System - SFMTA]

Ordinance approving the Surveillance Technology Policy for the San Francisco Municipal Transportation Agency (SFMTA) use of Automated Speed Enforcement System.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Background.

(a) Administrative Code Chapter 19B establishes requirements that City departments must follow before they may use or acquire new Surveillance Technology. Under Administrative Code Section 19B.2(a), a City department must obtain Board of Supervisors approval by ordinance of a Surveillance Technology Policy before: (1) seeking funds for Surveillance Technology; (2) acquiring or borrowing new Surveillance Technology; (3) using new or existing Surveillance Technology for a purpose, in a manner, or in a location not specified in a Board-approved Surveillance Technology ordinance; (4) entering into agreement with a non-City entity to acquire, share, or otherwise use Surveillance Technology; or (5) entering into an oral or written agreement under which a non-City entity or individual regularly provides the department with data or information acquired through the entity's use of Surveillance Technology.

(b) Under Administrative Code Section 19B.2(b), the Board of Supervisors may approve a Surveillance Technology Policy ordinance under Section 19B.2(a) only if: (1) the department seeking Board approval first submits to the Committee on Information Technology (COIT) a Surveillance Impact Report for the Surveillance Technology to be acquired or used; (2) based on the Surveillance Impact Report, COIT develops a Surveillance Technology Policy for the Surveillance Technology to be acquired or used; and (3) at a public meeting at which COIT considers the Surveillance Technology Policy, COIT recommends that the Board adopt, adopt with modification, or decline to adopt the Surveillance Technology Policy for the Surveillance Technology to be acquired or used.

(c) Under Administrative Code Section 19B.4, the City policy is that the Board of Supervisors will approve a Surveillance Technology Policy ordinance only if it determines that the benefits that 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.

Section 2. Surveillance Technology Policy Ordinance for SFMTA Use of Automated Speed Enforcement System.

(a) Purpose. The San Francisco Municipal Transportation Agency ("SFMTA" or "the Department") seeks Board of Supervisors authorization under Section 19B.2(a) to use Automated Speed Enforcement System technology as follows: (1) To enforce speed limits on City streets in accordance with California Vehicle Code Sections 22425-22434 (Speed Safety System Pilot Program); and (2) To perform analysis of and reporting on speed enforcement, as required under the Speed Safety System Pilot Program.

The Surveillance Technology Policy for the SFMTA's use of Automated Speed Enforcement Systems safeguards residents' civil rights and liberties. It defines the authorized and restricted uses of the technology, applying to all SFMTA personnel and contractors. The policy restricts the use of the technology to authorized uses, ensuring it's not used for unlawful discrimination or other purposes.

Automated Speed Enforcement System technology supports the SFMTA's mission to create a safe, equitable, and sustainable transportation system by efficiently enforcing vehicle speed laws. It aims to reduce traffic-related fatalities and injuries, aligning with the Vision Zero Policy. The technology, which captures images of speeding vehicles' rear license plates, helps improve public health and safety by reducing speed-related collisions and providing valuable data for policy-making.

The policy outlines strict requirements for data management, including encryption, data classification, notification to the public, and access control. It prohibits internal and external sharing of surveillance data unless required by law and specifies data retention and disposal procedures. Compliance is overseen by designated personnel, with sanctions for violations, ensuring accountability and transparency in the use of the technology.

(b) Surveillance Impact Report. The Department submitted to COIT a Surveillance Impact Report for Automated Speed Enforcement Systems. A copy of the Department's Surveillance Impact Report for Automated Speed Enforcement Systems is in Board File No. 240367, and is incorporated herein by reference.

(c) Public Hearings. On February 22, 2024 and March 21, 2024, COIT and its Privacy and Surveillance Advisory Board (PSAB) conducted two public hearings at which they considered the Surveillance Impact Report referenced in subsection (b) and developed a Surveillance Technology Policy for the Department's use of an Automated Speed Enforcement System. A copy of the Surveillance Technology Policy for SFMTA's use of an

Automated Speed Enforcement System ("SFMTA Automated Speed Enforcement Policy") is in Board File No. 240367, and is incorporated herein by reference.

