

MTA Video Analytics and Automated Speed Enforcement Camera Biannual Surveillance Report 2025

Fields marked with an asterisk (*) are required.

General Description ▾



1. Please (a) describe the technology or technologies and (b) make a clear notation of which policy each technology corresponds to.

The Automated Speed Enforcement (ASE) system enforces speed limits on streets in accordance with California Vehicle Code sections 22425-22434 (Speed Safety System Pilot Program). This system detects violations of speed laws at 33 locations and uses cameras to obtain photographs of speeding vehicles' rear license plates. Notices of violations (warning notices from March to August 2025, citations with fees beginning in August 2025) are mailed to the registered owner of the speeding vehicle. The policy for ASE is the Automated Speed Enforcement Camera Surveillance Policy.

The Driver-Safety Video Analytics Program captures data on defined events to analyze the safety of driver behaviors, collision dynamics, and related passenger falls. Typical events captured are rolling stops, following too close, exceeding the posted speed limit, failing to leave an out, near collisions (both avoidable and unavoidable), eating/drinking while driving, use of cell phone while driving, incorrect steering mechanics, drowsy or sleepy drivers, and assaults on drivers by passengers or persons outside the bus (vandalism). The policy for Driver-Safety Video Analytics is the Video Analytics for SFMTA passenger vehicles Surveillance Technology Policy.

2. How was the surveillance technology or technologies used by your department during the reporting period? Provide a 3-4 sentence description for each technology listed.

ASE technology is used in San Francisco's first-in-the-state speed camera program to enforce speed laws at 33 locations throughout the city. The technology identifies vehicles traveling 11 miles per hour or more over the posted speed limit and issues violations to the owners of those vehicles. Privacy protections ensure that the program does not capture identifiable images of people in vehicles or people walking or biking on the street, and program data is kept confidential. From March to August, the program has been sued to send warning notices; citations with feeds will be sent beginning in August 2025.

The Driver Safety Analytics Program captures 12 seconds of video upon an incident. The captured events are used to analyze the safety of driver behaviors, collision dynamics, and related passenger falls. Events are used to identify possible improvements, including training and maintenance, and to recognize outstanding drivers.

Surveillance Technology Goals ▾



3. Has the surveillance technology been effective at achieving its identified purpose?

Yes

4. In 4-10 sentences, please explain how the technology has or has not been effective.

Automatic Speed Enforcement: In line with its mission, the MTA 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.

Driver Safety Analytics: Driver Safety Analytics has been used in the MTA's rubber tire bus and trolley fleet since 2010. It is used to identify local transit and regional transportation safety issues, comply with training standards, rules, and vehicle code law, and determine the likely causes for vehicle collisions and passenger falls. It has effectively alerted the Agency to potential safety concerns, events that might be addressed through training or maintenance, and recognition of excellence.

4.a. Provide quantitative data to support your response. This should include crime statistics for the radius where the technology operates if that was a motivating factor in acquiring the surveillance technology.

The Automatic Speed Enforcement program is quite new; the first intersection began detecting events in March and others have been added more recently. To date, only warning notifications has been sent; citations with fees are planned beginning August 2025. We are already seeing decreasing rates of speeding at some locations. For example,

* At one location (Fulton at 2nd Avenue) the number of daily violations has declined from an average of 1,000 speeding violations per day in April 2025 to approximately 500 speeding violations per day in May 2025.

* At another location (San Jose Avenue between 29th and 30th Street) the number of daily speeding violations has declined week over week (from 200 violations per day in May 2025 to 100 violations per day in June 2025).

Driver-Safety Video Analytics: This program regularly provides information that allows the Agency to take action to improve safety and recognize excellence. Over the last 60 days, these are some of the events detected and action taken:

* Drivers Recognized for Outstanding Collision Avoidance: 12

* Stopped Past Limit Line: 354 (Training Video Made & Distributed)

* Following Too Close: 329 (Training Video Made & Distributed)

Complaints, Concerns and/or Accidental Receipt of Face Recognition Technology ▾



5. How many complaints or concerns has your department received from the public about the surveillance technology?

Automatic Speed Enforcement: Since beginning in March, ASE receives approximately 15-20 complaints per week.

For Driving Safety Analytics: Driving Safety Analytics has not received any complaints in the past year.

6. Please summarize the complaints or concerns which your department received about the surveillance technology.

Automatic Speed Enforcement: Since beginning in March, the program receives approximately 15-20 emails a week about warning letters sent to the wrong owner. Since the system is new, we expect this number to decrease as the system is better tuned and becomes more familiar to the public.

Driver-Safety Video Analytics: No complaints have been received in the past year.

7. How many complaints or concerns has your department received from the public about the receipt of information from face recognition technology?

Automatic Speed Enforcement: The program has not received any complaints about the receipt of information from face recognition technology.

Driver Safety Analytics: The program has not received any complaints about the receipt of information from face recognition technology.

8. Please summarize the complaints or concerns which your department received about the receipt of information from face recognition technology.

Automatic Speed Enforcement: The program has not received any complaints about the receipt of information from face recognition technology.

Driver Safety Analytics: The program has not received any complaints about the receipt of information from face recognition technology.

Violations ▾



9. Were there any violations of the Surveillance Technology Policy or Surveillance Impact Report, reported through community members, non-privileged internal audits, or through other means in the last year?

No

Requested Modifications ▾



10. Is your department requesting to modify the Surveillance Technology Policy or Policies covered in this report?

Yes

10.a. List a detailed request of the modification(s), clearly explaining (a) what the request is and (b) why your department is requesting to make this change.

Driver Safety Analytics: The program is not requesting any modifications to the Policy.

Automatic Speed Enforcement:

The Automated Speed Enforcement program will begin using current SFMTA employees on light duty personnel to process events. Light duty personnel generally include employees whose classifications require physical labor; employees placed on light duty have sustained workplace injuries or illnesses and have temporary medical restrictions. The ASE program allows light duty employees to support other important agency programs while they are unable to fulfill their usual duties. As an example, a bus operator with a broken leg might not be able to drive buses during recovery but still be able to process events for the program.

The program has implemented a series of security and safeguard measures to limit light duty employees' exposure to personally identifiable information (PII) data.

- * All employees have their own unique accounts. Actions for each account are logged.

- * Light duty personnel accounts have limited access that only allows them to view one event at a time. Each event only shows the minimum necessary information needed for processing (i.e. license plate, vehicle make/model, date/time, location).

- * All other PII data is hidden, including the name of the registered owner, address, and other sensitive information.

- * These accounts will not be able to search for specific or past events.

In addition to the limited access provided to light duty employees, the program needs to add the following accesses:

- * 918x -- Directors of Transportation, Streets and Administration

- * 13xx - Special Assistants

- * 520x -- Engineers