



City of Glendale

Assembly Bill 645 Speed Safety System Pilot Program

Presented by: Department of Public Works

April 29, 2025

Legislative History



California Assembly Bill-2363 Zero Traffic Fatalities Task Force

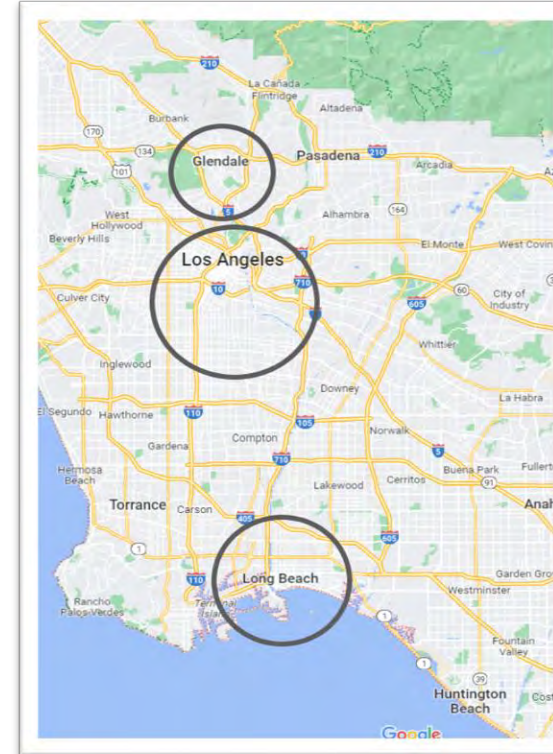
- Assembly Bill 2363 – Authored by Laura Friedman
- CalSTA – California State Transportation Agency
- Establish the Zero Traffic Fatalities Task Force
- Submit a report of findings based by January 1, 2020
- Findings: Foundation for AB-645 Legislation



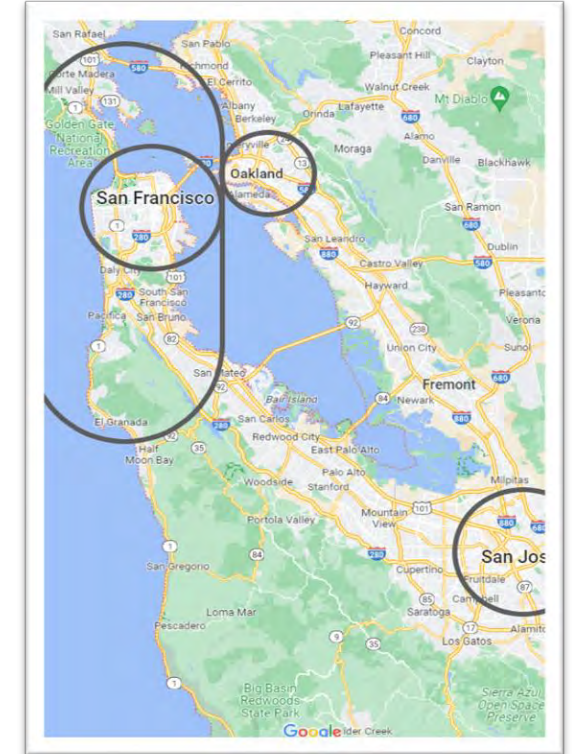
Assembly Bill-645

California Assembly Bill-645

- Authored by State Assemblymembers Laura Friedman and Phil Ting
- Signed by Governor on October 13, 2023
- Authorized Pilot program for Six Cities



