



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Speed Safety System Pilot Program - Assembly Bill 645

1. Motion to Approve and Adopt the Speed Safety System Use Policy and Impact Report.

COUNCIL ACTION

Item Type: Public Hearing

Approved for April 29, 2025 **calendar**

EXECUTIVE SUMMARY

The City of Glendale has been selected to participate in a five-year Speed Safety System Pilot Program under Assembly Bill 645 (AB645), which allows automated speed enforcement in six California cities. The program aims to improve traffic safety by reducing speeding and speed-related collisions. Speed safety cameras will be deployed at nine strategic locations in Glendale, capturing images of vehicles exceeding the posted speed limit by 11 mph or more. Violations will result in citations issued to registered vehicle owners.

City Council approval and adoption is requested for the Speed Safety System Use Policy and Impact Report, which outline operational guidelines, privacy protections, enforcement procedures, locations where the systems may be deployed, and traffic data for these locations. The program has received public support, with survey results indicating community backing. While the Pilot Program is estimated to cost \$1 million per year, citation revenues will be used to offset expenses and fund local traffic-calming measures.

RECOMMENDATION

Pass a motion to approve and adopt the Speed Safety System Use Policy and Impact Report.

ANALYSIS

The City of Glendale was selected to implement a five-year Speed Safety System Pilot Program in accordance with AB645, which allows the use of automated enforcement systems in six California cities: Glendale, Los Angeles, Long Beach, San Francisco, San Jose, and Oakland. AB645 was approved by the California Governor on October 13, 2023.

Speed Safety System Pilot Program

A Speed Safety System consists of automated speed enforcement cameras that use sensors to detect vehicles exceeding the posted speed limit and capture photographic evidence of the violation to issue a citation. These cameras are strategically placed in areas with high incidences of speed-related collisions or in zones requiring special protection, such as school zones. The system captures images of the rear license plates of vehicles that are traveling 11 miles per hour or more over the posted speed limit and notices of violation are issued to registered owners of those vehicles. Revenues derived from this program will first be used to recover program costs and any surplus revenue may be used for the construction of traffic-calming measures in the respective project corridors.

Impact Report

AB645 mandates that, prior to implementing Speed Safety Systems, each participating city must develop a comprehensive Speed Safety System Impact Report (Exhibit A).

This Speed Safety System Impact Report includes the following information:

- A. Assessment of potential impact of the speed safety system on civil liberties and civil rights and any plans to safeguard those public rights.
- B. Description of the speed safety system and how it works.
- C. Fiscal costs for the speed safety system, including program establishment costs, ongoing costs, and program funding.
- D. If potential deployment locations of systems are predominantly in low-income neighborhoods, a determination of why these locations experience high fatality and injury collisions due to unsafe speed.
- E. Locations where the system may be deployed and traffic data for these locations, including the address of where the cameras will be located.
- F. Proposed purpose of the speed safety system.

The Speed Safety System Impact Report must be made available for public review at least 30 calendar days prior to adoption by the City Council at a public hearing. The City's draft Impact Report was published on the City's website and the project website on March 15, 2025, and announced by email, a newsletter, and various City outreach platforms.

Use Policy

AB645 mandates that, prior to implementing Speed Safety Systems, each participating city must develop a Speed Safety System Use Policy (Exhibit B). The Speed Safety System Use Policy sets forth the specific purpose for the system, the uses that are authorized, the rules and processes required to be followed by employees and contractors of the designated jurisdiction administering the system prior to its use, and the uses of the equipment and data collected that are prohibited. The policy identifies the data or information that can be collected by the speed safety system and the individuals who can access or use the collected information, and the rules and processes related to the access, transfer, and use or use of the information. The policy also includes provisions for protecting data from unauthorized access, data retention,

public access, third-party data sharing, training, auditing, and oversight to ensure compliance with the Speed Safety System Use Policy.

The Speed Safety System Use Policy must be made available for public review, including, but not limited to, by posting it on the City of Glendale website at least 30 calendar days prior to adoption by the City Council. The City's draft Use Policy was published on the City's website and the project website on March 15, 2025, and announced by email, a newsletter, and various City outreach platforms.

Prior Studies on Effectiveness

AB645 references several authoritative studies underscoring the efficacy of Speed Safety Systems in enhancing traffic safety. The California State Transportation Agency's "CalSTA Report of Findings: AB 2363 Zero Traffic Fatalities Task Force," issued in January 2020, concluded that both international and domestic studies demonstrate that Speed Safety Systems are effective countermeasures against speeding. Similarly, a 2017 study by the National Transportation Safety Board analyzed various Speed Safety System programs and found reductions in the likelihood of speeding more than 10 miles per hour over the posted limit and the potential reduction of collisions involving severe injuries or fatalities. Additionally, the National Highway Traffic Safety Administration has awarded Speed Safety Systems its maximum 5-star effectiveness rating. These findings highlight that Speed Safety Systems, when integrated with education and traffic engineering measures, can significantly reduce speeding, improve traffic safety, and prevent traffic-related fatalities and injuries.

