San Francisco Speed Safety Camera Program

18-month Report

October 2026

SFMTA

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Executive Summary

Speed is the leading cause of severe injury and death on the streets of San Francisco. Reducing instances of speeding is central to the SFMTA's approach to street safety- encouraging drivers to slow down is one of the most effective ways to make the city's streets safer for everyone who uses them. When a person walking or rolling is struck by a car travelling at 20 mph, their chance of survival is roughly 90%. However, if the same person is struck by a vehicle travelling 40 mph, their chances of survival drop to around 20%.

By designing safer streets and enforcing safer speed limits, the SFMTA aims to improve street safety for everyone – and especially for children, seniors and others who regularly walk, roll or take transit. This essential work is guided by data and informed by community input, so that the agency can identify opportunities to increase street safety and implement meaningful improvements efficiently.

Speed safety cameras are a proven tool for discouraging speeding and reducing traffic collisions that result in severe and fatal injuries.

San Francisco Speed Safety Camera 18-Month Report

The SFMTA has produced a detailed 18-month evaluation report on the Speed Safety Camera Program. This report provides background on the program and expands on the data outlined in the Executive Summary to highlight the program's effectiveness. As required by AB 645, the report also reviews camera placement using the three speed reduction thresholds outlined in AB 645. Per the state legislation, if a camera location fails to meet one of the three performance metrics after 18 months and no physical traffic calming improvements are added, the system must be relocated or deactivated.

Analysis of San Francisco's speed safety camera program at the 18-month mark demonstrates that all 33 camera locations in San Francisco meet at least one of the required state-mandated speed reduction criteria.

The SFMTA's automated speed enforcement cameras discourage speeding through citations issued to drivers observed travelling 11 mph or more over the posted speed limit. By law, all revenue generated from the program must be reinvested in street safety efforts. That includes supporting the Speed Safety Camera Program itself and funding other street safety improvements, like traffic calming measures.

San Francisco's Speed Safety Camera Program launched in March 2025 as part of a statewide pilot authorized by AB 645. San Francisco was the first city in the state to activate the program and currently operates 56 Speed Safety Cameras across 33 locations throughout the city. The cameras are located on the city's High Injury Network, where the majority of serious traffic injuries occur.

Eighteen months after launching the Speed Safety Camera Program, data show the program is helping to reduce instances of speeding on San Francisco streets and contributing to safer, calmer and more predictable streets for everyone:

- The share of drivers traveling 10 mph or more above the speed limit has **dropped by close to 84% across camera locations compared to pre-implementation levels**, representing 42,000 fewer instances of speeding per day at camera locations across the city.

- Where cameras are installed **near senior centers and schools, excessive speeding has dropped by as much as 94% compared to pre-installation levels**, removing close calls for kids and families walking or biking to school.
- Approximately 63% of vehicle owners who receive a notice do not receive a second, and 80% of recipients receive two or fewer notices, suggesting that a **single notice is sufficient to change behavior for most drivers.**
- The percentage of drivers receiving citations for the **most egregious speeds has decreased and remains at lower levels.**

An independent analysis of the program conducted by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, provides additional evidence that the cameras are changing driving behavior.

The SFMTA has seen support of the program from our local elected officials. San Francisco District Six Supervisor Matt Dorsey introduced a resolution to the city's Board of Supervisors in July 2026 reaffirming support for the program and highlighting its success. Building on these results and support, the SFMTA expects to advocate for expansion of the program to incrementally increase the number of camera locations, extension of the program, and refinements to the statewide program.

Moving forward, we hope to improve upon the program and further discourage instances of speeding throughout San Francisco.

Background and Purpose

California Assembly Bill 645 (AB 645) was signed into law on October 13, 2023. The law establishes a five-year pilot program authorizing six major cities — Los Angeles, San Francisco, San Jose, Oakland, Glendale, and Long Beach — to install and operate automated speed enforcement cameras in school zones and high-collision corridors. San Francisco was the first of these pilot cities to launch a Speed Safety Camera Program pursuant to AB 645.

Under AB 645, any vehicle travelling 11 miles per hour or more over the posted speed limit may be photographed by the speed safety camera that observes the suspected speeding violation. The photos captured by the automated cameras are reviewed by multiple people to verify that a violation occurred. Notifications of verified violations are mailed to the registered owner of the speeding vehicle within 15 days of the of the incident.

Speed safety cameras are a proven tool to address excessive speeding and reduce severe and fatal injury traffic collisions. For the past 18 months, the SFMTA has been using our Speed Safety Cameras to discourage speeding on San Francisco streets.

AB 645 requires agencies participating in the statewide pilot to analyze the effectiveness of cameras per specific criteria after 18 months of operation. As of September 20, 2026, the SFMTA's Speed Safety Camera Program has been operational for 18 months. **With this milestone, the SFMTA has produced this report to review camera locations per the state-mandated speed reduction criteria and provide a general overview of the performance of the program**.

A New Approach to Traffic Safety

Health organizations like the Centers for Disease Control and Prevention (CDC) and the World Health Organization (WHO) have identified road traffic injuries as a leading cause of death, particularly for children and young adults. The CDC and WHO have recommended a coordinated, public health-based response to address this issue. The United States is a global outlier in traffic safety. Serious injuries and fatalities connected to traffic collisions are rising here, even as our peer nations achieve major declines. In San Francisco, dozens of people die and hundreds more experience serious or life-changing injuries due to traffic collisions every year. These losses fall

disproportionately on seniors, people with disabilities, low-income residents, and people experiencing homelessness.

In addition to the consequences these collisions have on people, there is also an economic cost to traffic crashes in San Francisco. A report from the Budget and Legislative Analyst's Office shows that the city spent more than $2.5 billion addressing the consequences of traffic collisions in the past five years. This includes the costs of property damage; medical, workplace and insurance costs; emergency response; congestion; and market and household productivity.

Over the past decade, public safety officials, city staff and community advocates have made significant progress in improving San Francisco's approach to street safety. Vision Zero – which sought to eliminate traffic fatalities between 2014 and 2024 – pushed the SFMTA and other city agencies to think critically about street safety. We know that when we make upgrades to our streets, safety improves.

The SFMTA's 2024 Safe Streets Evaluation collected the findings of 34 project evaluations made between 2018 and 2024. The team compared site-specific street safety data from before and after the completion of each project and then calculated the average changes of key street safety metrics. Our 2024 Safe Streets Evaluation Program report shows, on average across evaluated treatments:

- Close calls between pedestrians and vehicles dropped 49%.
- Pedestrian-related collisions dropped 32%
- Bike-related collisions dropped 15%
- Bike ridership increased by 31%

The San Francisco Family Zoning Plan, adopted in 2025, aims to expand housing affordability and availability by allowing for increased density throughout the city to meet state requirements. With neighborhood density poised to increase throughout the city, addressing traffic safety issues is an urgent need and top priority for San Francisco.

In December 2025, Mayor Daniel Lurie signed an Executive Directive establishing the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy. The newly adopted Street Safety Initiative builds on the progress of Vision Zero and calls for more comprehensive coordination across city agencies to improve street safety in San Francisco.

The new citywide policy is rooted in the Safe System Approach. This internationally recognized roadway safety strategy acknowledges human mistakes are inevitable and calls for designing systems with redundant safety measures in place. The Safe System Approach does not attempt to completely

eliminate collisions; but it strives to ensure that when collisions happen, they result in fewer serious injuries and deaths.

There are several interrelated principles of the Safe System Approach:

- Safer People: We help people travel safely through education and support – and we support them
- when mistakes happen.
- Safer Speeds: We keep speeds at levels where people can survive if a crash happens.
- Safer Streets: Street are built to protect people when things do not go to plan.
- Safer Vehicles: Cars are designed to help avoid crashes and protect people if one happens.
- Post-Crash Care: If a crash does happen, quick help makes all the difference.

These elements work together to manage crash factors, so they stay below the thresholds that cause serious injury or death.

Why Speed Cameras?

