Automated Red Light and No Turn Enforcement Cameras – Surveillance Technology Policy

San Francisco Administrative Code Chapter 19B ("Chapter 19B") sets requirements for City departments before they can acquire or use "Surveillance Technology." Before a City department can acquire or use Surveillance Technology, Chapter 19B requires Board of Supervisors approval, by ordinance, of a Surveillance Technology Policy governing that technology.

Since 1996, the SFMTA has operated automated red light and no turn enforcement cameras—considered Surveillance Technology under Chapter 19B—as part of its Automated Enforcement Program to reduce traffic collisions, injuries, and fatalities caused by red light running and illegal turns. While this program predates Chapter 19B, the SFMTA must now obtain Board approval of a Surveillance Technology Policy to continue using these enforcement cameras.

The proposed ordinance would authorize the SFMTA to continue using its automated red light and no turn enforcement cameras, as follows: (1) to cite and prosecute red light violations; (2) to cite and prosecute illegal turn violations; and (3) to perform engineering analysis from associated data such as vehicle counts, vehicle speeds, and violation numbers.

The approval of the proposed ordinance would not result in a direct or indirect physical change to the environment. Therefore, it 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 3/31/2025

Marcus Barrango Date
San Francisco Municipal Transportation Agency

Jennifer McKellar 3/31/2025

Jennifer McKellar Date
San Francisco Planning Department

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