



March 8, 2017

The Honorable Assemblymember David Chiu
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0017

Re: AB 342 (Chiu)-SUPPORT

Dear Assemblymember Chiu,

On behalf of the Safe Routes to School National Partnership, a national nonprofit dedicated to safe walking and bicycling to school, we write to express our strong support for AB 342: the Safe Streets Act of 2017. This bill will allow the cities of San Francisco and San Jose to use Automated Speed Enforcement, a critical tool that will reduce speeds and save lives on our streets. Both San Francisco and San Jose have adopted Vision Zero goals to **eliminate all serious and fatal traffic-related injuries**. San Francisco aims to reach this goal by 2024, while San Jose plans to reach zero as soon as possible. Our California policy staff is involved with these Vision Zero efforts and sees this legislation as a critical tool to ending traffic injuries and fatalities to people walking and bicycling, especially schoolchildren.

In San Francisco, unsafe speed is the leading factor in collisions that result in serious injury or death. Speeding drivers are responsible for ten times the number of pedestrian injuries as drunk drivers. Speed kills because its impact on a fragile, human body is exponential. A person hit by a car traveling at 20 mph has a 9 in 10 chance of surviving; at 40 mph, that person has only a 1 in 10 chance of surviving.

Automated Speed Enforcement (ASE), or speed safety cameras, have been proven repeatedly to reduce speeding and **save lives**. Currently, 142 American cities have installed speed cameras with dramatic results: Washington, D.C. experienced a 70% reduction in **traffic deaths** after the installation of speed safety cameras. In addition, cities experience a reduction in excessive speeding (drivers traveling more than 10 mph over the speed limit), a reduction in citations issued (proving that drivers are changing their dangerous driving behaviors), and most significantly, a reduction in crashes resulting in serious injury or death. In conjunction with redesigning streets to be safe in the first place, traditional police enforcement, and targeted education, ASE is a critical tool to reduce not only speeding, but more importantly to save lives.

Currently, however, speed cameras are illegal in California. AB 342: the Safe Streets Act of 2017 will allow the cities of San Francisco and San Jose to implement a five-year pilot ASE

program to test the efficacy of these cameras on reducing speeding and severe and deadly traffic crashes.

The Safe Routes to School National Partnership does have concerns about equity in the deployment of speed cameras, particularly where it concerns placement of cameras and the potential for disproportionate impact on low-income people and people of color, and the potentially devastating financial impact that fines can have on low-income people. In addition, given the national climate around immigration, we are troubled by the potential impact of criminalizing traffic offenses, which could potentially provide grounds for deportation. We applaud the drafters of AB 342 for their careful assessment of how to mitigate impacts on low-income people and people of color through requiring analyses of the impact on residents before placing speed cameras, allowing for community service alternatives instead of fines or installment plans for low-income people, that this would be a civil rather than criminal penalty, and that usage of data is limited to manage privacy concerns.

In order for San Francisco and San Jose to meet their Vision Zero goals to end all traffic deaths and serious injuries without delay, these cities must be able to use all available tools to save lives. In addition, the data generated from this pilot will enable a better understanding of whether and how speed cameras can be deployed in a way that improve safety for people of color and low-income people without negative impacts on equity, family stability and immigration status. This will be a significant contribution to this emerging area of traffic enforcement. We urge state legislators to take up the mantle of Vision Zero and call for a change in California law to allow our cities to use the best, most cost-effective, and most rapidly deployable technology available to put an end to preventable tragedies.

While we cannot reverse the crashes that have already claimed the lives of too many of our friends and family members, we can prevent future deaths on our streets. We owe it to too many other California families to invest in solutions that keep them safe and free.

Sincerely,



Bill Sadler
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Safe Routes to School National Partnership
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cc: Senator Jim Beall
Senator Scott Wiener
Assemblymember Phil Ting
Assemblymember Kansen Chu
Assemblymember Ash Kalra