

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.**

10  
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  
25

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

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.



**City and County of San Francisco**  
**Tails**  
**Resolution**

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

**File Number:** 231103

**Date Passed:** October 24, 2023


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

October 24, 2023 Board of Supervisors - ADOPTED

Ayes: 11 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 231103

I hereby certify that the foregoing Resolution was ADOPTED on 10/24/2023 by the Board of Supervisors of the City and County of San Francisco.

  
\_\_\_\_\_  
Angela Calvillo  
Clerk of the Board

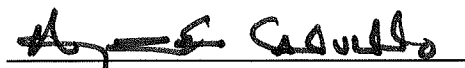
**Unsigned**

**11/03/2023**

\_\_\_\_\_  
**London N. Breed**  
Mayor

\_\_\_\_\_  
**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

**11/03/2023**

\_\_\_\_\_  
**Date**