(d) COIT Recommendation. On March 21, 2024, COIT voted to recommend the SFMTA's Automated Speed Enforcement Policy to the Board of Supervisors for approval.

(e) Findings. The Board of Supervisors hereby finds that the stated benefits of the Department's use of an Automated Speed Enforcement System outweigh the costs and risks of use of such Surveillance Technology; that the SFMTA's Automated Speed Enforcement Policy will safeguard civil liberties and civil rights; and that the uses and deployments of the Automated Speed Enforcement System, as set forth in the SFMTA's Automated Speed Enforcement Policy, will not be based upon discriminatory or viewpoint-based factors or have a disparate impact on any community or a protected class.

Section 3. Approval of Policy.

The Board of Supervisors hereby approves the SFMTA's Automated Speed Enforcement Policy, described in Section 2 of this ordinance.

Section 4. Effective Date.

This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: /s/
ISIDRO A. JIMENEZ
Deputy City Attorney

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FILE NO. 240367

LEGISLATIVE DIGEST

[Administrative Code - Surveillance Technology Policy - Automated Speed Enforcement System - SFMTA]

Ordinance approving the Surveillance Technology Policy for the San Francisco Municipal Transportation Agency (SFMTA) use of Automated Speed Enforcement System.

Existing Law

Administrative Code Section 19B.02(a) requires that City departments obtain Board of Supervisors approval by ordinance of a Surveillance Technology Policy under which the Department will acquire and use Surveillance Technology, prior to engaging in any of the following:

(1) Seeking funds for Surveillance Technology, including but not limited to applying for a grant, or accepting state or federal funds, or public or private in-kind or other donations;

(2) Acquiring or borrowing new Surveillance Technology, including but not limited to acquiring Surveillance Technology without the exchange of monies or other consideration;

(3) Using new or existing Surveillance Technology for a purpose, in a manner, or in a location not specified in a Surveillance Technology Policy ordinance approved by the Board in accordance with this Chapter 19B;

(4) Entering into agreement with a non-City entity to acquire, share, or otherwise use Surveillance Technology; or

(5) Entering into an oral or written agreement under which a non-City entity or individual regularly provides the Department with data or information acquired through the entity's use of Surveillance Technology.

Amendments to Current Law

The proposed ordinance would not change existing law. In accordance Administrative Code Section 19B.02(a), the proposed ordinance would approve the Surveillance Technology Policy under which the SFMTA would be authorized to implement an Automated Speed Enforcement System in San Francisco for the following purposes:

(1) To enforce speed limits on City streets in accordance with California Vehicle Code sections 22425-22434 (Speed Safety System Pilot Program); and

(2) To perform analysis of and reporting on speed enforcement, as required under the Speed Safety System Pilot Program.

Background Information

In October 2023, the State of California 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 (“Pilot Program”). The Pilot Program involves the use of Automated Speed Enforcement System technology to improve road safety and is authorized to be operational for five years or until January 1, 2032, whichever comes first. The City actively supported AB 645 throughout the legislative process.

The Surveillance Technology Policy for the SFMTA’s use of Automated Speed Enforcement Systems safeguards residents' civil rights and liberties. It defines the authorized and restricted uses of the technology, applying to all SFMTA personnel and contractors. The policy restricts the use of the technology to authorized uses, ensuring it's not used for unlawful discrimination or other purposes.

Automated Speed Enforcement System technology supports the SFMTA’s mission to create a safe, equitable, and sustainable transportation system by efficiently enforcing vehicle speed laws. It aims to reduce traffic-related fatalities and injuries, aligning with the Vision Zero Policy. The technology, which captures images of speeding vehicles' rear license plates, helps improve public health and safety by reducing speed-related collisions and providing valuable data for policy-making.