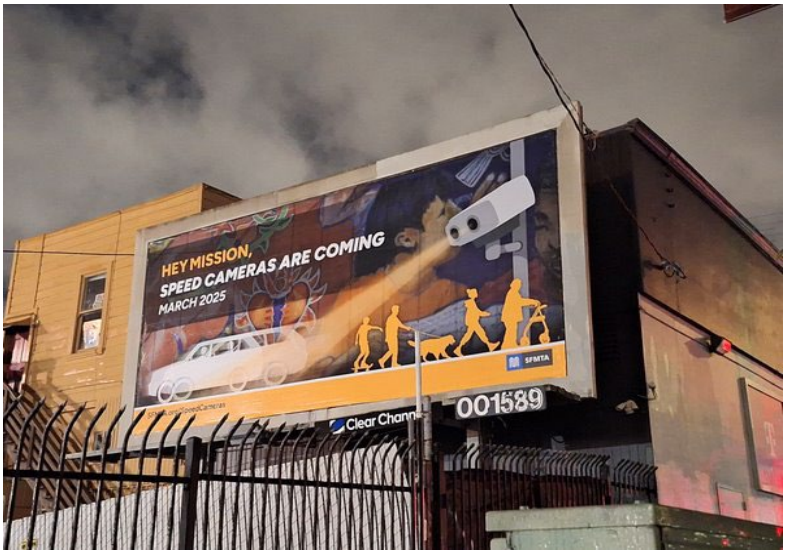
Legislating, enforcing and encouraging drivers to maintain Safer Speeds is one of the core elements of the Safe System Approach. Unsafe speed is the leading cause of death and serious injury on San Francisco's streets. Speeding is dangerous for many reasons. It narrows a driver's field of vision, reducing the likelihood that potential hazards can be seen and avoided. Drivers have less time to react and maneuver out of dangerous situations when traveling at higher speeds. Safely negotiating curves is also compromised. It takes a vehicle a longer distance to stop for a hazard in the road the faster it is traveling. And, in the event of a collision between a vehicle and a pedestrian or bicyclist, the vehicle's speed will largely determine the survivability of the crash.

Speed safety cameras are a proven tool to address excessive speeding and reduce severe and fatal injury traffic collisions.

In addition to automated enforcement, the City of San Francisco also uses a variety of other strategies to encourage people to drive at safe speeds. Other speed management tools include reduced posted speed limits, traffic calming devices, signal timing changes, street redesign, and education/outreach around speed safety. Given the current limited number of cameras allowed under AB 645 during the pilot period, it is vital that speed cameras work in tandem with other speed management tools to provide necessary safety benefits.

San Francisco Speed Safety Camera Program Overview

Education and Outreach



Pre-Launch Outreach Campaign

Prior to activating the 33 speed safety camera systems allotted to San Francisco under AB 645, the SFMTA released a multichannel advertising campaign, connected with numerous local and state media outlets and conducted in-person outreach throughout the city. Our campaign sought to build awareness among drivers that speed cameras were coming to San Francisco.

This multi-platform campaign ran from January 27, 2025 – two months before the first cameras were activated – to April 28, 2025. Outreach was conducted in five languages (English, Spanish, Chinese, Tagalog, and Vietnamese) and spanned digital, social, billboards, streaming video, and transit-based advertising platforms. In addition to the paid advertisements and earned media, multilingual outreach ambassadors conducted door-to-door outreach on eight commercial corridors to answer questions and engage more deeply on the topic with local merchants. The activation date, March 20, 2025, was marked with a press conference in North Beach. When the cameras were activated, the campaign team changed digital campaign messaging to “Cameras are live,” which continued through the end of the campaign on April 28, 2025.

With more than 40 million estimated impressions, people moving in and through San Francisco likely saw information multiple times between January and April 2025. This months-long multimedia,

multilingual campaign may have slowed drivers down across San Francisco, even before a single camera was turned on.

Regional Public Information Campaign

San Francisco is continuing to work on outreach with a new comprehensive regional public information campaign in collaboration with the cities of Oakland and San José. The regional campaign will focus on public education, speed safety awareness, community understanding, and promoting safer streets throughout all three cities over the course of the five-year pilot program. The goal is to deliver consistent, high-level messaging across the Bay Area while allowing participating cities flexibility to tailor their outreach. The regional campaign is anticipated to begin in fall 2026.

Speed Camera Activation Timeline

AB 645 requires participating cities to issue warning letters instead of citations for the first 60 days after an automated speed enforcement camera is activated. The first cameras in our network were activated on March 20, 2025. By June 6, 2025, all cameras in the network were active. The SFMTA's official 60-day warning period lasted from June 6, 2025, to August 4, 2025, and the agency began issuing citations on August 5, 2025.

Speed Camera Locations

AB 645 contains specific rules about how many automated speed enforcement cameras cities are allowed to install and where the cameras may be placed:

- The total number of cameras must be proportional to a city's population. The SFMTA operates 33 fixed speed safety camera locations throughout San Francisco.
- Cameras can be placed on high-injury streets, in school zones, or on streets with documented speed exhibitions or racing.

All of the SFMTA's automated speed enforcement cameras are located on the 2022 High Injury Network (HIN). The HIN is a public health tool that identifies the 12% of San Francisco streets where more than 68% of severe injury or fatal collisions occur. The cameras are geographically dispersed among all 11 supervisorial districts, in areas with a wide range of socioeconomic characteristics. Each supervisorial district received at least two speed safety cameras, and the supervisorial districts with a higher proportion of streets on the HIN received more. Other considerations for camera placement include roadway configuration, adjacent land use, and streets with existing city-owned camera mounting infrastructure.

This data-driven approach ensures cameras are deployed where speeding poses the greatest risk to vulnerable road users and where they can produce the greatest safety benefit. The majority of these locations enforce vehicle speed in both directions of travel. Camera locations are shown on the map and in the table below.

