

1 [Urging SFMTA to Expediently Implement San Francisco Automated Speed Safety Program
2 Pilot]

3 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to**
4 **work with traffic and pedestrian safety advocates, equity groups, the San Francisco**
5 **County Transportation Authority Board, and other relevant infrastructure and reporting**
6 **agencies to expediently implement the local Automated Speed Safety Program Pilot in**
7 **San Francisco, enabled by California State Assembly Bill No. 645, starting with high-**
8 **injury corridors, and present an implementation plan and budget, with built-in equity,**
9 **data-monitoring and reporting considerations before the end of 2023.**

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11 WHEREAS, The state of California and the city and county of San Francisco have both
12 been distinguished by high numbers of pedestrian and vehicle collisions, as well as fatalities,
13 which is the Board of Supervisors unanimously adopted Resolution No. 091-14 (Implement a
14 VISION ZERO Three Point Plan: Engineering, Education and Enforcement) on March 18,
15 2014, on file with the Clerk of the Board of Supervisors in File No. 140047; and

16 WHEREAS, Excessive speed is one of the top causes of vehicular collisions and
17 resulting fatalities, and automated speed safety systems comprise both pedestrian and traffic
18 safety technology that utilizes vehicle speed sensors and cameras to capture images of cars
19 traveling at excessive speeds and are proven to dramatically reduce the number of severe
20 and fatal crashes by as much as 58%; and

21 WHEREAS, While 205 communities in 21 states have already embraced speed
22 camera safety programs, San Francisco has long struggled to implement a program; and

23 WHEREAS, On April 6, 2021, the Board of Supervisors unanimously adopted
24 Resolution No. 146-21, authored by Supervisor Peskin, (Supporting California State Assembly
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1 Bill No. 550 (Chiu) - Pedestrian Safety), on file with the Clerk of the Board of Supervisors in
2 File No. 210314; and

3 WHEREAS, California State Assembly Bill No. 550 would have authorized a Speed
4 Safety System Pilot Program in the City and County of San Francisco, but ultimately did not
5 prevail in the state legislature, despite extensive efforts by Assemblymember Chiu and
6 Supervisor Peskin to gain support from law enforcement unions, traffic safety groups, and civil
7 rights and privacy advocates; and;

8 WHEREAS, California State Assembly Bill No. 645 (AB 645) (Friedman), the eight
9 attempt to bring speed camera safety programs to eligible California jurisdictions via state law,
10 was finally signed into law by Governor Newsom on October 13, 2023, and is on file with the
11 Clerk of the Board of Supervisors in File No. 231103, which is hereby declared to be a part of
12 this Resolution as if set forth fully herein; and

13 WHEREAS, AB 645 is a thoughtfully-written bill that builds in strong privacy and equity
14 considerations, including protecting privacy by banning any facial recognition and only
15 allowing for the collection of license plate data, which must be expunged after a citation is
16 issued; and

17 WHEREAS, AB 645 provides for fines starting at only \$50 for drivers going 11 miles
18 per hour above the posted speed limit, and increase for higher speeds; and

19 WHEREAS, AB 645 provides that the citations resulting from violations of this law will
20 be issued like parking tickets, with no points being added to one's driving record on file with
21 the Department of Motor Vehicles (DMV), as well as allowing participating cities to reduce
22 fines for low-income people or allow them to complete community service hours instead, by
23 virtue of the fact that the program will be overseen by the local transportation department
24 rather than the police department; and

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1 WHEREAS, AB 645 designates the cities of Los Angeles, San Jose, Oakland,
2 Glendale and Long Beach, along with the City and County of San Francisco, to establish and
3 operate a speed enforcement program under specific conditions set forth in the legislation
4 until January 1, 2032; now, therefore, be it

5 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
6 urges the San Francisco Municipal Transportation Agency to work with traffic and pedestrian
7 safety advocates, equity groups, the San Francisco County Transportation Authority Board,
8 and other relevant infrastructure and reporting agencies to expediently implement the local
9 Automated Speed Safety Program Pilot, enabled by AB 645, in San Francisco, starting with
10 high-injury corridors; and, be it

11 FURTHER RESOLVED, That the Board of Supervisors of the City and County of San
12 Francisco in particular urge the San Francisco Municipal Transportation Agency to build in
13 equity considerations, as well as clear data-monitoring and reporting processes, into the local
14 program pilot, and provide regular updates to the Board of Supervisors; and, be it

15 FURTHER RESOLVED, That the Board of Supervisors of the City and County of San
16 Francisco urges the San Francisco Municipal Transportation Agency to present a clear
17 implementation plan, including a budget, before the end of 2023, with the understanding that
18 San Francisco has long been on the record as being ready to implement a local automated
19 speed safety program if and when state law allows.

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