



SFMTA

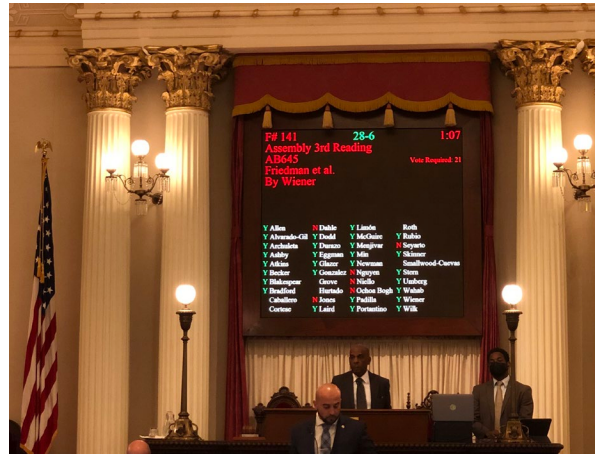
Speed Safety Camera Program One Year Review

June 26, 2026

West Contra County Transportation Commission (WCCTC)

Thalia Leng and Jarrett Hornbostel

Assembly Bill 645



- Authorized local departments of transportation of **six California cities** to establish Automated Speed Enforcement (ASE)
- Established a **5-year pilot** through January 1, 2032
- Vehicle must be **traveling at least 11 MPH over the speed limit** to receive a citation