Figure 1: San Francisco Speed Camera Locations

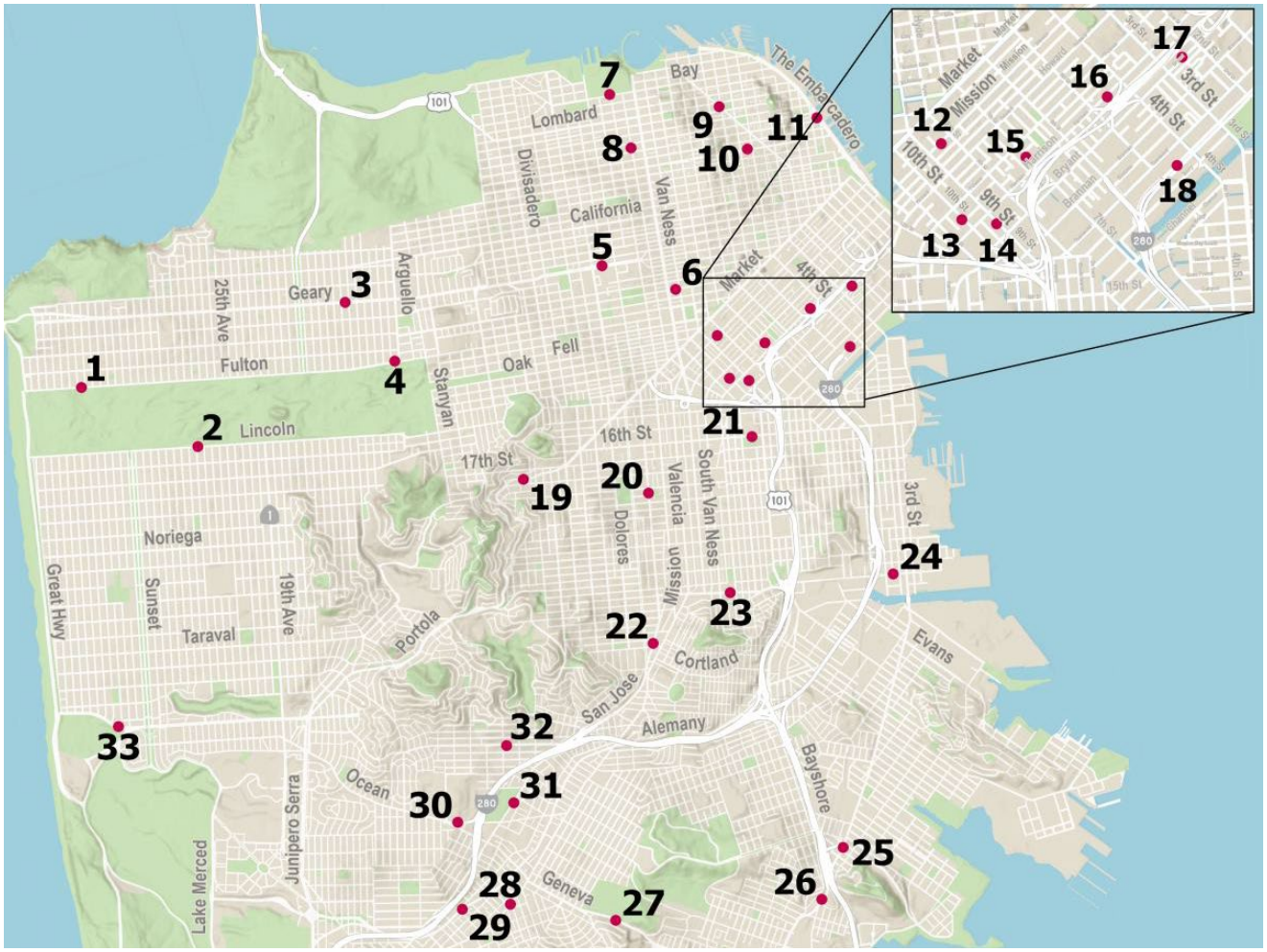


Table 1: List of San Francisco Speed Camera Locations

ID	Street Segment	Posted Speed Limit
1	Fulton St from 42nd Ave to 43rd Ave	25 MPH
2	Lincoln Way from 27th Ave to 28th Ave	30 MPH
3	Geary Blvd from 7th Ave to 8th Ave	25 MPH
4	Fulton St from 2nd Ave to Arguello Blvd	25 MPH
5	Geary Blvd from Webster St to Buchanan St	30 MPH
6	Turk St from Van Ness Ave to Polk St	20 MPH
7	Bay St from Octavia St to Gough St	25 MPH
8	Franklin St from Union St to Green St	25 MPH
9	Columbus Ave from Lombard St to Greenwich St	20 MPH
10	Broadway from Powell St to Stockton St	20 MPH
11	Embarcadero from Green St to Battery St	30 MPH
12	Mission St from 8th St to 9th St	20 MPH
13	10th St from Harrison St to Folsom St	25 MPH
14	9th St from Bryant St to Harrison St	25 MPH
15	7th St from Harrison St to Folsom St	25 MPH
16	Harrison St from 4th St to 5th St	25 MPH
17	Bryant St from 2nd St to 3rd St	25 MPH
18	King St (EB only) from 4th St to 5th St	30 MPH
19	Market St from Danvers St to Douglass St	30 MPH
20	Guerrero St from 19th St to 20th St	25 MPH
21	16th St from Bryant St to Potrero Ave	25 MPH
22	San Jose Ave from 29th St to 30th St	25 MPH
23	Cesar Chavez St from Folsom St to Harrison St	25 MPH
24	Cesar Chavez St from Indiana St to Tennessee St	30 MPH
25	3rd St (NB only) from Key Ave to Jamestown Ave	25 MPH
26	Bayshore Blvd (SB only) from 101 off-ramp to Tunnel Ave	30 MPH
27	Geneva Ave from Prague St to Brookdale Ave	30 MPH
28	Mission St from Ottawa Ave to Allison St	20 MPH
29	Alemany Blvd from Farragut Ave to Naglee Ave	30 MPH
30	Ocean Ave from Frida Kahlo Way to Howth St	25 MPH
31	San Jose Ave from Santa Ynez Ave to Ocean Ave	25 MPH
32	Monterey Blvd from Edna St to Congo St	25 MPH
33	Sloat Blvd from 41st Ave to Skyline Blvd	30 MPH

Speed Camera Violation Process

Every speed safety camera in our network uses a combination of radar and image capture to identify suspected speeding events. If the radar system detects a vehicle exceeding the posted speed limit by 11 miles per hour or more, the camera takes a series of photos of the rear of the vehicle, including the license plate. The privacy rules outlined within AB 645 prohibit our cameras from capturing images of individual drivers.

After a potential violation is captured by one of our cameras, it starts the review process. The evidence is first reviewed by our vendor and then by a trained SFMTA staff technician. If the SFMTA technician verifies that the identified vehicle exceeded the speed limit by 11 miles per hour or more, the technician will issue a Notice of Violation.

Notices must be mailed to the registered owner of the speeding vehicle within 15 days of the violation. The violation is the responsibility of the registered owner regardless of who was behind the wheel.

According to the rules outlined in AB 645, any individual who receives a Notice of Violation is entitled to protest the citation — by mail, online, or in person. Instructions for protesting a citation can be found on all Notices of Violation.

Speed Camera Calibration and Maintenance

All speed measurement equipment is calibrated and certificated by a third-party vendor at least once a year, and routine inspections are conducted monthly. To view the calibration specification sheets, visit our calibration document page. Preventive maintenance and periodic calibration ensure the continued accuracy and reliability of speed measurements. Calibration records are maintained as part of the program's quality assurance process and are available for evidentiary purposes when required.

Citation Fines

AB 645 establishes a statewide fine schedule based on the amount a vehicle exceeds the posted speed limit *(see Table 2 for fine schedule).* Per AB 645, speed camera citations are strictly civil infractions, not criminal offenses. That means receiving a citation from a violation recorded by a speed safety camera does not result in points being added to the driver's license of a cited vehicle's registered owner. The statute also includes affordability provisions intended to ensure that penalties remain equitable.

Eligible low-income individuals may receive a 50% reduction in fines, while participants in qualifying public assistance programs may receive reductions of up to 80%. Individuals may also request community service in lieu of payment, where authorized by law. These provisions are intended to balance accountability for unsafe speeding while minimizing disproportionate financial impacts on lower-income households.

Table 2: Citation Fine Schedule

Speed	Original Amount	Low-Income	Public Benefits*
11-15 MPH over posted speed limit	$50	$25	$10
16-25 MPH over posted speed limit	$100	$50	$20
26+ MPH over posted speed limit	$200	$100	$40
Any vehicle traveling 100 MPH or more	$500	$250	$100

**To qualify for public benefits discount, must be getting benefits from at least one of the following: Medi-Cal or California Electronic Benefit Transfer (EBT) card, Women, Infants, & Children (WIC) Supplemental Nutrition Program, SFMTA Lifeline card, or be a person experiencing homelessness.*

Speed Camera Privacy and Surveillance

Each camera location combines radar-based speed detection equipment with high-resolution digital cameras. When a vehicle exceeds the statutory enforcement threshold, the system records the vehicle's speed and captures images of the rear of the vehicle and its license plate. Images are encrypted and securely transmitted to the citation processing system.

Under the state's authorizing legislation (AB 645), the program operates with strict public accountability and privacy protections:

- **Restricted Capture:** Cameras only photograph the rear license plate of a speeding vehicle. They do not capture the driver's face, windshield, or interior.
- **No Facial Recognition:** The use of facial recognition technology is explicitly prohibited.
- **Strict Limits on Data Retention:** Unused photos where no violation is issued are deleted within 5 days. Images associated with a citation are retained for a maximum of 60 days.
- **No Data Sharing:** The SFMTA does not share these enforcement photos with any other agencies or use them for other purposes.

Prior to the activation of speed safety cameras, SFMTA's Board of Directors approved and adopted the System Use Policy and Impact Reports, which abides by the provisions in AB 645.