The Surveillance Technology Policy outlines strict requirements for data management, including encryption, data classification, notification to the public, and access control. It prohibits internal and external sharing of data unless required by law and specifies data retention and disposal procedures. Compliance is overseen by designated personnel, with sanctions for violations, ensuring accountability and transparency in the use of the technology.

On February 22, 2024, the Committee on Information Technology (“COIT”) and its Privacy and Surveillance Advisory Board conducted a public hearings at which they considered the Surveillance Impact Report for SFMTA’s use of Automated Speed Enforcement System technology and developed a Surveillance Technology Policy.

On March 21, 2024, COIT voted to recommend that the Board of Supervisors adopt SFMTA’s Surveillance Technology Policy for the use of Automated Speed Enforcement System technology.

Automated Speed Enforcement Project – Use Policy and Impact Report

Assembly Bill 645 (AB 645) authorized the City and County of San Francisco to implement an automated speed enforcement system pilot program at 33 sites throughout the city. AB 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.

Therefore, it is proposed that the SFMTA Board of Directors authorizes 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. Additionally, SFMTA staff has used a data-driven process to identify and recommend 33 locations for the speed safety cameras in San Francisco. Therefore, it is proposed that the SFMTA Board of Directors approve the recommended locations of the 33 proposed speed safety camera systems.

The approval of the Speed Safety System Use Policy, Speed Safety System Impact Report and recommended camera locations does not commit the SFMTA to a definite course of action in carrying out any individual proposal related to the Automated Speed Enforcement Project. Any components of the Automated Speed Enforcement Project that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval. Since the approval of these items does not include any proposed projects, it would not result in a direct or reasonably foreseeable indirect physical change to the environment and therefore is "Not a Project" under CEQA.

Not a "project" under CEQA pursuant to CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

Marcus Barrango 3/28/20204

Marcus Barrango Date
San Francisco Municipal Transportation Agency

3/28/2024

Jennifer McKellar Date
San Francisco Planning Department

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.

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

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
☐	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.

Department Benefits

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

	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.

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):

Data Type(s)	*Format(s)*	*Classification*
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 Professsionals
- 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 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 not 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.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 240416-041

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

April 15, 2024

The Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102

Subject: Automated Speed Enforcement System

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors approve the Surveillance Technology Policy for the SFMTA use of Automated Speed Enforcement System. This fulfills the SF Administrative Code 19B requirements for new surveillance technologies and fulfills the state requirement set out in Assembly Bill 645.

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 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.

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 the SFMTA's 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.

SFMTA BOARD ACTION

On April 16, 2024, the SFMTA Board of Directors is scheduled to act on a resolution approving the 33 selected camera locations and authorizing the Director of Transportation to seek approval from the Board of Supervisors for the System Use Policy and System Impact Report.

REQUEST FOR APPROVAL
The SFMTA respectfully requests that the Board of Supervisors approve the System Use Policy and System Impact Report.

Sincerely,

Jeffrey P. Tumlin
Director of Transportation

Committee on Information Technology

Office of the City Administrator

To: Members of the Board of Supervisors

From: Carmen Chu, City Administrator
Katharine Petrucione, Deputy City Administrator

Date: March 21, 2024

Subject: Legislation introduced to approve Surveillance Technology Policy for the Municipal Transportation Agency's Automated Speed Enforcement Technology Cameras

In compliance with Section 19B of the City and County of San Francisco's Administrative Code, the City Administrator's Office is pleased to submit the Surveillance Technology Policy for the Municipal Transportation Agency's Automated Speed Enforcement Technology Cameras.

To engage the public in discussion on the role of government surveillance, the Committee on Information Technology (COIT) and its subcommittee the Privacy and Surveillance Advisory Board (PSAB) held 2 public meetings for Automated Speed Enforcement Technology between February and March 2024 to review and approve the policy. All details of these discussions are available at sf.gov/coit.