Prior Programs

The City of Glendale previously participated in a Red-Light Photo Enforcement Program in which drivers were automatically issued a standardized fine if caught on camera running a red light. Across California and within the City of Glendale, the Red-Light Program encountered several issues leading to their discontinuation. These issues included, but were not limited to, legal challenges and operational issues, such as the necessity to identify the actual driver of the vehicle and the reliability of photographic evidence. (Ultimately, the California Supreme Court rejected evidentiary challenges to the issuance of a traffic infraction based upon red light camera photos and video). In Glendale, the program was terminated due to declining public support, ineffectiveness, and cost inefficiency.

In contrast, the proposed Speed Safety System Pilot Program will utilize technology that can accurately photograph vehicle license plates only. Additionally, this Program has garnered public support and is intended to cover operational costs through citation revenues.

Location Selection

Sixteen locations were initially considered for the Speed Safety System Pilot Program based on Glendale's Local Road Safety Plan, speeding citations, and collision data. In accordance with AB645, locations were selected to account for the City's geographic and socioeconomic diversity, incidents of speed-related collisions, school zones, and

incidents of speed contests The public also provided input on the sixteen locations in several community touchpoints. The initial list of sixteen locations was then refined to a total of nine allowable locations for the program (Exhibit C) using the metrics from AB645.

On February 24, 2025, the Transportation and Parking Commission requested that staff revisit the 16 initial locations and prioritize collisions over other metrics. Staff revisited the 16 preliminary speed camera locations identified in the Impact Report and prioritized collisions as the number one factor in determining speed camera locations. After revisiting the initial 16 locations and prioritizing collisions as the number one factor, six locations remain on the recommended list of nine. Upon consideration of other required elements of AB 645, however, staff reaffirms that the originally recommended nine locations provide the most effective deployment of speed safety systems. These locations not only prioritize high-collision areas with a focus on protecting vulnerable roadway users, but also comport with the legislative framework and best serve program feasibility. Notably, if any of the nine proposed system locations do not function as intended, then as outlined in AB 645, the respective system(s) may be moved to any of the seven locations not among those recommended for deployment at this time.

The effectiveness of the program on reducing speeding will be studied within the first 18 months after installation of equipment at each of the proposed nine locations. These cameras will operate for no more than 18 months unless significant reductions in speeding are confirmed by the results of the studies. If relocation is needed, then the remaining seven locations will be considered.

Proposed projects like the North Hollywood to Pasadena Transit Corridor and various Citywide Capital Improvement Projects were considered during the location selection process; however, those projects will not be completed prior to the scheduled implementation of speed safety cameras.

Speed Safety System Locations

1. Glendale Avenue: Monterey Road to Verdugo Road
2. Brand Boulevard: Magnolia Avenue to Maple Street
3. Glenoaks Boulevard: Kenilworth Avenue to Central Avenue
4. San Fernando Road: California Avenue to Colorado Street
5. Glenoaks Boulevard: Rosedale Avenue to Cleveland Road
6. Glenoaks Boulevard: Allen Avenue to Ruberta Avenue
7. Brand Boulevard: Harvard Street to Lexington Drive
8. Central Avenue: Broadway to Doran Avenue
9. Chevy Chase Drive: Lilac Lane to Sinclair Avenue

Contract Types

Camera system vendors were consulted to gather information on contract options. There are two primary options for acquiring the systems: leasing or purchasing. Leasing offers low upfront costs, maintenance, upgrade opportunities, and technical support.

However, leasing has drawbacks, such as higher long-term costs compared to purchasing and restrictions on modification and customization. Alternatively, the City could purchase the systems, which would provide complete control over them. However, this option comes with higher initial costs and the responsibility for maintenance and repairs. An RFP for construction services may be solicited once funding has been secured and would include both avenues as optional bids so that staff can determine the best available contract type at the time of award of a construction services agreement.

STAKEHOLDERS/OUTREACH

The City of Glendale, in collaboration with Kimley-Horn consultants, conducted Citywide and targeted outreach to stakeholder organizations. The Speed Safety System Impact Report outlines the outreach efforts, key themes from stakeholder discussions, and how the collected input was incorporated into the refinement of the nine Speed Safety System locations.