Equity Features

AB 645 includes several equity features that aim to lower vehicle speeds without causing disproportionate financial burden and reduce the potential for enforcement bias. These features and their integration into San Francisco's Speed Safety Camera Program are detailed below.

Fine Levels

The goal of the Speed Safety Camera Program is to change driver behavior, not to generate revenue. Therefore, the cost of a violation is intentionally set at a level that is meant to deter the behavior without causing undue financial burden. AB 645 establishes a statewide fine schedule based on the amount a vehicle exceeds the posted speed limit. The fine schedule starts at $50. These fines do not escalate based on the number of violations an owner receives. Violations are civil infractions and do not lead to vehicle registration suspensions, points on a driver's license, insurance consequences, or

any risk of involvement with the criminal justice system for speeding. This structure can help to deter speeding for many drivers without the risk of significant consequences.

Income-Based Fine Reductions

In addition to setting low fine levels and consequences, AB 645 also requires reduced penalties for low-income residents. Individuals experiencing homelessness or receiving qualifying public assistance can receive discounts of up to 80%. *(see Table 2 for discount amounts).* To receive a public benefits discount, the vehicle owner must get benefits from at least one of the following:

- Medi-Cal or California Electronic Benefit Transfer (EBT) card
- Women, Infants, & Children (WIC) Supplemental Nutrition Program
- SFMTA Lifeline card (Temporary Lifeline card not accepted)
- Experiencing homelessness and has visited a Coordinated Entry Point in the past 6 months

Under AB 645, drivers facing economic hardship or those who choose to can also perform community service in lieu of paying civil penalties.

To receive a low-income discount, a vehicle owner's household income must be under a certain amount, depending on how many people live in your home. Income limits are shown in *Table 3* below. More information about income-based fine reductions can be found on our website at SFMTA.com/SpeedingTicket.

Table 3: Low-income Discount Income Limits

Household Size	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Annual Income	*$39,900*	*$54,100*	*$68,300*	*$82,500*	*$96,700*	*$110,900*	*$125,100*	*$139,300*

Note: If more than 8 people live in your home, add $14,200 for each extra person.

Reduced Potential for Biased Enforcement

Unlike officer-initiated traffic stops, speed cameras issue citations based solely on vehicle speed. The system photographs the rear license plate and does not identify the driver's race, ethnicity, gender, or age when determining whether a citation is issued. This was one of the primary equity arguments used by supporters of AB 645.

Location Selection

By law, automated speed cameras are only allowed to be placed on high-injury corridors, school zones, and locations with documented speeding and severe-injury crash histories, rather than in locations chosen primarily for revenue generation. In San Francisco, the 33 camera locations were carefully vetted, assessed, and were placed on high-injury corridors and in locations reflecting the full diversity of socioeconomic backgrounds in the city.

Adjudication of Speed Camera Violations

All individuals who receive a Notice of Violation (or a citation) are entitled to request an additional review online, by mail, or in person to contest a violation. Notices of Violation provide instructions about how to protest the citation. Additional information regarding protests can be found on the SFMTA website or by calling the customer service center.

Recipients who believe a citation was issued in error have access to multiple levels of review that provide due process while allowing the agency to resolve disputes efficiently. The process progressively increases the level of independent review available to the registered vehicle owner and includes three levels of appeal: Administrative Review, Administrative Hearing, and review by the Superior Court.

Administrative Review

The first level of appeal is an Administrative Review conducted by SFMTA staff. During this review:

- Staff examine the citation, images, data, and any supporting evidence submitted by the vehicle owner.
- The reviewer determines whether the citation was issued correctly and whether any statutory defenses apply (for example, the vehicle was stolen, sold before the violation, or otherwise qualifies for dismissal under AB 645).
- A written decision is mailed to the vehicle owner.

This serves as the primary quality-control step and allows many errors or misunderstandings to be resolved without a formal hearing. If staff determine that the citation was improperly issued or that mitigating circumstances warrant dismissal under applicable law, the Notice of Violation or citation is dismissed. Completion of the Administrative Review is required before proceeding to the next level.

Administrative Hearing

If the citation is upheld during Administrative Review, recipients may request an Administrative Hearing to have their case be heard before a hearing officer. The SFMTA is authorized to conduct hearings through video conference, telephone, in person, or USPS mail (decision only, no communication with hearing officer). The hearing officer will conduct a hearing on the merits of any defense presented – including written or verbal statements, as well as other types of documentary evidence – to afford the vehicle owner the opportunity to refute the basis for the violation. The hearing officer conducts a de novo review of the evidence and issues a written decision that is mailed within 60 days of the hearing.

Superior Court

Recipients may seek judicial review of the Administrative Hearing decision in Superior Court pursuant to California law. The Court independently reviews the administrative record and determines whether the citation should be affirmed or dismissed.

Speed Safety Camera Program Performance

San Francisco Speed Cameras: AB 645 18-Month Criteria and Performance

California's AB 645 requires each speed safety camera location to meet at least one of three thresholds during its first 18 months of operation to remain in service. Those criteria are:

1. An 85th percentile Speed Reduction: A reduction in the 85th percentile speed of vehicles compared to data collected before the system was in operation.
2. Severe Speeding Reduction: A 20% reduction in the number of vehicles that exceed the posted speed limit by 10 miles per hour or more compared to data collected before the system was in operation.
3. Repeat Violator Reduction (Recidivism): A 20% reduction in the number of violators who received two or more violations at the location since the system became operational.

If a camera location fails to meet one of the three performance metrics after 18 months and no physical traffic calming improvements are added, the camera must be relocated or deactivated.

As of September 20, 2026, San Francisco's Speed Safety Camera Program has been operating for 18 months. **An analysis of the program's first 18 months found that all 33 camera locations met at least one of the speed-reduction thresholds required by California's AB 645.** Table 4 shows how each camera location met one or more of these requirements and summarizes the program's overall performance since launch.

Table 4: San Francisco Speed Camera Locations and AB 645 18-month Speed Reduction Criteria

Camera No.	Location	Extents	85th Percentile change	10mph+ Percent change	Recidivism % change
1	Fulton St. - Outer	42nd Ave. & 43rd Ave.	-13%	-92%	21%
2	Lincoln Way	27th Ave. & 28th Ave.	-17%	-92%	-6%
3	Geary Blvd.- Outer	7th Ave. & 8th Ave.	-17%	-95%	-6%
4	Fulton St. - Inner	2nd Ave. & Arguello	-12%	-59%	-23%
5	Geary Blvd. - Inner	Webster St. & Buchanan St.	-5%	-61%	-11%
6	Turk St.	Van Ness Ave. & Polk St.	-4%	-67%	-5%
7	Bay St.	Octavia St. & Franklin St.	-11%	-61%	-16%
8	Franklin St.	Union St. & Green St.	-24%	-94%	-2%
9	Columbus Ave.	Lombard St. & Greenwich St.	-14%	-96%	-13%
10	Broadway	Powell St. & Stockton St.	-11%	-79%	-9%
11	Embarcadero	Green St.& Battery St.	-11%	-88%	-8%
12	Mission St. - Inner	8th St. & 9th St.	-17%	-85%	0%
13	10th St.	Harrison St. & Folsom St.	-6%	-72%	-6%
14	9th St.	Harrison St. & Bryant St.	-10%	-88%	0%
15	7th St.	Harrison St. & Folsom St.	-10%	-93%	-10%
16	Harrison St.	4th St. & 5th St.	-11%	-68%	2%
17	Bryant St.	2nd St. & 3rd St.	0%	-68%	-7%
18	King St. (EB Only)	5th St. & 4th St.	-23%	-92%	-19%
19	Market St.	Danvers St. & Douglass St.	-16%	-97%	-10%
20	Guerrero St.	19th St. & 20th St.	-5%	-58%	3%
21	16th St.	Bryant St. & Potrero Ave.	-7%	-71%	-4%
22	San Jose Ave.	29th St. & 30th St.	-12%	-82%	-6%
23	Cesar Chavez Ave. at Folsom St.	Folsom St. & Harrison St.	-11%	-89%	0%
24	Cesar Chavez Ave. at Indiana St.	Indiana St. & Tennessee St.	-14%	N/A*	6%
25	3rd St.	Key Ave. & Jamestown Ave.	-1%	-88%	-9%
26	Bayshore Blvd. (SB Only)	101 off Ramp & Tunnel Ave.	-15%	-93%	-13%
27	Geneva Ave.	Prague St.& Brookdale Ave.	-26%	-98%	-34%
28	Mission St. - Outer	Ottawa Ave. & Allison St.	4%	-88%	-7%
29	Alemany Blvd.	Farragut Ave. & Naglee Ave.	-24%	-96%	-1%
30	Ocean Ave.	Frida Kahlo Way& Howth St.	-10%	-79%	-8%
31	San Jose Ave.- Outer	Santa Ynez Ave. & Ocean Ave.	-12%	N/A*	-41%
32	Monterey Blvd.	Edna St. & Congo St.	-22%	-99%	-13%
33	Sloat Blvd.	41st Ave. & Skyline Blvd.	-11%	-89%	-26%