- The number of cameras is limited based on the city's population: **San Francisco has 33 cameras**

AB 645 Specifics



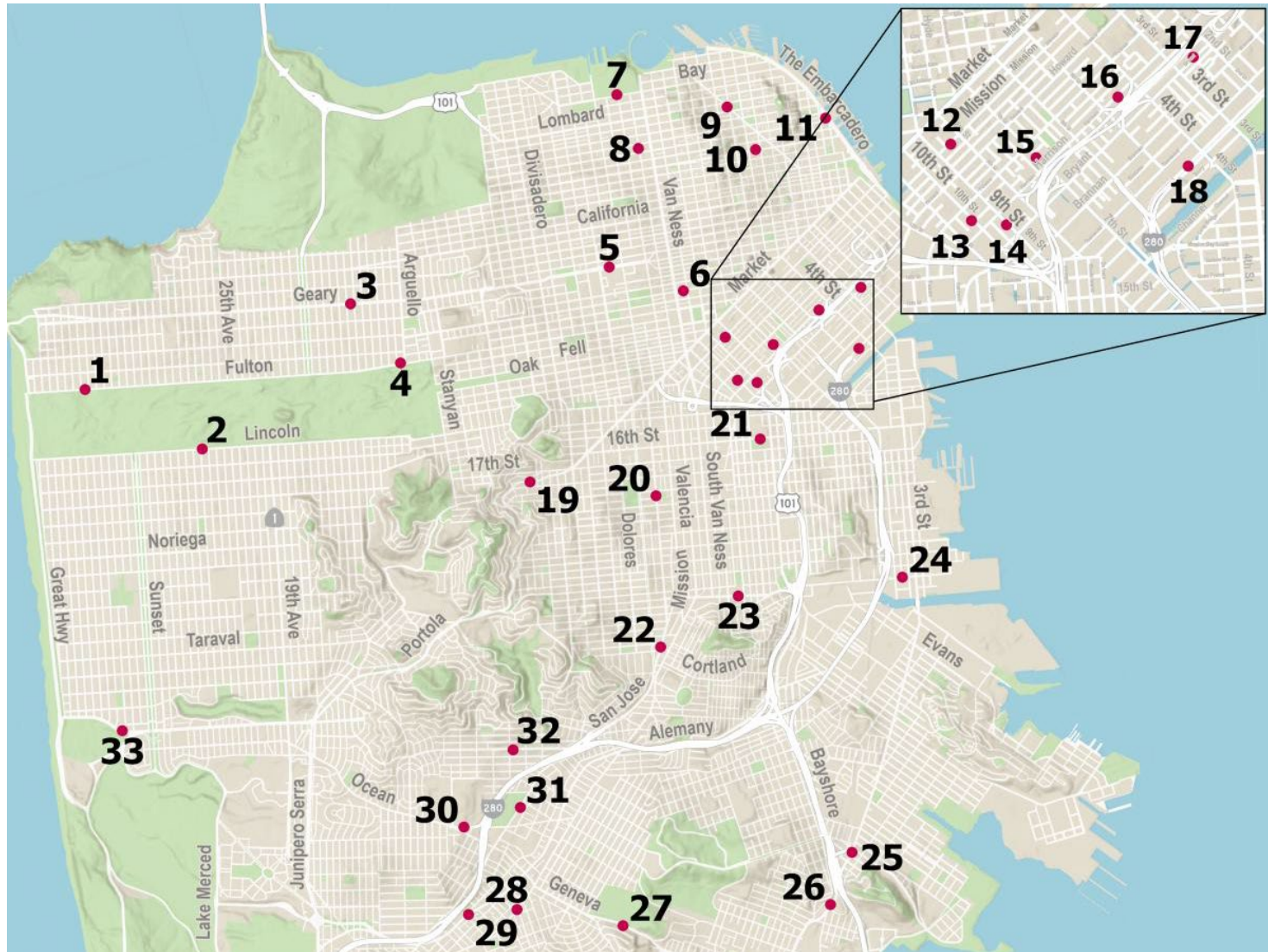
Consistent Standards	
Speed penalties	- 11-15 MPH over: \$50 - 16-25 MPH over: \$100 - 26+ MPH over: \$200 - Over 100 MPH: \$500
Type of penalty	- Civil penalty (not moving violation)
Penalty issued to	- Owner of vehicle (not driver)
Warning period	- First 60 days: no-fee warnings
Eligible Locations	- high-injury street, a school zone street, or a street with documented speed racing

