



SFMTA

Speed Safety Camera Program

July 11, 2024

OCII Mission Bay CAC

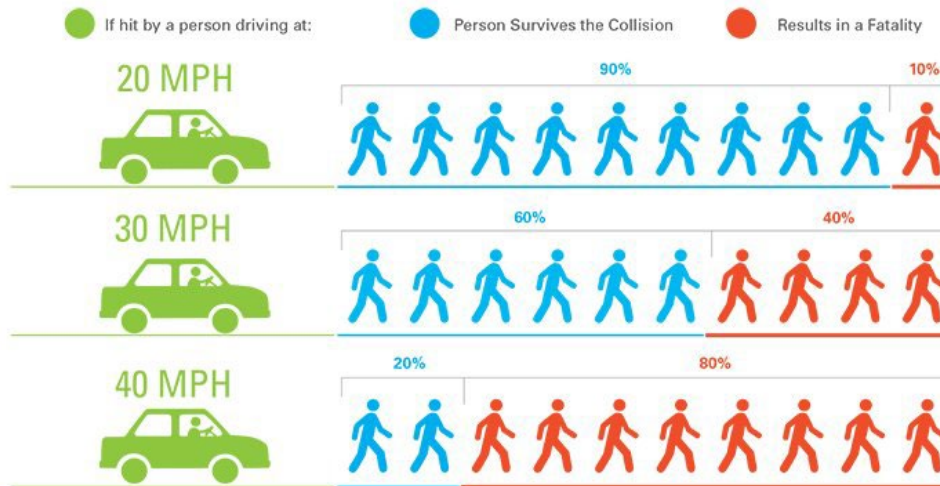
AB 645: Pilot Authorization

- Authorizes local departments of transportation of six cities to establish a speed safety program— **not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- The number of cameras is limited based on the city's population: **San Francisco gets 33 cameras**

AB 645 Establishes:	
Speed penalties	- 11-15 MPH over: \$50 - 16-25 MPH over: \$100 - 26+ MPH over: \$200 - Any vehicle at 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

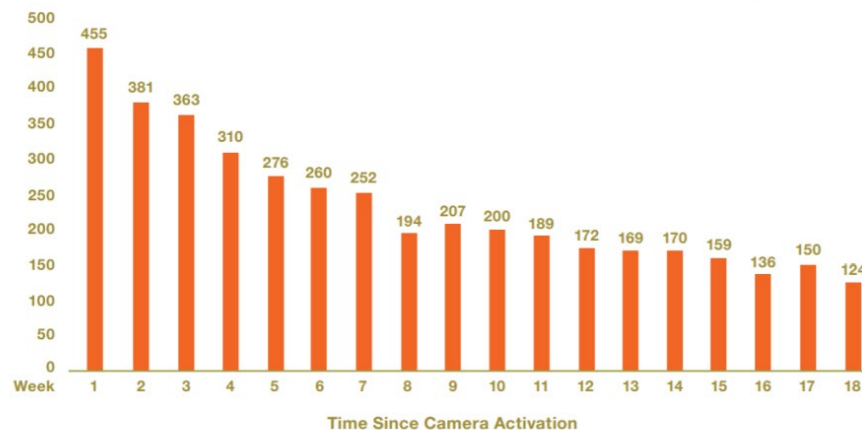
Why Speed Cameras?

Slowing down vehicles saves lives.



Introducing monetary fines is an effective tool to change behavior.

Average Weekly Violations at New Speed Camera Locations, 2019



Source: New York City Department of Transportation

Where Can the 33 Cameras Go?

State Law Specification	SFMTA's Response
Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing	All cameras will be located on the high-injury network , in locations with speed-related collisions
Cameras cannot be located on state highways, freeways, or expressways	All cameras will be located on city streets
Cameras should be located in areas that are “geographically and socioeconomically diverse”	At least 2 cameras will be installed in each District Camera locations will reflect the full diversity of neighborhoods in the city
To keep a camera location after 18 months, there must be measurable reductions in speeding behavior	Camera locations will be prioritized in locations with vehicle speeds exceeding 10 MPH over the posted speed limit

Where Should the 33 Cameras Go?



Streets with Speeding Vehicles (10 MPH Over Limit)

- Measured by speed studies or speed & volume counts

Streets with History of Speed-Related Collisions

- Measured by geo-located historical collision & injury data



Neighborhoods with Vulnerable Road Users

- Measured by concentrations of land uses like schools, senior service sites, parks, commercial areas, etc.

Streets with More Infrastructure Risk

- Measured by presence of uncontrolled crosswalks, wide street widths, etc.