The following page provides greater detail on the review process for the Surveillance Technology Policy, and COIT's recommended course of action.

If you have questions on the review process please direct them to Katharine Petrucione, Deputy City Administrator.

Cameras, Non-Security

Department	Authorized Uses
Municipal Transportation Agency	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.

Cameras, Non-Security Public Meeting Dates

Date	Meeting
February 22, 2024	Privacy and Surveillance Advisory Board (PSAB)
March 21, 2024	Committee on Information Technology (COIT)

COIT recommends the following action be taken on the policy:

- Approve the Automated Speed Enforcement Technology Surveillance Technology Policy for the Municipal Transportation Agency.

SFMTA Automated Speed Enforcement (ASE) Technology

BOS Rules Committee Meeting: May 20, 2024

Technology Description

1) This technology is governed under the California Assembly Bill AB 645 that authorizes 6- cities (including CCSF) to establish a Speed Safety System Pilot Program (https://legiscan.com/CA/text/AB645/id/2845946)

2) Vendor-owned Automated Speed Enforcement system (the Technology) uses an automated detection equipment to detect a speed violation based on pre-defined thresholds.

3) Once a speed violation is detected, a signal is sent to the camera to obtain a clear photograph (e.g. JPEG) of a speeding vehicle's rear license plate.
   a) Cameras use cellular communication to transmit pertinent information to vendor

4) Photograph of the rear license plate is sent to the vendor. Vendor shares the photograph with the Department and the Department validates the violation.

5) Vendor sends the 'Notice of Speed Violation' to the registered owner of the vehicle.

Technology Description - Examples of 'Speed Violation'

Location: Rhode Island Avenue, SB @ 37th Street, Mount Rainier, MD
Date: 03/17/2011 Time: 01:15:03.289 PM
Lane: 2, Speed Limit: 25, Vehicle Speed: 50
Unit ID: 70033 Camera ID: 3910-003

Photo Number: 2
Violation Number: 2782
Delta Time: Time b/t photos: 0.461 sec

NOTICE OF SPEED VIOLATION

Automated Enforcement Division
XXXXXXXXX
XXXXX, XXXXXXX

Plate Number: [redacted]
Password:
View your violation at
www.ZeroFatality.com

[redacted]

Your vehicle was photographed speeding, in violation of §7-15 and § 8-1-2-6, Albuquerque Ordinances, and NMSA 1978 § 66-7-104 of the New Mexico State Motor Vehicle Code.

Location:	4700 BLK Gibson Blvd EB		
Date:	10/11/2021	Time:	15:12:01
Sign Speed:	40	Vehicle Speed:	112.5
Plate Number:	[redacted]	Vehicle Make:	

As the vehicle's registered owner/lessee you are liable for the violation. The civil penalty is $100.00 (payment instructions below). Payment is deemed an admission and waiver of your right to appeal. Failure to pay may result in that this case being forwarded to a collection company.

PAYMENT OF THE PENALTY AMOUNT FOR THE VIOLATION WILL NOT RESULT IN POINTS AND CANNOT BE USED TO INCREASE YOUR INSURANCE RATES.

City of Albuquerque Officer's Certificate

Based on personal inspection of vehicle images showing violation of §7-15 and § 8-1-2-6, Albuquerque Ordinances, and NMSA 1978 § 66-7-104 of the New Mexico State Motor Vehicle Code.