AB 645: Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco
AB 1297 allowed the City of Malibu to start its own program on the Pacific Coast Highway

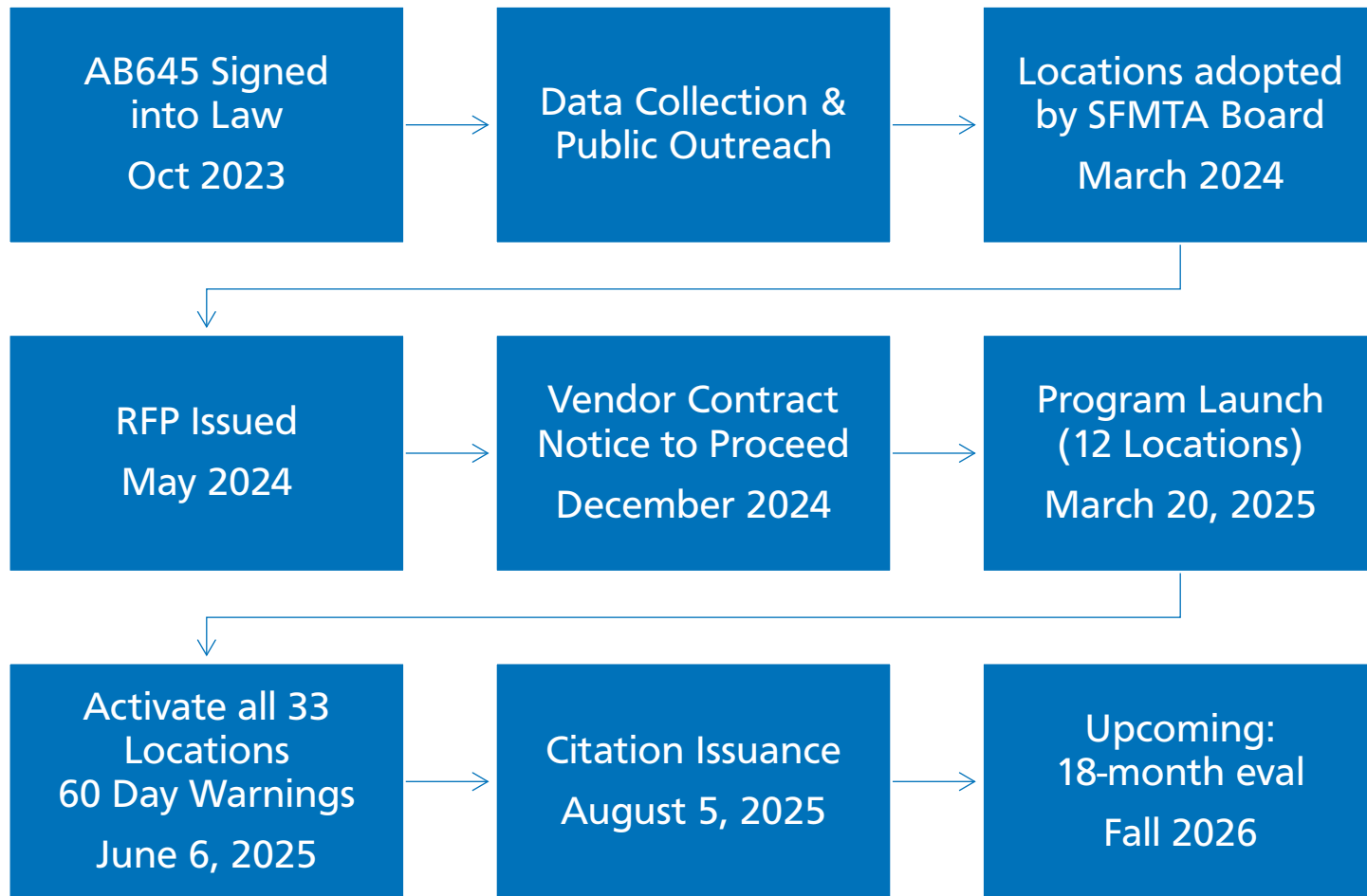
Where Are The 33 Cameras?

State Law Specification	San Francisco's Response
Cameras to be located on a high-injury street, a school zone, or a street with documented speeding	All cameras were located on the high-injury network, where vehicle speeding is a known issue
Cameras cannot be located on state highways, freeways, or expressways	All cameras were located on city streets
Cameras should be located in areas that are "geographically and socioeconomically diverse"	At least 2 cameras in each supervisory district, with locations to reflect the full diversity of socioeconomic backgrounds in the city
All locations of speed cameras must be identified on "the municipality's internet website"	The SFMTA website at www.sfmta.com/speedcameras is kept consistently updated with the locations of the 33 cameras and their status