Streets Where Engineering Tools Have Not Reduced Speeds

- Measured by post-implementation vehicle speeds

Additional Factors Considered



City-Owned Pole



Existing Electrical Power



Adequate Signal Spacing



Two-Way Monitoring

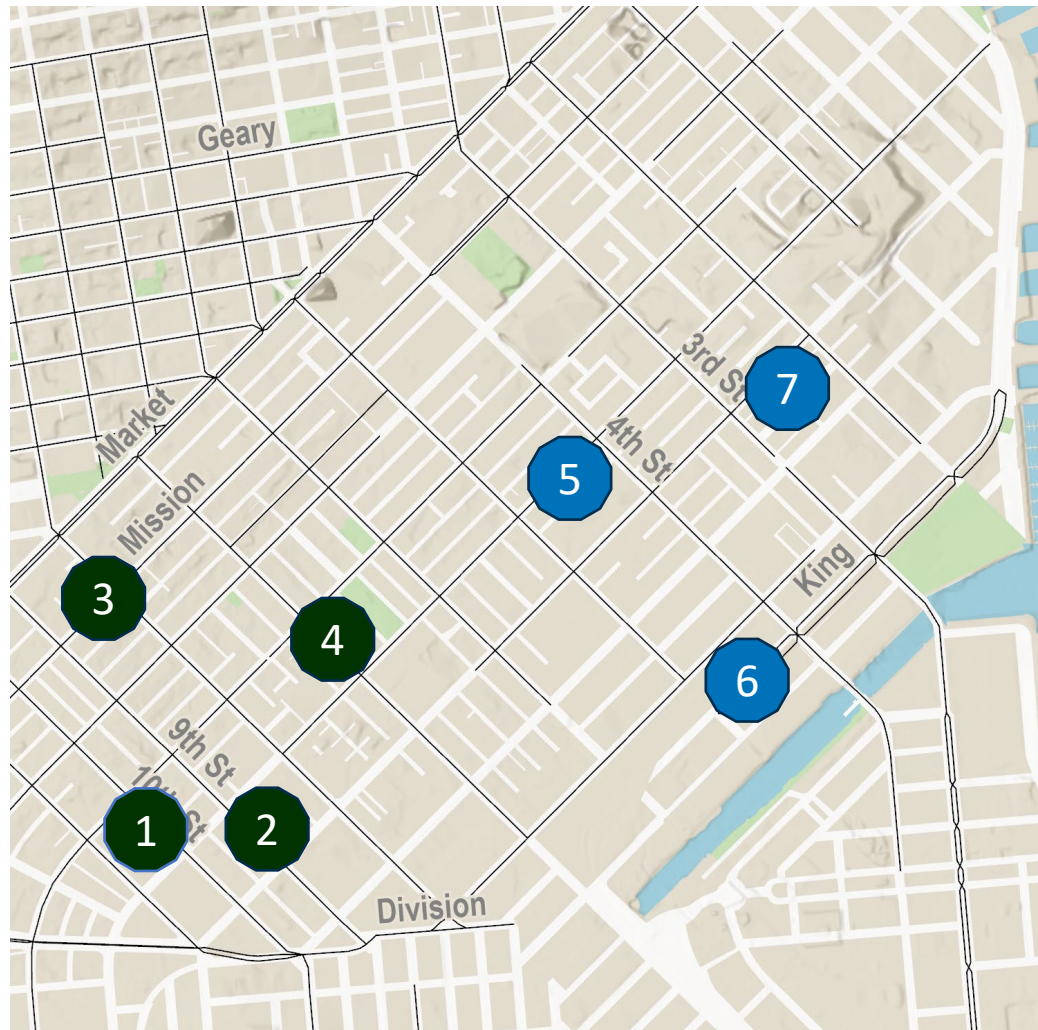


Appropriate Mid-Block Location



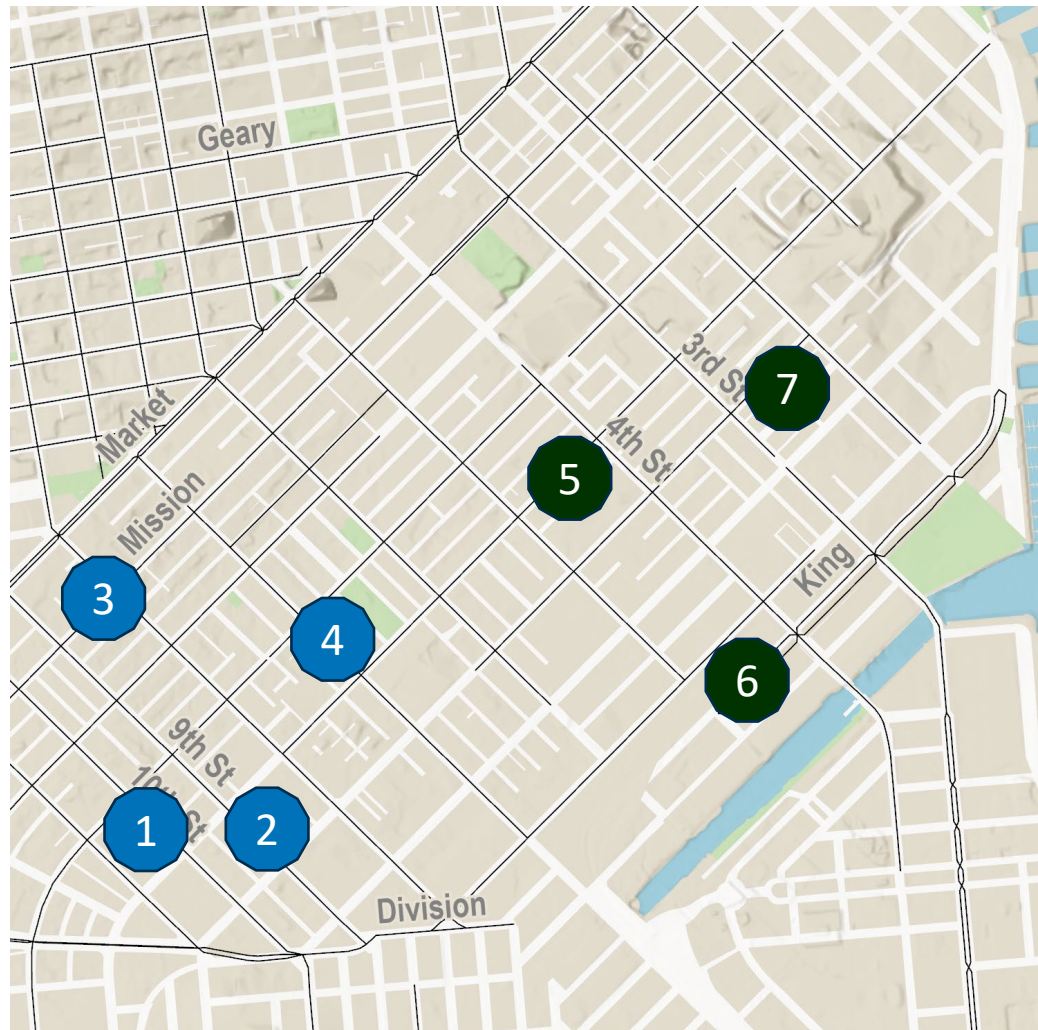
Clear Sight Distance

Nearby Camera Locations



- 1. 10th St, Harrison to Folsom, 25 MPH**
 - 5.5% of daily vehicles over 35 MPH
 - Wide one-way street (4 travel lanes)
 - Concentration of senior service sites and shelters
- 2. 9th St, Bryant to Harrison, 25 MPH**
 - 3.4% of daily vehicles over 35 MPH
 - Wide one-way street (4 travel lanes)
 - Transition from freeway to city street
- 3. Mission St, 8th to 9th St, 20 MPH**
 - 11.8% of daily vehicles over 30 MPH
 - Eight speed-related injuries and concentration of mid-block collisions
 - Cluster of social services and healthcare facilities within 20 MPH zone
- 4. 7th St, Harrison to Folsom, 25 MPH**
 - 4.2% of daily vehicles over 35 MPH
 - Elementary school block with concentration of healthcare facilities

Nearby Camera Locations



5. Harrison, 4th to 5th St, 25 MPH

- 24.7% of daily vehicles over 35 MPH
- Middle school block with concentration of social service sites in the vicinity
- Wide one-way street (4 travel lanes)

6. King St (NB only), 4th to 5th, 30 MPH

- 6.1% of daily vehicles over 40 MPH
- Nine of speed related collisions
- Transition from freeway to city street

7. Bryant, 2nd to 3rd St, 25 MPH

- 15.4%% of daily vehicles over 35 MPH
- Five of speed related collisions , two severe
- Adjacent to South Park and pedestrians along the corridor



— 2022 High Injury Network

● School/Senior/Health Sites

Less Dense
 Concentration of Speed-Related Collisions
 Most Dense

— Shortlist ASE Segments

📍 Proposed ASE Segments

Path to Implementation