Note: Green cells indicate criteria has been met.
Note: Data was collected through pneumatic tubes/vehicle speed surveys from Winter 2024 and 2025 (pre-implementation) and May 2026 (post-implementation) unless otherwise indicated.
** Data collected via Engineering and Traffic Surveys for these two locations in January and February 2024 (pre-implementation) and May 2026 (post-implementation).*

The program has consistently seen low recidivism rates, meaning a majority of drivers who receive a speeding citation from a camera do not speed past the same camera again. To measure recidivism, the SFMTA compared data from the program's first quarter of operation (April to June 2025) with the most recent quarter available (April to June 2026). Recidivism rates improved at 27 of the city's 33 camera locations over that period. Four locations also met the recidivism performance criterion established by AB 645.

For any additional information regarding the data presented in Table 4, please see the Appendix.

Camera Relocation

All 33 camera locations in San Francisco meet at least one of the required speed reduction criteria and therefore do not need to be removed, deactivated or relocated. However, in the coming months, the SFMTA will be further reviewing each camera location to understand if certain locations could be more impactful elsewhere. Specifically, we will examine:

- Updated collision information
- Roadway configuration
- Adjacent land uses
- Existing City-owned camera mounting infrastructure

We will also consider supervisorial districts and geographically equitable dispersion. Moving a camera to a new location will likely take about six months. Before any relocation, the agency would need to make time for community review, SFMTA Board approval, and all associated disassembly and installation work.

San Francisco Speed Cameras: Overall Performance

In addition to satisfying the 18-month criteria outlined by the AB 645, the Speed Safety Camera Program is working as intended to reduce speeding across camera sites. This is demonstrated by performance metrics such as reduction in speeds, recidivism, and egregious speeding that are analyzed by the SFMTA on a quarterly basis using speed surveys (pneumatic tube data) and citation data. This information is detailed below.

Please note, for the analysis published in previous SFMTA blog posts and in the below sections, the SFMTA looked at the reduction in the share of vehicles travelling 10mph after implementation of the speed camera program while the AB 645 speed reduction thresholds require that cities assess the reduction in the number of vehicles traveling 10mph or more when determining if minimum thresholds are met. Therefore, percentages in "*Table 4: AB 645 18-month Speed Reduction Thresholds*" may vary slightly from SFMTA's analysis in previous blog posts and in below sections.

Speeding Behavior

The SFMTA collected vehicle speed survey data (pneumatic tube data) prior to camera installation (Winter 2024-Winter 2025) and continues to collect subsequent speed surveys taken on a quarterly basis. As of May 2026, this data shows that **the share of drivers speeding 10 mph or more is down 84% across camera locations compared to pre implementation**.

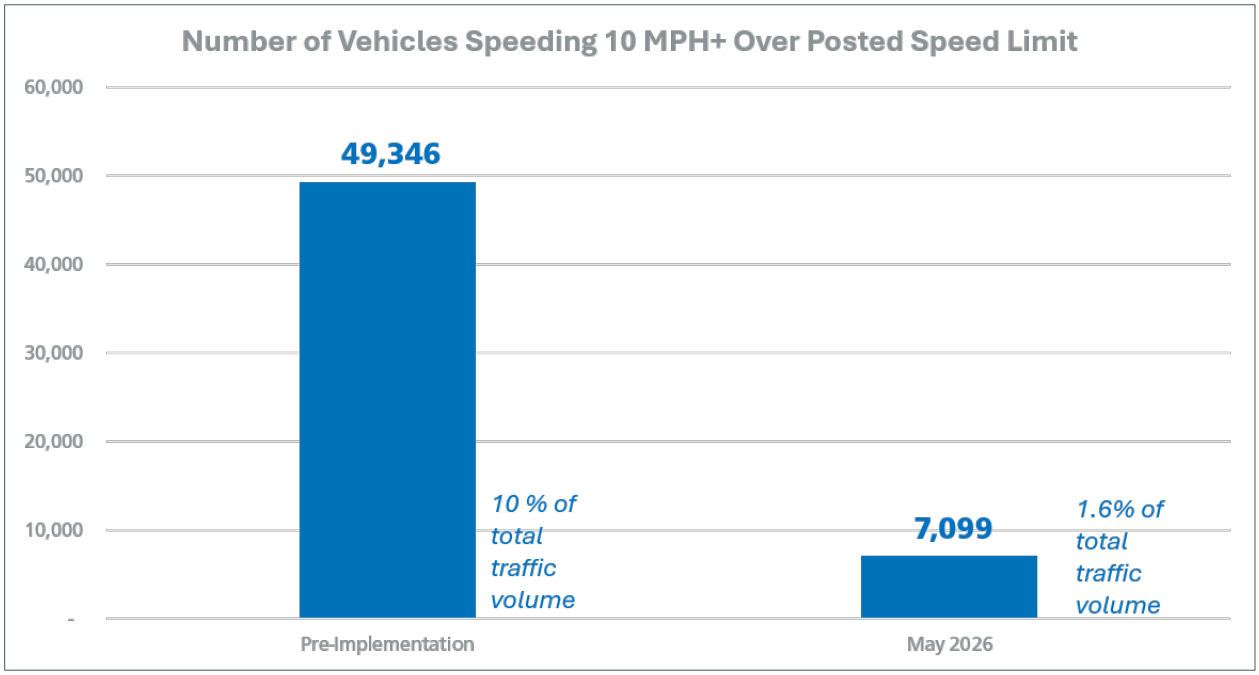
Just 1.6% of drivers traveled 10 miles per hour or more over the speed limit, down from 10% before implementation, **translating to around 42,000 fewer instances of speeding per day at camera locations across the city.**

Where cameras are installed near community/senior centers and school, excessive speeding has dropped by as much as 94% compared to pre-installation levels, removing close calls for kids and families walking or biking to school:

- Columbus (88% decrease) fronts North Beach Library and Joe DiMaggio playground
- Alemany (96% decrease) near Cayuga Playground
- 10th St (59% decrease) near senior centers and shelters
- Mission between 7th/8th (87% decrease) near social and health services
- Franklin (94% decrease) next to Sherman Elementary School
- Bay St (75% decrease) between Marina Middle School and Galileo High School
- Broadway (74% decrease) next to Jean Parker Elementary School with other schools and senior centers in close proximity.
- 3rd St (86% decrease) near KIPP Bayview Academy
- 7th St (92% decrease) fronting Bessie Carmichael Elementary School
- Harrison (64% decrease) is fronting Bessie Carmichael Middle School
- Cesar Chavez at Harrison (91% decrease) fronting Flynn Elementary School Turk (69% decrease) in front of Tenderloin Community Elementary School near shelters and health/ social service providers