- Glendale
- Long Beach
- Los Angeles

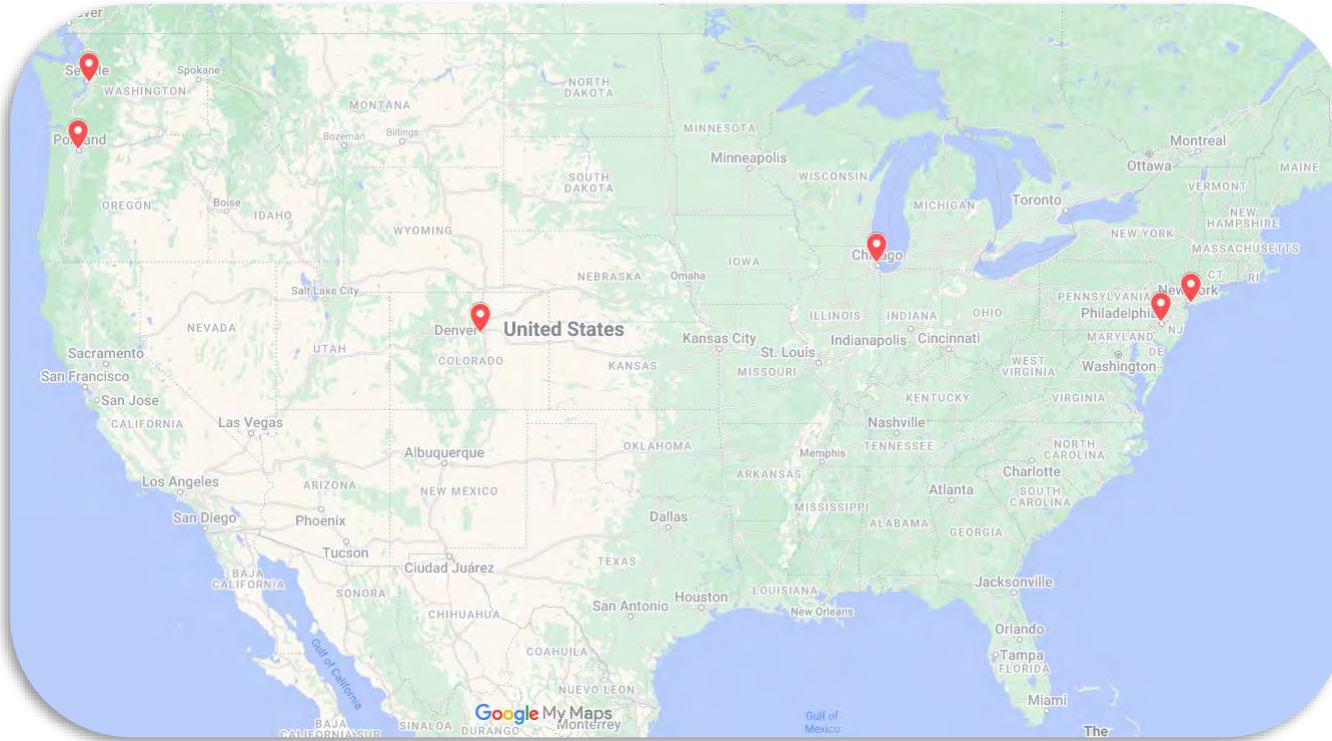


- Oakland
- San Francisco
- San Jose



Similar Programs

Improve Speed Safety



Similar Programs

New York City

- Speeding 73% ↓
- Injuries in areas with program 35% ↓

Chicago

- Fatal and severe injury crashes 15% ↓

Portland

- Crashes 43% ↓

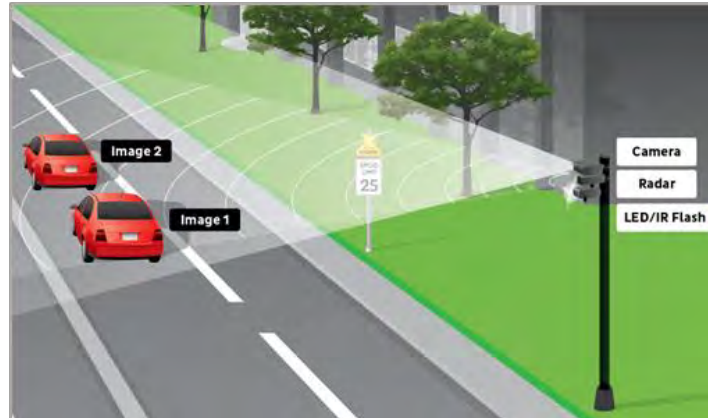
Definition and Description:

Speed Safety System

A fixed or mobile radar or laser system or any other electronic device that utilizes automated equipment to detect a violation of speed laws and obtains a clear photograph of a speeding vehicle's license plate.