Speed Camera Locations



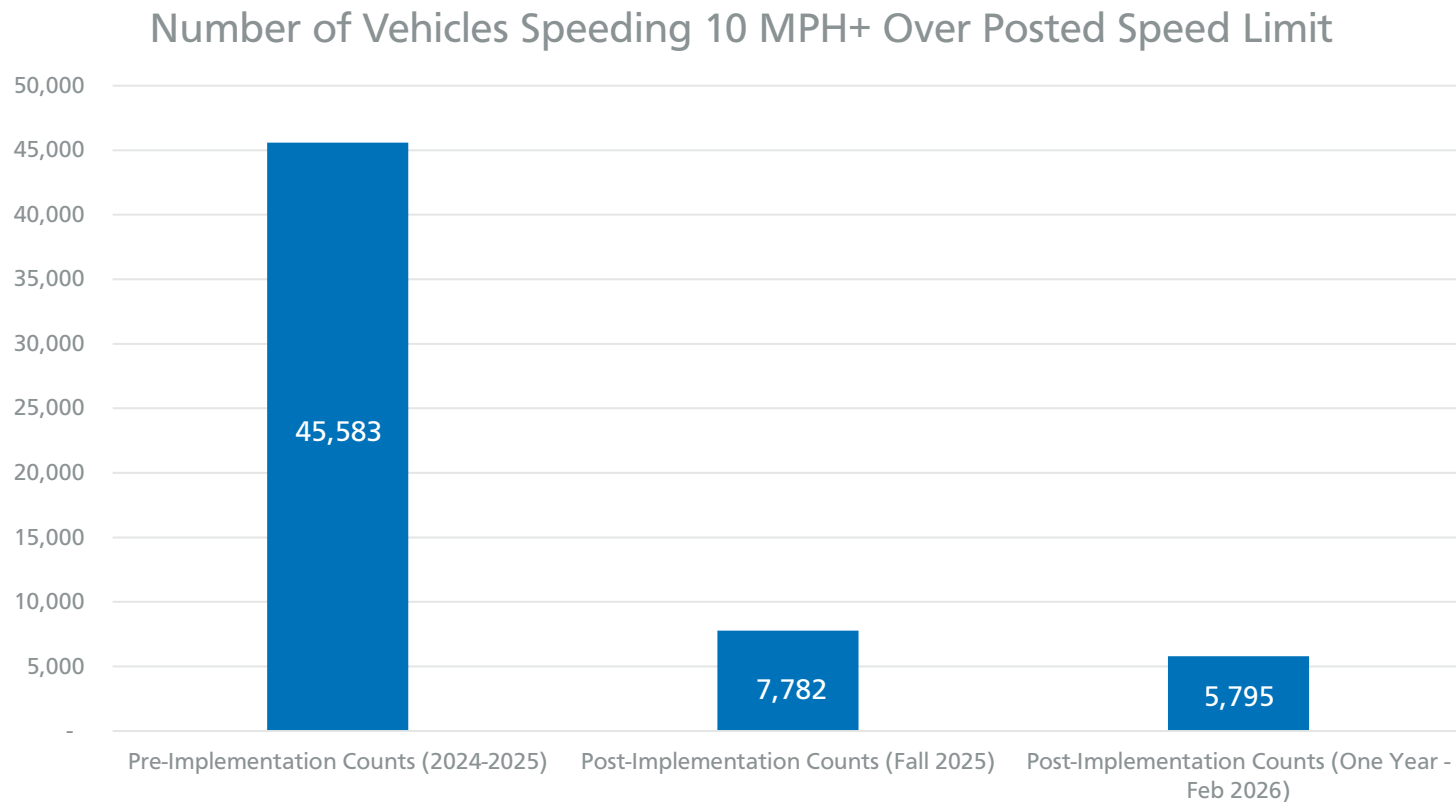
Implementation Timeline



Behavior Trends – Speed Study

One year after launching speed cameras in San Francisco, the share of drivers speeding 10 mph or more is down nearly 80 percent across camera locations compared to pre-implementation.