Stakeholder engagement began in November 2024. More than 400 individual stakeholders were contacted as part of Glendale's Speed Safety System Pilot Program. Stakeholders included community organizations, advocacy organizations, homeowners' associations, and business groups. Additional outreach was conducted with key City departments and partners such as the Glendale Police Department, Glendale Fire Department, and various Glendale Unified School District campuses. During the four-month outreach period, the City of Glendale achieved more than 5,220 stakeholder touchpoints through the following outreach strategies:

Project Website

- The project website serves as a central hub for all program-related information, including the project timeline, Frequently Asked Questions (FAQs), fact sheets, meeting presentations, exhibits, infographics, and opportunities for public input.
- Information was made available in English, Spanish, Armenian, and Korean.
- During the outreach period, the website received 4,640 views.

Online Survey

- A multilingual survey was developed using the Social Pinpoint platform, which provides a geographical representation of proposed system locations, allowing respondents to prioritize their areas of concern.
- Survey input was used to refine and narrow the initial 16 locations to nine priority locations.
- The survey was made available on the City's website beginning in November 2024.
- A total of 436 residents, students, and frequent visitors of Glendale completed the online survey.
- The survey consists of 12 questions designed to help identify optimal speed safety camera locations, program benefits, and address program concerns.

Key Survey Results

- 87% of survey respondents reside in the City of Glendale

- 81% of survey respondents typically drive alone or carpool with others
- 83% of survey respondents support the use of speed safety cameras

Community Meetings and Outreach Efforts

Multiple community meetings and events were held to educate Glendale residents about the pilot program and gather input on safety concerns in areas where they live, work, and travel.

- Montrose Harvest Market on November 10, 2024: City staff showcased informational displays and handed out flyers to raise awareness about the Speed Safety System Pilot Program and promote upcoming meetings.

FISCAL IMPACT

There is no fiscal impact associated with this report, the purpose of which is to present the Speed Safety System Use Policy and Impact Report for approval and adoption.

The implementation of AB645 is authorized as a five-year pilot program; and, if leasing the systems, it is estimated to cost approximately \$1 million per year to cover nine locations, for a total estimated cost of \$5 million. These costs include expenses for installation, maintenance, and operation of automated speed enforcement systems, as well as administrative staffing and costs related to processing violations and program oversight.

To fund this initiative, staff is requesting funding in the Fiscal Year 25-26 Public Works Department budget request cycle. However, AB645 allows for revenue generated from citations to offset operational costs before being allocated to local traffic-calming measures. Additional funding sources, such as grants or state funding, will also be explored to reduce the program’s impact on the General Fund; however, deployment of the program could be delayed until grant funding is fully secured under this option. Grant funding opportunities, such as Local Highway Safety Improvement Project (HSIP) and others, will be considered for future funding as they become available.

The program is estimated to require two full-time staff members for oversight, administration, and the adjudication process.

Estimated Annual Costs (Per Year for 9 Locations – Leasing Option with new RFP)

- \$605,000 - Vendor Operational Costs (camera system, citation processing, citation appeals, etc.)
 - \$320,000 - Staff Salary & Fringe Benefits
 - \$75,000 - Other City Costs (procurement, signage, training, power costs, etc.)*
- Total Estimated Annual Cost: \$1 million

*If existing infrastructure cannot be leveraged for the installation of the camera systems, additional City costs will be required. Alternatively, the number of camera systems may be reduced based on funding availability.

Estimated Total Costs (Potential Leasing Option with Existing RFP)

Based on the San Francisco Municipal Transportation Agency (SFMTA) awarded contract amount, the City estimates a total five-year contract amount of \$2,225,000. This estimated amount does not include staff resources, construction of new support infrastructure, and other City costs.

If fully implemented and operational by the end of this calendar year, revenue is expected to be received within six months. Since this is a novel program, precise revenue estimates are difficult to predict at this time. Later this calendar year, staff may return to the City Council to consider a new enforcement contract with a camera vendor. The accompanying report would include revenue projections for the City Council to consider.

ENVIRONMENTAL REVIEW (CEQA/NEPA)

The activity under consideration is categorically exempt either as a Class 1 project pursuant to CEQA Guidelines section 15301, which consists, among other things, of minor alterations to existing public facilities or mechanical equipment; or, in the alternative, as a Class 3 project pursuant to 15303, which consists, among other things, of the construction and location of limited numbers of new, small facilities. In any event, it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment; thus, it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3).

CAMPAIGN DISCLOSURE

Not Applicable.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Do not approve and do not adopt the Speed Safety System Use Policy and Impact Report. This would delay the implementation of the Speed Safety System and potentially make the City ineligible to participate in the Pilot Program.

Alternative 2: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

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Approved by:

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EXHIBITS/ATTACHMENTS

Exhibit A: AB-645 Speed Safety System Impact Report
Exhibit B: AB-645 Speed Safety System Use Policy
Exhibit C: AB-645 Speed Camera System Nine Locations