

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

April 23, 2021

The Honorable Sue Parker  
Chief Clerk of the Assembly  
California State Assembly  
California State Capitol, Room 3196  
Sacramento, CA 95814

Re: Board of Supervisors Resolution No. 146-21

Dear Chief Clerk Parker:

On April 6, 2021, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 146-21 (Supporting California State Assembly Bill No. 550 (Chiu) - Pedestrian Safety), which was enacted on April 16, 2021.

The Board of Supervisors directs the Clerk of the Board to forward the following document to your attention:

- One copy of Resolution No. 146-21 (File No. 210314)

If you have any questions or require additional information, please contact the Office of the Clerk of the Board at (415) 554-5184, or by e-mail: [board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org).

Sincerely,

A handwritten signature in blue ink that reads "Angela Calvillo".

Angela Calvillo  
Clerk of the Board

jw:ll:ams

- c. Members of the Board of Supervisors, Supervisors Aaron Peskin, Myrna Melgar, Connie Chan, Rafael Mandelman, Hillary Ronen, Matt Haney, Gordon Mar, Ahsha Safai  
Sophia Kittler, Mayor's Liaison to the Board of Supervisors  
Eddie McCaffrey, Mayor's Manager of State and Federal Legislative Affairs  
Andres Power, Mayor's Policy Director  
Rebecca Peacock, Mayor's Office

1 [Supporting California State Assembly Bill No. 550 (Chiu) - Pedestrian Safety]

2

3 **Resolution supporting California State Assembly Bill No. 550, introduced on February**  
4 **10, 2021, by Assembly Member David Chiu (AD-17), which would establish and**  
5 **implement a five-year automated speed safety system pilot program, as long as the**  
6 **program meets specific equity, safety, and privacy specifications.**

7

8 WHEREAS, According to the California Office of Traffic Safety, nearly 7,500  
9 pedestrians have died from injuries sustained by vehicle collisions in California between 2009  
10 and 2018, with 893 pedestrians killed on California roadways in 2018 alone, a 26% increase  
11 from the number of pedestrian deaths in 2014; and

12 WHEREAS, According to the U.S. Department of Transportation’s Federal Highway  
13 Administration, pedestrians struck by a speeding vehicle are two times more likely to die from  
14 the vehicle collision than recover from an injury sustained from the collision, with a 85%  
15 fatality likelihood for a pedestrian who is hit by a vehicle going 40 miles per hour dipping to  
16 15% likelihood when the pedestrian is hit by a vehicle going 20 miles per hour; and

17 WHEREAS, Automated speed safety systems comprise pedestrian and traffic safety  
18 technology that utilizes vehicle speed sensors and cameras to capture images of cars  
19 traveling at excessive speeds, and, while currently used in 142 U.S. jurisdictions, is still illegal  
20 in the State of California; and

21 WHEREAS, In 2017, Assembly Member David Chiu (AD-17) introduced Assembly Bill  
22 No. 342 (the Safe Streets Act of 2017), to allow both San Francisco and San Jose to run a  
23 five-year automated speed safety system pilot program, which did not make it out of  
24 Committee, due to opposition from the California Association of Highway Patrolmen, among  
25 other law enforcement groups; and

1           WHEREAS, Assembly Member Chiu is once again attempting to legalize automated  
2 speed enforcement in the Bay Area in order to curb pedestrian fatalities with the introduction  
3 of Assembly Bill No. 550, co-sponsored by the other members of the San Francisco State  
4 Legislative Delegation, Senator Scott Wiener (SD-11) and Assembly Member Phil Ting (AD-  
5 19), as well as Assembly Member Buffy Wicks (AD-15); and

6           WHEREAS, Assembly Bill 550 takes into consideration concerns from civil liberties,  
7 equity advocates and law enforcement agencies, and includes strict privacy restrictions based  
8 on San Francisco's own ground-breaking facial recognition technology ban, as well as data-  
9 driven equity parameters and a mandate that the automated speed safety system pilot  
10 program be overseen by local transportation agencies rather than police departments; and

11           WHEREAS, San Francisco's Vision Zero Task Force and local Vision Zero advocacy  
12 organizations, Walk San Francisco, Chinatown TRIP, Senior Disability Action and the San  
13 Francisco Bicycle Coalition, have identified automated speed safety system programming as  
14 a critical tool to combat pedestrian fatalities in San Francisco; now, therefore, be it