Photographic Evidence

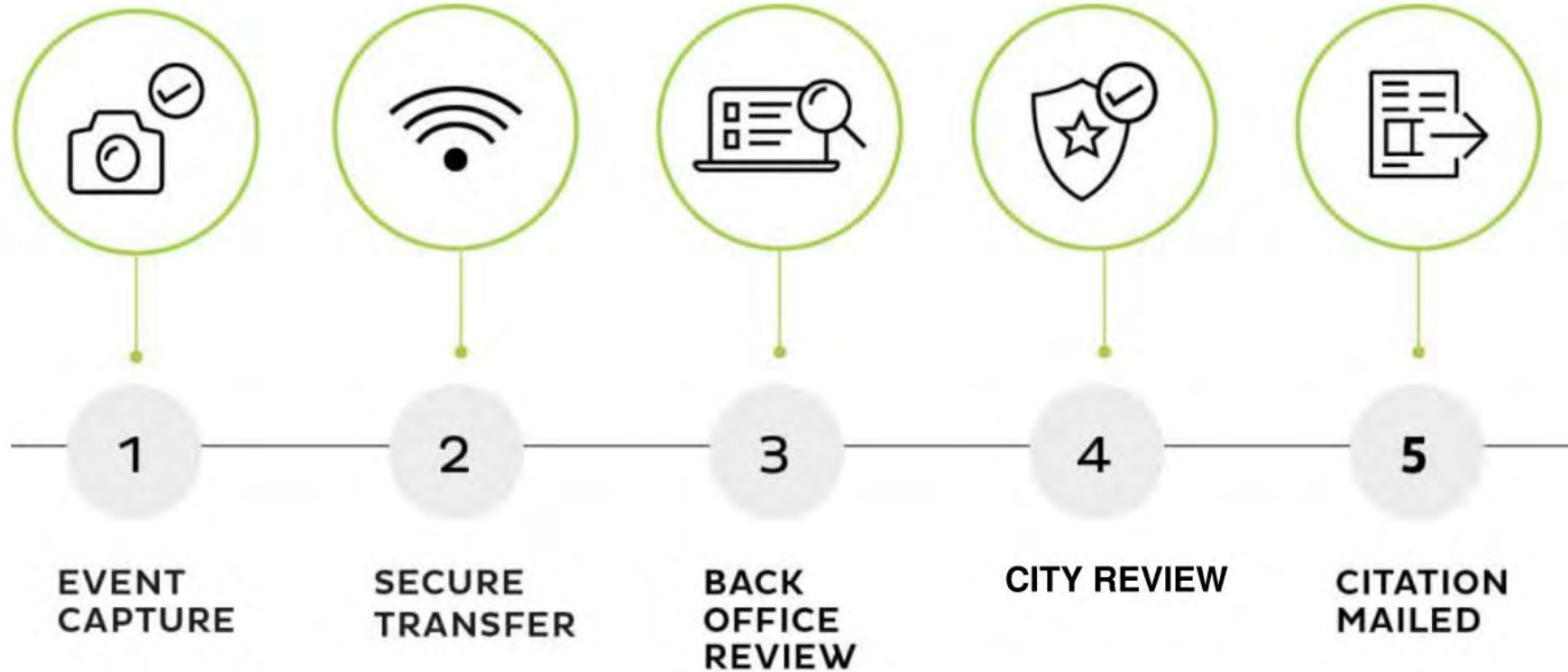


Notices of violation shall only be issued to registered owners of the vehicle



Speed Safety Cameras

Violation: End-to-End Process



Speeding Violations:

Speeding Violations

Bill authorizes civil penalties only

Speed	Fine
1 st 60 days of program	Warning Notice
11-15 MPH over speed limit	\$50
16-25 MPH over speed limit	\$100
26 MPH over speed limit	\$200
100 MPH or more	\$500



- Recover Program costs
- Implement Traffic Calming Measures
- CA Active Transportation Program

Use Policy and Impact Report

Use Policy

- Identify collected data and information
- Who has access and the use of the collected information
- How Privacy and Data will be protected:
 - Data retention
 - Public access
 - Third-party data sharing
 - Training, auditing, and oversight
- Public review is required 30 days prior to adoption
 - Draft Use Policy published on March 15th, 2025



Use Policy and Impact Report

Use Policy - Privacy



Information Collected:

- Shall only be used to administer the program
- Shall not be disclosed to any other persons, including state or federal agency
- Except as required by state or federal law, court order, or in response to a subpoena in an individual case or proceeding.

Data Retention:

- Photographic evidence that does not result in the issuance of a notice of violation shall be destroyed **within 5 business days**.
- Confidential records and evidence:
 - May be retained for **up to 60 days**
- Administrative records:
 - May be retained for **up to 120 days**
- Retain data that a vehicle has been cited and fined for a violation for **up to three years**



Use Policy and Impact Report

Speed Safety System Impact Report

- AB645 requires an Impact Report
- Report covers locations, traffic data, and system details
- Civil rights impacts and stakeholder input
- Fiscal analysis
- Public review is required 30 days prior to adoption
 - Draft Impact Report published on March 15th, 2025