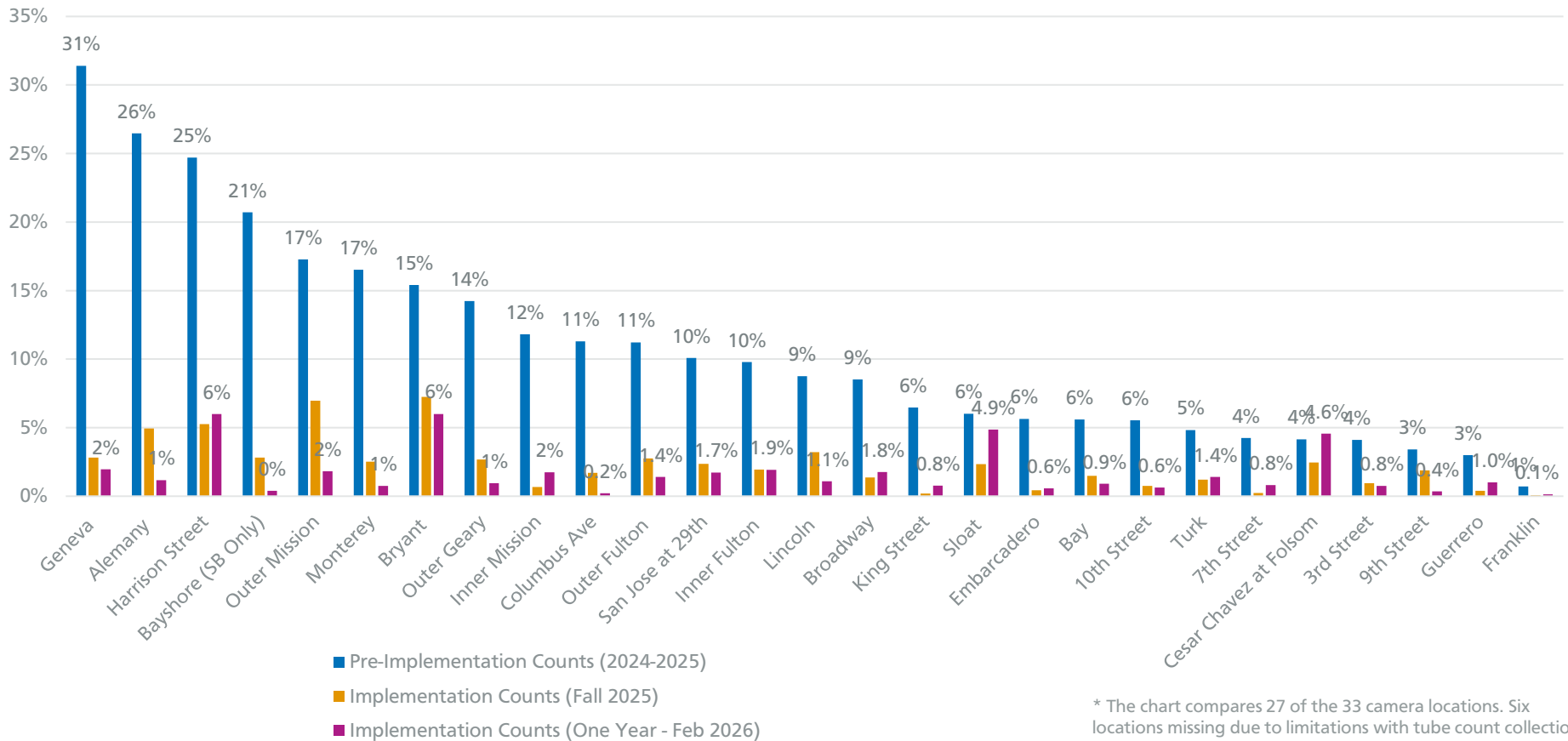
That's around 40,000 fewer instances of speeding on our city's streets every day.



Behavior Trends – Speed Study

By fall 2025 and winter 2026, **just 2 percent of drivers** were traveling 10 miles per hour or more over the speed limit.