15           RESOLVED, That the Board of Supervisors of the City and County of San Francisco  
16 supports California State Assembly Bill 550, introduced on February 10, 2021, by Assembly  
17 Member David Chiu (AD-17), which would establish and implement a five-year automated  
18 speed safety system pilot program, as long as the program meets specific equity, safety and  
19 privacy specifications; and, be it

20           FURTHER RESOLVED, That the Board of Supervisors urges local law enforcement to  
21 support AB 550 and work with the State Legislative Delegation to ensure its passage at the  
22 State level; and, be it

23           FURTHER RESOLVED, That the Board of Supervisors directs the Clerk of the Board  
24 to transmit a copy of this Resolution to the State Legislative Delegation and the City Lobbyist  
25 upon final passage.



# City and County of San Francisco

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

## Tails Resolution

**File Number:** 210314

**Date Passed:** April 06, 2021

Resolution supporting California State Assembly Bill No. 550, introduced on February 10, 2021, by Assembly Member David Chiu (AD-17), which would establish and implement a five-year automated speed safety system pilot program, as long as the program meets specific equity, safety, and privacy specifications.

April 06, 2021 Board of Supervisors - ADOPTED

Ayes: 11 - Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 210314

I hereby certify that the foregoing Resolution was ADOPTED on 4/6/2021 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo  
Clerk of the Board

\_\_\_\_\_  
Unsigned

London N. Breed  
Mayor

\_\_\_\_\_  
4/16/2021

Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without her approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.

Angela Calvillo  
Clerk of the Board

\_\_\_\_\_  
04/16/2021

Date

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April 23, 2021

The Honorable Erika Contreras  
Secretary of the Senate  
California State Senate  
California State Capitol, Room 3044  
Sacramento, CA 95814

Re: Board of Supervisors Resolution No. 146-21

Dear Secretary Contreras:

On April 6, 2021, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 146-21 (Supporting California State Assembly Bill No. 550 (Chiu) - Pedestrian Safety), which was enacted on April 16, 2021.

The Board of Supervisors directs the Clerk of the Board to forward the following document to your attention:

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Sincerely,

A handwritten signature in blue ink that reads "Angela Calvillo".

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jw:ll:ams

- c. Members of the Board of Supervisors, Supervisors Aaron Peskin, Myrna Melgar, Connie Chan, Rafael Mandelman, Hillary Ronen, Matt Haney, Gordon Mar, Ahsha Safai  
Sophia Kittler, Mayor's Liaison to the Board of Supervisors  
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1 [Supporting California State Assembly Bill No. 550 (Chiu) - Pedestrian Safety]

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6 **program meets specific equity, safety, and privacy specifications.**

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8 WHEREAS, According to the California Office of Traffic Safety, nearly 7,500  
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10 and 2018, with 893 pedestrians killed on California roadways in 2018 alone, a 26% increase  
11 from the number of pedestrian deaths in 2014; and

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14 the vehicle collision than recover from an injury sustained from the collision, with a 85%  
15 fatality likelihood for a pedestrian who is hit by a vehicle going 40 miles per hour dipping to  
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21 WHEREAS, In 2017, Assembly Member David Chiu (AD-17) introduced Assembly Bill  
22 No. 342 (the Safe Streets Act of 2017), to allow both San Francisco and San Jose to run a  
23 five-year automated speed safety system pilot program, which did not make it out of  
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1           WHEREAS, Assembly Member Chiu is once again attempting to legalize automated  
2 speed enforcement in the Bay Area in order to curb pedestrian fatalities with the introduction  
3 of Assembly Bill No. 550, co-sponsored by the other members of the San Francisco State  
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April 06, 2021 Board of Supervisors - ADOPTED

Ayes: 11 - Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 210314

I hereby certify that the foregoing Resolution was ADOPTED on 4/6/2021 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo  
Clerk of the Board

\_\_\_\_\_  
Unsigned

London N. Breed  
Mayor

\_\_\_\_\_  
4/16/2021

Date Approved

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Clerk of the Board

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April 23, 2021

Mr. Paul Yoder  
Ms. Karen Lange  
Ms. Erica Smith  
Shaw/Yoder/Antwih, Inc.  
1415 L Street, Suite 1000  
Sacramento, CA 95814

Re: Board of Supervisors Resolution No. 146-21

Dear Mr. Yoder, Ms. Lange, and Ms. Smith:

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