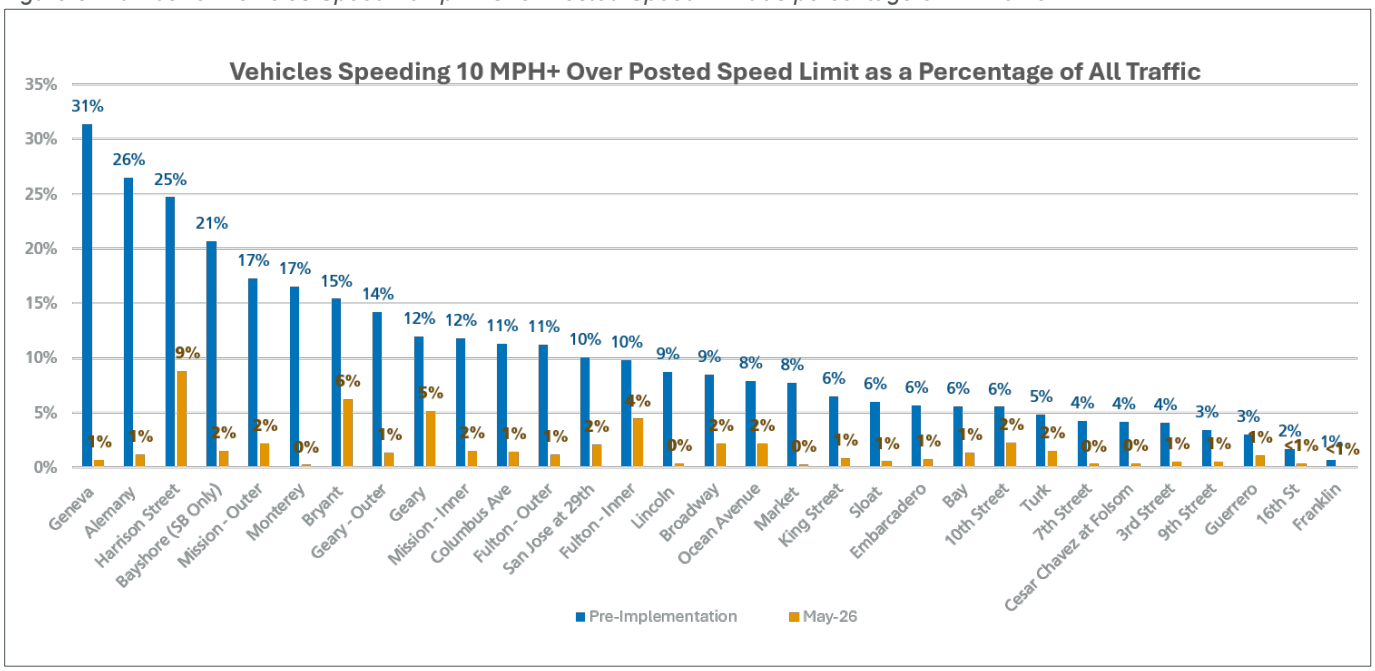
Less speeding means safer, calmer, and more predictable streets for everyone.

Figure 2: Number of Vehicles Speed 10mph+ Over Posted Speed Limit



Note: Data collected in Winter 2024-2025 (Pre-Implementation) and May 2026

Figure 3: Number of Vehicles Speed 10mph+ Over Posted Speed Limit as percentage of All Traffic

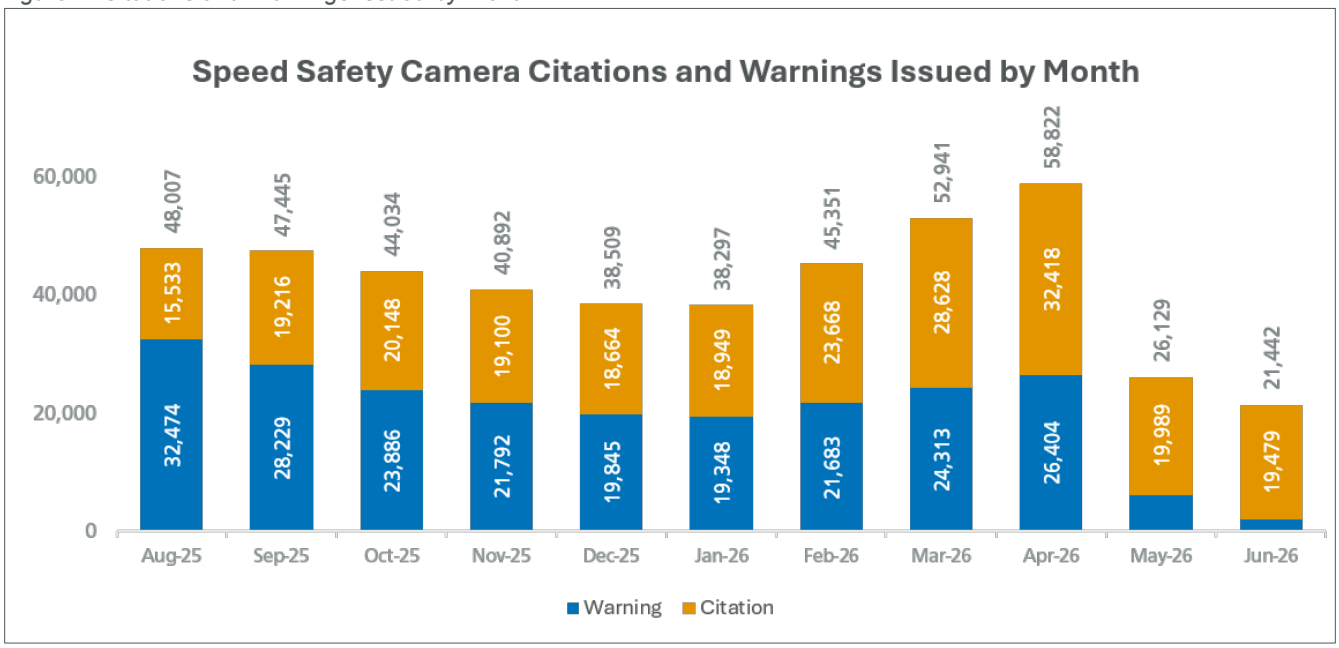


Note: Data collected in Winter 2024-2025 (Pre-Implementation) and May 2026
Note: This graphic compares 31 of the 33 camera locations. Two locations are missing due to limitations with tube count collection related to construction or Muni light rail operations. Engineering and Traffic Surveys are available for the two locations and can be seen in Table 4.

Issued Violations

As camera technology is fine-tuned, it does a better job identifying the remaining speeders, even though fewer people are speeding overall. **There have been 226,077 warnings issued and 235,792 Notice of Violations issued since the start of citation issuance in August 2025.** There has been a total of 588,124 warnings issued since program launch in March 2025, including the initial 60-day warning period.

Figure 4: Citations and Warnings Issued by Month



Note: Data from August 2025-June 2026

San Francisco was the first city in California to install speed cameras under AB 645, and we are constantly monitoring and fine-tuning the program ensure it is as effective as possible.

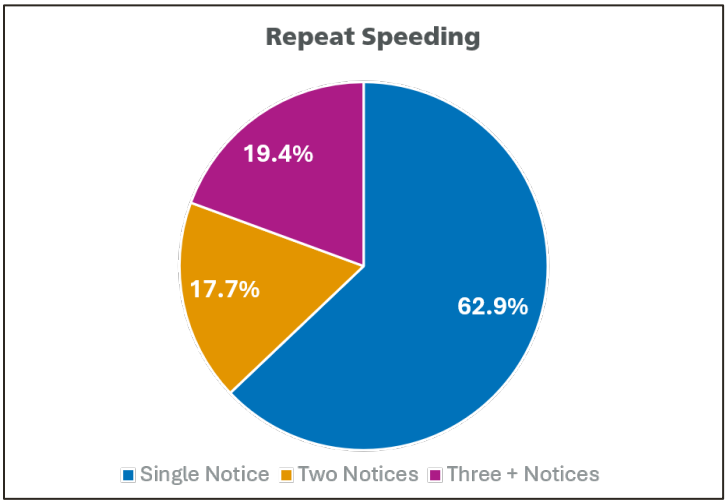
Violation levels can be influenced by a range of factors, including traffic volumes, seasonal patterns, large-scale disruptions like power outages, construction activity, staffing issues, and ongoing refinements to the technology.