Share of Vehicles Speeding 10 MPH+ Over Speed Limit

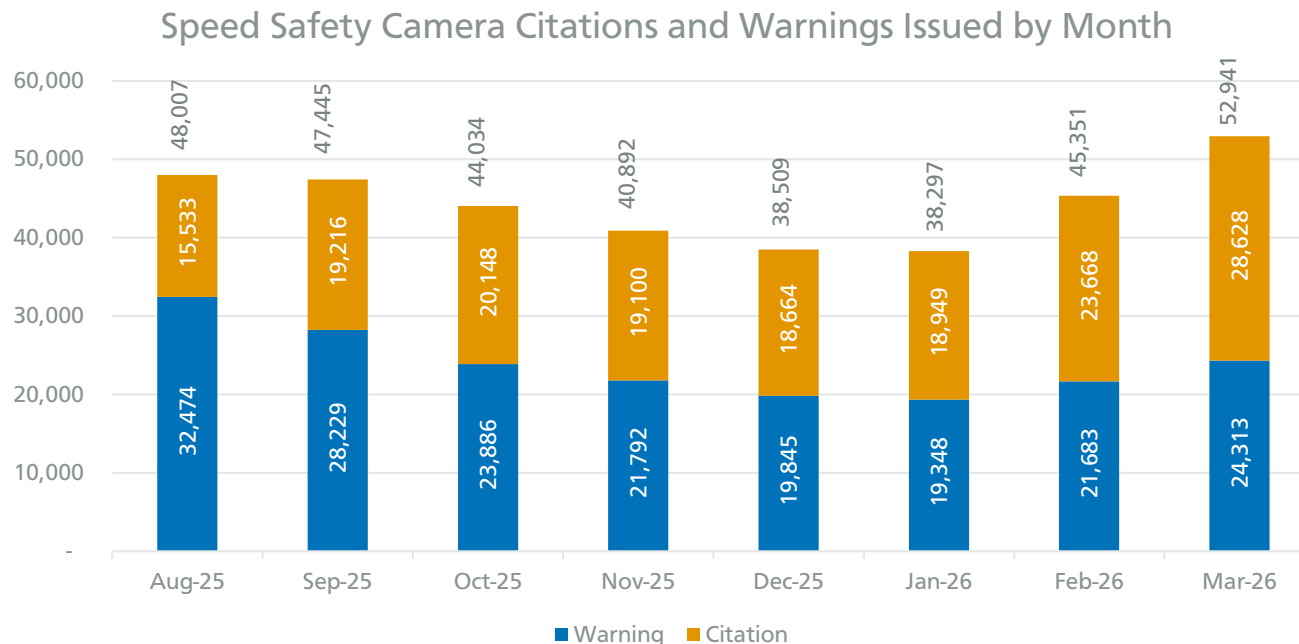


* The chart compares 27 of the 33 camera locations. Six locations missing due to limitations with tube count collection related to construction or Muni light rail operation

Issued Violation Trends

As the technology is fine-tuned, it does a better job identifying the remaining speeders, even though fewer people are speeding overall. The absolute number of tickets issued increased by 10 percent last quarter, largely due to higher vehicle volumes associated with major city events and ongoing technology improvements.

- **Warnings issued** during startup warning period– 362,047
- **Warnings issued** after start of citation issuance – 191,570
- Notice of **violations issued** – 163,906

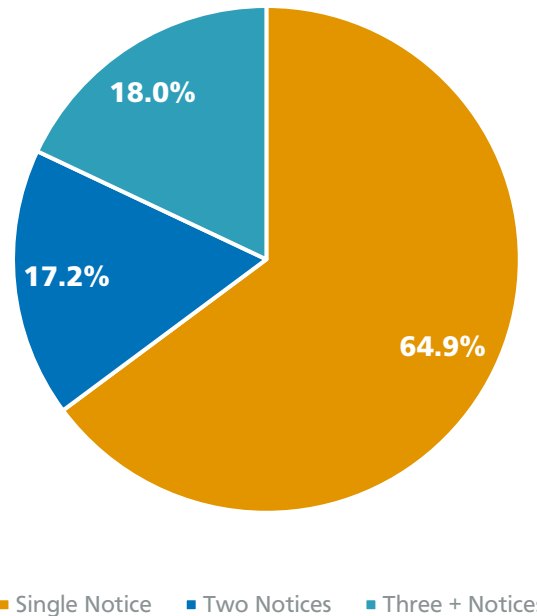


Note: Citation levels can be influenced by a range of factors, including traffic volumes, seasonal patterns, major events such as the Super Bowl, large-scale disruptions like power outages, construction activity, and ongoing refinements to the technology, and should not be relied upon as a metric of changing driver behavior.