Sworn to or affirmed by:

_____
Signature of Officer Date

Detach here and return with your payment

PAY or VIEW ONLINE:
You may view your violation images and video online and pay your fine at:
www.ZeroFatality.com
Please enter Plate Number and Password provided below to enter the secure website.
Plate Number: [redacted]
Password: [redacted]
Due Date: 11/05/2021
Violation Number: [redacted]

PAY BY MAIL:
Check or Money Order ***(NO CASH)***
Payable to: ***Automated Enforcement Division***
XXXXXXXXXXXXXX

PAY BY PHONE:
Please call Automated Enforcement Division toll free at **(866) 247-8157** to pay 24/7
Pin-Code: 9048
Customer Service hours:
Monday to Friday,
8:00 AM – 3:00 PM (MDT)

PLEASE NOTE: A $6.95 convenience fee will be added to all online and telephone payments. Please click the payment button only once. DO NOT make a second attempt to pay online. We are not responsible for bank fees or other charges incurred by you as a result of your failure to follow these instructions.

QUESTIONS:
If you have any questions regarding this Violation, please email:
xxxx@cabq.gov
Please provide **Name**, and **Violation Number** in addition to your specific question(s).

HEARING:
Instructions for how to submit an Affidavit of Defense or request a hearing may be found on the backside and online at
www.ZeroFatality.com

Authorized Use Cases

Department's use of the Automated Speed Enforcement technology is limited to the following use cases:

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.

Data Lifecycle Steps

- Collection
  - "Radar-system" continuously monitor for over speeding vehicles
  - Based on programmed triggers, when a violation occurs, onsite camera captures a clear picture (.JPEG) of violating vehicle's rear license plate and sends it to the vendor server.
- Processing & Use
  - Vendor shares the ASE data (vehicle photograph, location of camera, time, vehicle speed, speed limit) with Department
  - Department validates data and confirms violation
  - Vendor mails the 'Notice of Violation' to the vehicle registered owner
- Sharing
  - **Department** : Data is available to only authorized department staff
  - **Others (no data just anonymized statistical report)** : SFPD, Officer of the Medical Examiner (OME), Dept. of Public Health
  - **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
- Retention
  - **5-Days**: If no notice of speeding violation is issued
  - **60-Days:** Photograph (by Vendor) after the final disposition of notice of speeding violation
  - **120 Days** - After final disposition of notice of speeding violation for confidential information received from the DMV to issue notices of violation

PSAB & COIT Meeting Date

- PSAB Meeting:
  - February 22, 2024

- PSAB Recommendation Date:
  - Date PSAB Recommended this policy for COIT's approval: February 22, 2024

- COIT Meeting:
  - March 21, 2024

- COIT Recommendation Date:
  - Date COIT Recommended this policy for BOS Review: March 21, 2024

Questions

Team members available to Answer Questions:

Speed Safety Camera Program:

– Shannon Hake

Enforcement:

– Shawn McCormick

Program Management Office (PMO)

– Sohail Warsi

– Robert Miller

From: Rachel Clyde
To: Young, Victor (BOS)
Subject: Support for 240367 - automated speed enforcement
Date: Monday, May 20, 2024 9:40:30 AM

Dear Chair Ronen and Supervisors Walton and Safai,

I'm writing for the San Francisco Bicycle Coalition, representing thousands of our members in support of the automated speed enforcement project.

Automated speed enforcement is an effective technology that has been shown to substantially slow speeding vehicles in other cities across the world. This project has the potential to shift driver behavior for the better and, with additional traffic calming measures, could help us finally achieve Vision Zero.

As detailed by SFMTA staff, the camera locations chosen for the pilot are data-based and outreach-backed.

The state law required SFMTA staff to use collision data to determine the locations and to work closely with community-based organizations to seek their feedback, and that the cameras be located in geographically and socioeconomically diverse locations. The law also included many provisions to protect privacy and promote equity in the implementation of the pilot. This project is robust and ready for implementation.

We applaud the city's effort to install the pilot as quickly as possible. Thank you to the dedicated staff working on this.

The San Francisco Bicycle Coalition urges the Rules Committee to approve the legislation today. Thank you.

Rachel Clyde
Westside Community Organizer
Pronouns: she, her

_____

San Francisco Bicycle Coalition
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102