The goal of the program is shifting driver behavior, and since launch, the program has delivered and continues to maintain a significant reduction in speeding at camera locations across the city.

Recidivism or Repeat Speeding

The majority of violation recipients (62.9%) do not receive a second warning or citation, suggesting that a **single notice is sufficient to change behavior for most drivers**. Overall, 80.6% of recipients receive no more than two notices.

Figure 5: Repeat Speeding or Recidivism since Program Launch

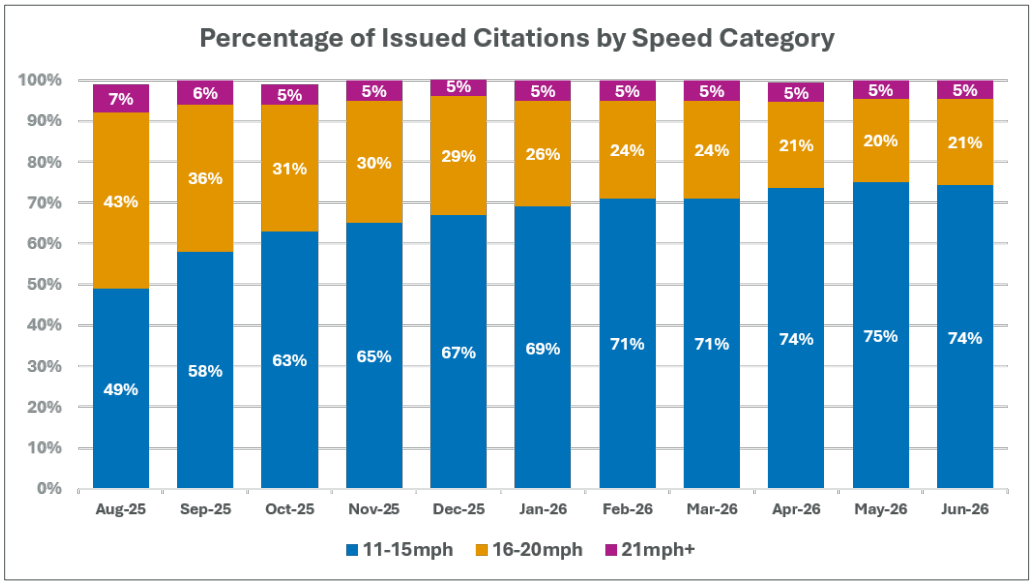


Note: Data from August 2025-June 2026

Egregious Speeding

Since the program began issuing citations in August 2025, **the percentage of drivers receiving citations for the most egregious speeds decreased and remains at lower levels.** The percentage of citations issued to drivers 16 or more mph over the posted speed limit has decreased from over 50% at program launch to less than 3% today.

Figure 6: Percentage of Issued Citations by Speed Category



Note: Data from August 2025- June 2026

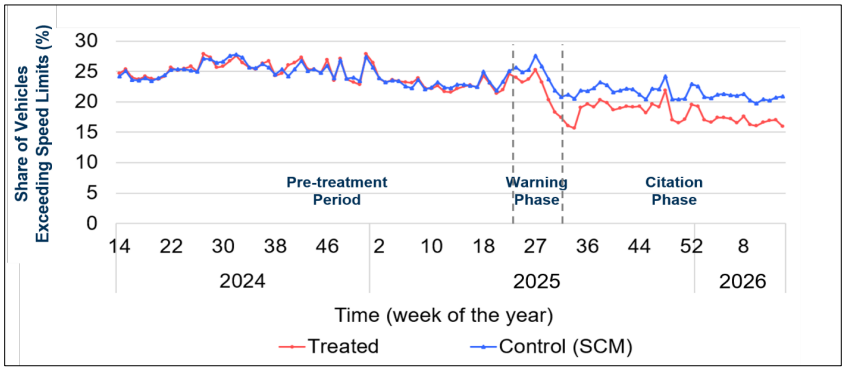
San Francisco Speed Cameras: Independent Evaluation

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, recently conducted an independent study on San Francisco's Speed Safety Camera Program. Preliminary research findings from this analysis include the following:

- The program changed driver behavior, with speeding dropping significantly before fines were issued.
  - Significant reductions occurred during the warning period.
- Cameras produced an additional measurable effect beyond broader citywide trends.
  - Camera locations improved at a quicker rate and more substantially than comparable locations without cameras.
- In addition to reducing speeding, traffic conditions also became safer and more predictable across camera locations.
  - Drivers are traveling at lower and more consistent speeds, creating safer and more predictable conditions for everyone using the street.
- The greatest impact occurred where the biggest problems with speeding existed.
  - Biggest reductions in speeding were observed on 30 mph streets.
- The positive effects on reductions of speeding have been sustained.
  - Share of vehicles exceeding the speed limit remains significantly below baseline levels 40-50 weeks after activation.
- Benefits extended beyond camera locations.
  - Speeding declined both at camera sites and at comparison sites.
  - The program's public awareness and education efforts may have contributed to broader citywide behavior change.

Overall, SafeTREC's results highlight the importance of deployment context and provide practical insights for future automated speed enforcement implementation in urban environments.[1] A webinar on SafeTREC's study and findings can be found here.

Figure 7: Share of Vehicles Exceeding Speed Limits (SafeTREC) [2]



[1] Lee, S., Raifman, M., & Griswold, J. B. (2025). Evaluating the Effectiveness of Automated Speed Enforcement in San Francisco, California: A Quasi-Experimental Approach Using Telematics Data [Manuscript submitted for publication]. Safe Transportation Research and Education Center, University of California, Berkeley

[2] Evaluating the Effectiveness of Automated Speed Enforcement in San Francisco, California: A Quasi-Experimental Approach Using Telematics Data [Manuscript submitted for publication]. Safe Transportation Research and Education Center, University of California, Berkeley

Program Revenue and Expenses

AB 645 requires that any speed camera revenue first covers program costs, with any excess funds dedicated directly to local traffic-calming measures. Cities must still maintain existing local fund investment in their traffic calming programs equal to a previous average from the 2016–17, 2017–18, and 2018–19 fiscal years. Specifically, Section 22426 (g) (2) of AB 645 states: *"Jurisdictions shall maintain their existing commitment of local funds for traffic-calming measures in order to remain authorized to participate in the pilot program and shall annually expend not less than the annual average of expenditures for traffic-calming measures during the 2016–17, 2017–18, and 2018–19 fiscal years. For purposes of this subdivision, in calculating average expenditures on traffic-calming measures, restricted funds that may not be available on an ongoing basis, including those from voter-approved bond issuances or tax measures, shall not be included."*

These two safeguards together ensure that **revenue generated goes toward new traffic calming investments, and that revenue is not used as a replacement for local funds**. Some of the specific revenue rules and definitions of traffic calming investments are detailed below.

AB 645: Revenue Rules

- Cost Recovery: Initial funds collected from citations pay for setting up and running the camera program.
- Reinvestment: Excess money must be spent on local traffic calming infrastructure within three years.
- Reversion: If a city does not plan or build these measures within three years, the leftover money goes to the state's Active Transportation Program.

AB 645: Types of Traffic Calming

The bill defines qualifying traffic-calming measures to include physical street designs that slow down cars and protect pedestrians, and include, but are not limited to, the following:

- Bicycle lanes
- Chicanes
- Chokers
- Curb extensions
- Median islands
- Raised crosswalks
- Road diets
- Roundabouts
- Speed humps or speed tables
- Traffic circles

San Francisco Speed Safety Camera Program Revenues, Expenses and Investments in Traffic Calming

San Francisco's initial program costs (from (Nov 2023 – June 2026) total approximately $4.3 million dollars and include the following items:

- Vendor contract ($1.5 million/year)
- SFMTA labor costs ($2.5 million for Nov 2023 – June 2026)
- Miscellaneous costs ($.3 million/year)

The program's first year of revenue (August 2025- July 2026) is $6.5 million dollars, resulting in approximately $2.2 million in funding that will be reinvested into traffic calming in San Francisco.