Issued Violation Trends

Early data shows strong compliance and shifting driver behavior.

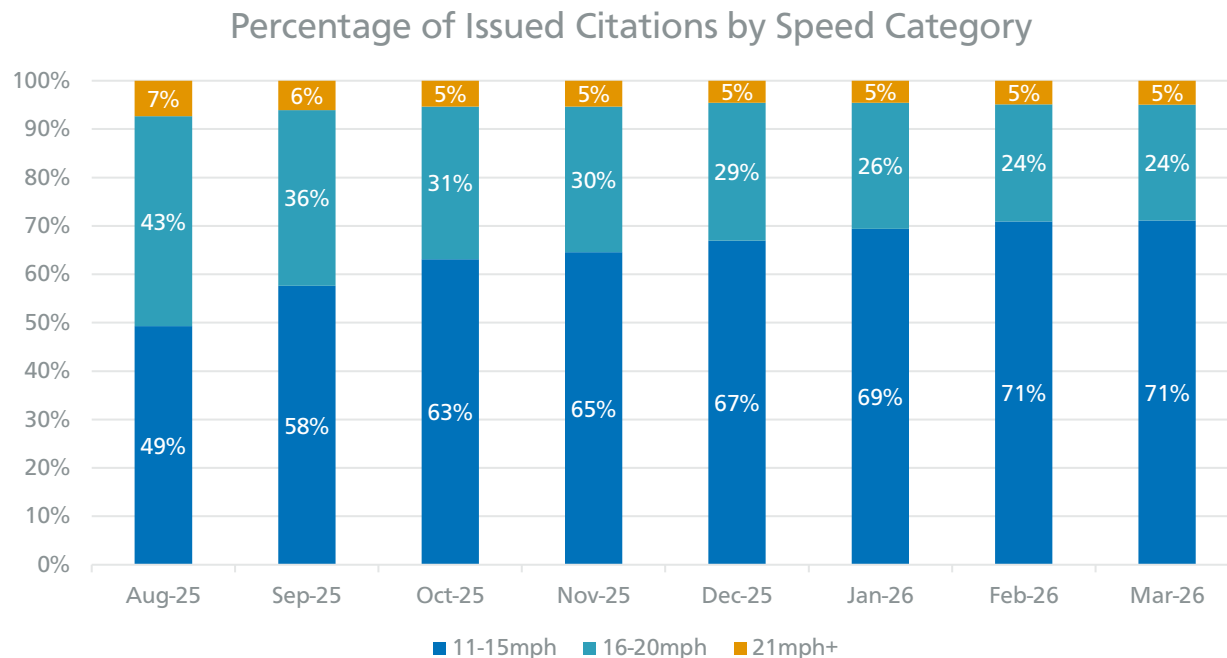
- **65%** of owners who receive a warning or citation **do not receive a second**
- **82%** of recipients **receive two or fewer** notices



Issued Violation Trends

Since the program began issuing citations in August 2025, **the percentage of drivers receiving citations for the most egregious speeds has continued to decrease.**

- The percentage of citations issued to drivers 16+ mph over the posted speed limit has decreased from over 50% at program launch to less than 30% today.

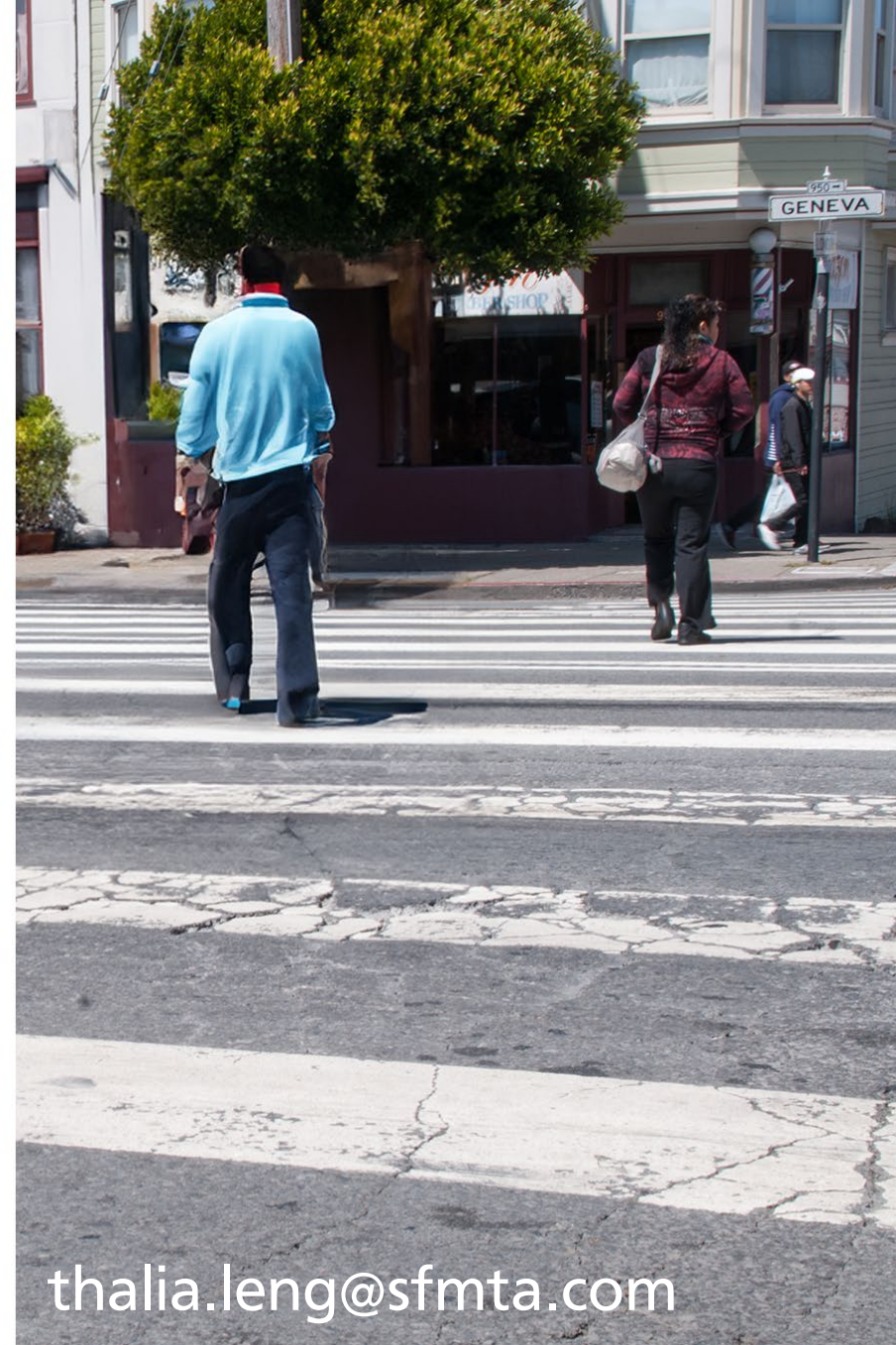


Looking Ahead – Next Steps

- Program data published quarterly on DataSF at www.data.sfgov.org
- **Evaluation of system effectiveness** at 18-months (September 2026 for San Francisco). Each site must meet one or more effectiveness criteria:
 - Reduction in 85th percentile speed
 - 20% reduction in speeding vehicles
 - 20% reduction in number of repeat offenders
- **Policy change** – advocate to expand number of locations, extend duration, and for improved long term financial feasibility
- Continued coordination with other pilot cities to share lessons learned and ensure consistency between California programs
- Regional education campaign to launch once all Bay Area programs are up and running



sfmta.com/speedcameras



thalia.leng@sfmta.com