The SFMTA plans to use the first year of speed camera revenue funds towards advancing a data-driven, equity-focused approach to prioritize the installation of speed humps and related traffic calming features on local residential streets. Additionally, some of the revenues will fund new Rectangular Rapid Flashing Beacons (RRFBs), or user-activated yellow LED warning lights mounted on crosswalk signs to help pedestrians and bicyclists cross safely. Future reinvestment opportunities will be dependent on ongoing revenues but will continue to be dedicated directly to local traffic calming measures.

Recommendations and Next Steps

The SFMTA has seen strong support of the program from our local elected officials. San Francisco District Six Supervisor Matt Dorsey introduced a resolution to the city's Board of Supervisors in July 2026 reaffirming support for the program and highlighting its success.

Based on this support and performance of the program to date, the SFMTA will be working collaboratively with other pilot cities to collectively advocate for expansion of the program and the increase in the number of allowed camera locations, extension of the program, and other refinements to the statewide program that incorporate lessons learned from the pilot cities.

While working to achieve these long-term goals for the program, the SFMTA will continue to release all data quarterly through the City of San Francisco's open data portal (https://data.sfgov.org) and update the public on key program changes and ongoing performance metrics including speeding and citation data. As information becomes more available, the SFMTA will also analyze collision data to learn more regarding safety benefits of the program.

Appendix

San Francisco Speed Camera Locations and AB 645 18-month Speed Reduction Thresholds- Raw Data

					85th Percentile Analysis			Severe Speeding Analysis						
Cam Loc #	**Location**	**Extents**	**Data Collection Method**	**Posted Speed Limit**	**Pre-Implementation 85th Percentile** (Winter 2024/2025)	**Post-Implementation 85th Percentile** (May 2026)	**85th Percentile Change**	**Pre-Implementation Traffic Volumes** (Winter 2024/2025)	**Pre-Implementation 10mph+ Traffic Volume** (Winter 2024/2025)	**Pre- Implementation 10mph+ as percent of Total Traffic Volume** (Winter 2024/2025)	**Post-Implementation Traffic Volume** (May 2026)	**Post- Implementation 10mph+ Traffic Volumes** (May 2026)	**Post- Implementation 10mph+ as percent of Total Traffic Volume** (May 2026)	**10mph+ Traffic Volume Percent Change**
1	Fulton St. - Outer	42nd Ave. & 43rd Ave.	Tube	25	34	30	-13%	14,440	1,620	11%	10,731	128	1%	-92%
2	Lincoln Way	27th Ave. & 28th Ave.	Tube	30	38	32	-17%	9,867	864	9%	17,975	65	0%	-92%
3	Geary Blvd.- Outer	7th Ave. & 8th Ave.	Tube	25	35	29	-17%	31,174	4,436	14%	16,439	223	1%	-95%
4	Fulton St. - Inner	2nd Ave. & Arguello	Tube	25	34	30	-12%	22,788	2,229	10%	20,430	911	4%	-59%
5	Geary Blvd. - Inner	Webster St. & Buchanan St.	Tube	25	34	33	-5%	22,646	2,704	12%	20,262	1052	5%	-61%
6	Turk St.	Van Ness Ave. & Polk St.	Tube	20	25	24	-4%	6,394	309	5%	6,842	103	2%	-67%
7	Bay St.	Octavia St. & Franklin St.	Tube	25	32	29	-11%	10,206	572	6%	16,231	224	1%	-61%
8	Franklin St.	Union St. & Green St.	Tube	25	29	22	-24%	14,293	101	1%	13,991	6	0%	-94%
9	Columbus Ave.	Lombard St. & Greenwich St.	Radar	20	29	25	-14%	11,871	1,342	11%	4,269	60	1%	-96%
10	Broadway	Powell St. & Stockton St.	Tube	20	28	25	-11%	22,543	1,920	9%	18,470	404	2%	-79%
11	Embarcadero	Green St.& Battery St.	Tube	30	36	32	-11%	20,192	1,137	6%	18,020	141	1%	-88%
12	Mission St. - Inner	8th St. & 9th St.	Tube	20	30	25	-17%	14,280	1,688	12%	16,341	250	2%	-85%
13	10th St.	Harrison St. & Folsom St.	Tube	25	31	29	-6%	20,815	1,154	6%	14,095	324	2%	-72%
14	9th St.	Harrison St. & Bryant St.	Tube	25	30	27	-10%	19,887	680	3%	15,704	82	1%	-88%
15	7th St.	Harrison St. & Folsom St.	Tube	25	30	27	-10%	15,314	649	4%	13,386	43	0%	-93%
16	Harrison St.	4th St. & 5th St.	Tube	25	38	34	-11%	9,419	2,326	25%	8,336	734	9%	-68%
17	Bryant St.	2nd St. & 3rd St.	Tube	25	32	32	0%	13,198	2,033	15%	10,417	647	6%	-68%
18	King St. (EB Only)	5th St. & 4th St.	Tube	30	40	31	-23%	16,952	1,097	6%	10,520	89	1%	-92%
19	Market St.	Danvers St. & Douglass St.	Tube	30	37	32	-16%	11,168	866	8%	10,402	30	0%	-97%
20	Guerrero St.	19th St. & 20th St.	Tube	25	29	28	-5%	17,269	518	3%	19,085	216	1%	-58%
21	16th St.	Bryant St. & Potrero Ave.	Tube	25	29	27	-7%	11,536	193	2%	14,822	56	0%	-71%
22	San Jose Ave.	29th St. & 30th St.	Tube	25	34	30	-12%	21,292	2,149	10%	18,403	380	2%	-82%
23	Cesar Chavez Ave. at Folsom St.	Folsom St. & Harrison St.	Tube	25	30	26	-11%	18,434	873	5%	24,201	94	0%	-89%
24	Cesar Chavez Ave. at Indiana St.	Indiana St. & Tennessee St.	Engineering Traffic Survey	25	35	30	-14%	*N/A	*N/A	*N/A	*N/A	*N/A	*N/A	*N/A
25	3rd St.	Key Ave. & Jamestown Ave.	Tube	25	27	27	-1%	8,323	342	4%	7,394	41	1%	-88%
26	Bayshore Blvd. (SB Only)	101 off Ramp & Tunnel Ave.	Radar	30	41	35	-15%	11,906	2,465	21%	11,536	175	2%	-93%
27	Geneva Ave.	Prague St.& Brookdale Ave.	Tube	30	43	32	-26%	21,123	6,630	31%	20,341	144	1%	-98%
28	Mission St. - Outer	Ottawa Ave. & Allison St.	Tube	20	25	26	4%	8,829	1,526	17%	8,493	186	2%	-88%
29	Alemany Blvd.	Farragut Ave. & Naglee Ave.	Tube	30	43	33	-24%	13,655	3,616	26%	13,050	152	1%	-96%
30	Ocean Ave.	Frida Kahlo Way& Howth St.	Tube	20	27	25	-10%	18,404	1,450	8%	13,995	302	2%	-79%
31	San Jose Ave.- Outer	Santa Ynez Ave. & Ocean Ave.	Engineering Traffic Survey	25	33	29	-12%	*N/A	*N/A	*N/A	*N/A	*N/A	*N/A	*N/A
32	Monterey Blvd.	Edna St. & Congo St.	Tube	25	35	27	-22%	15,585	2,576	17%	14,673	34	0%	-99%
33	Sloat Blvd.	41st Ave. & Skyline Blvd.	Tube	30	37	33	-11%	16,108	970	6%	18,244	104	1%	-89%

Note: Data collected via pneumatic tubes/vehicle speed surveys from Winter 2024 and 2025 (pre-implementation) and May 2026 (post-implementation) unless otherwise noted.

* Data collected via Engineering and Traffic Surveys from January and February 2024 (pre-implementation) and May 2026 (post-implementation)