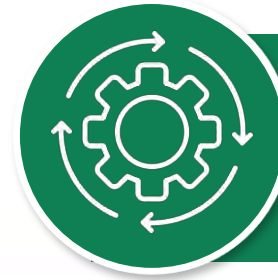
Data
Collection
Public Input



Finalize
System
Locations



30 Day Public
Review of Use
Policy and
Impact Report



City Council
Approval

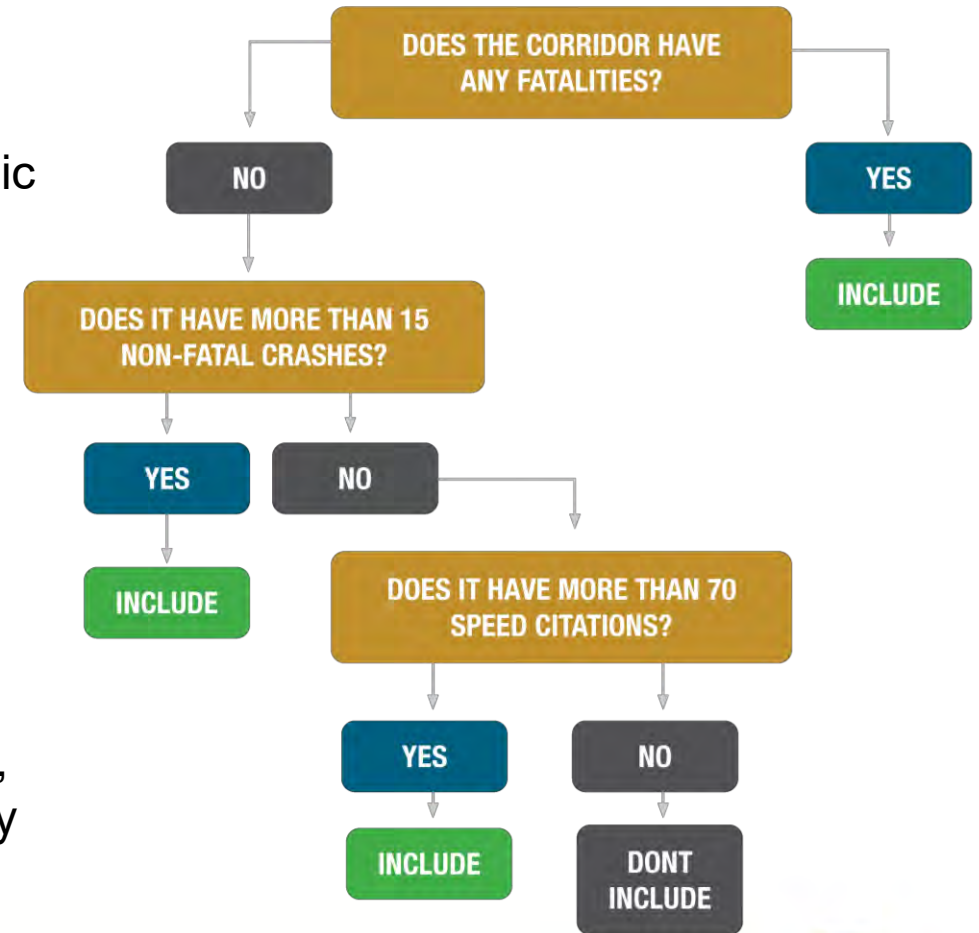
Methodology for Location Selection

Location selection criteria include high injury collision streets, school zone streets, streets with documented speed contests, socioeconomic status, and geographical region.

Documents and Data:

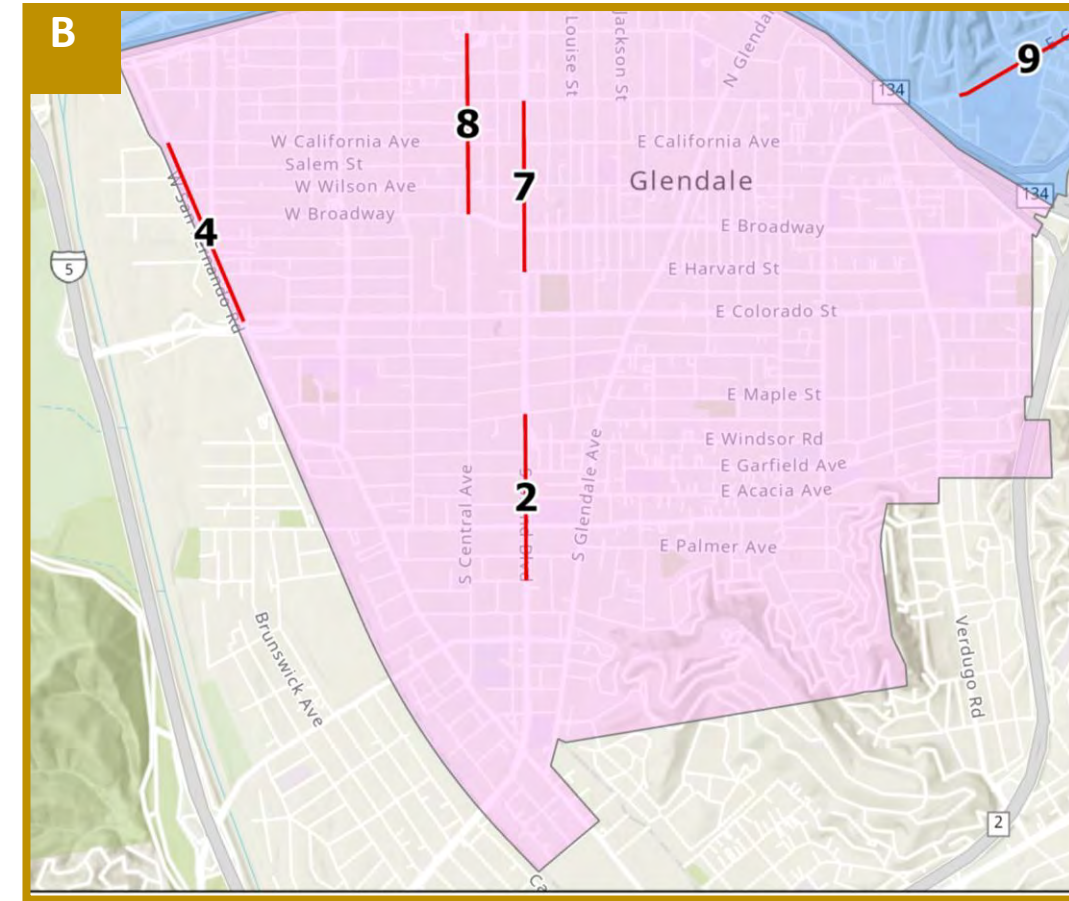
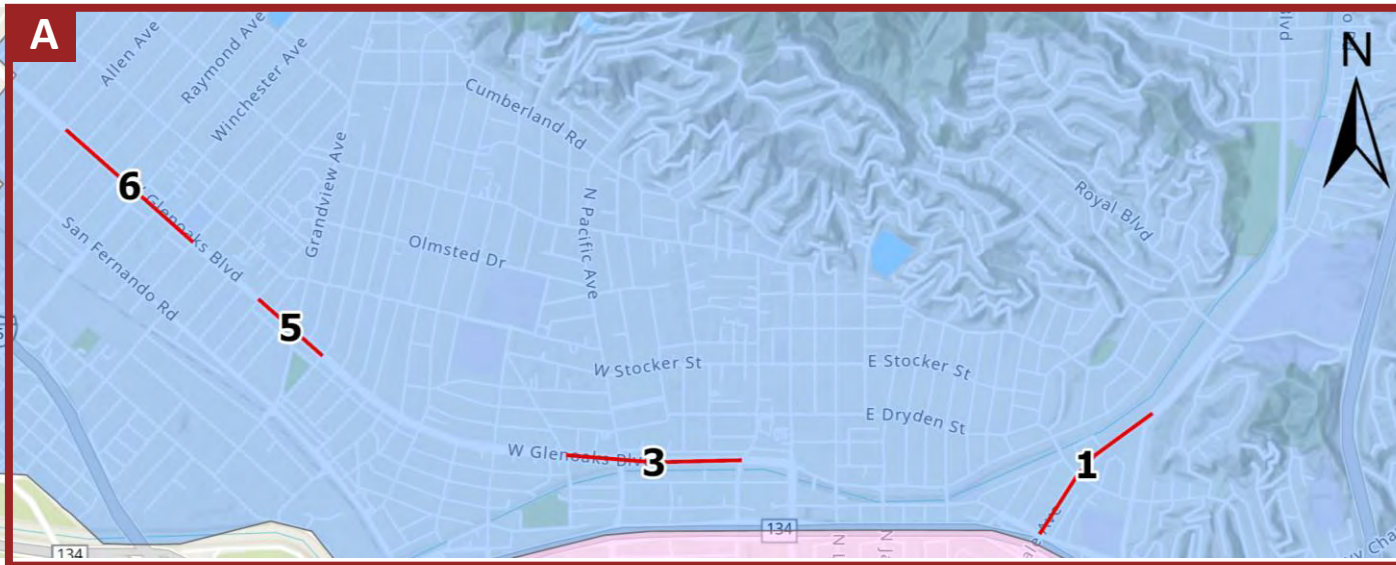
- Local Road Safety Plan (LRSP)
 - Safety Corridors
- Speed-related crash data - last 10 years
- GPD Speeding Citations - last 5 years
- School Zone locations

After a Citywide analysis and filtering through the selection flowchart, 16 locations were identified as potential candidates. 9 were ultimately chosen in compliance with the requirements of the bill.



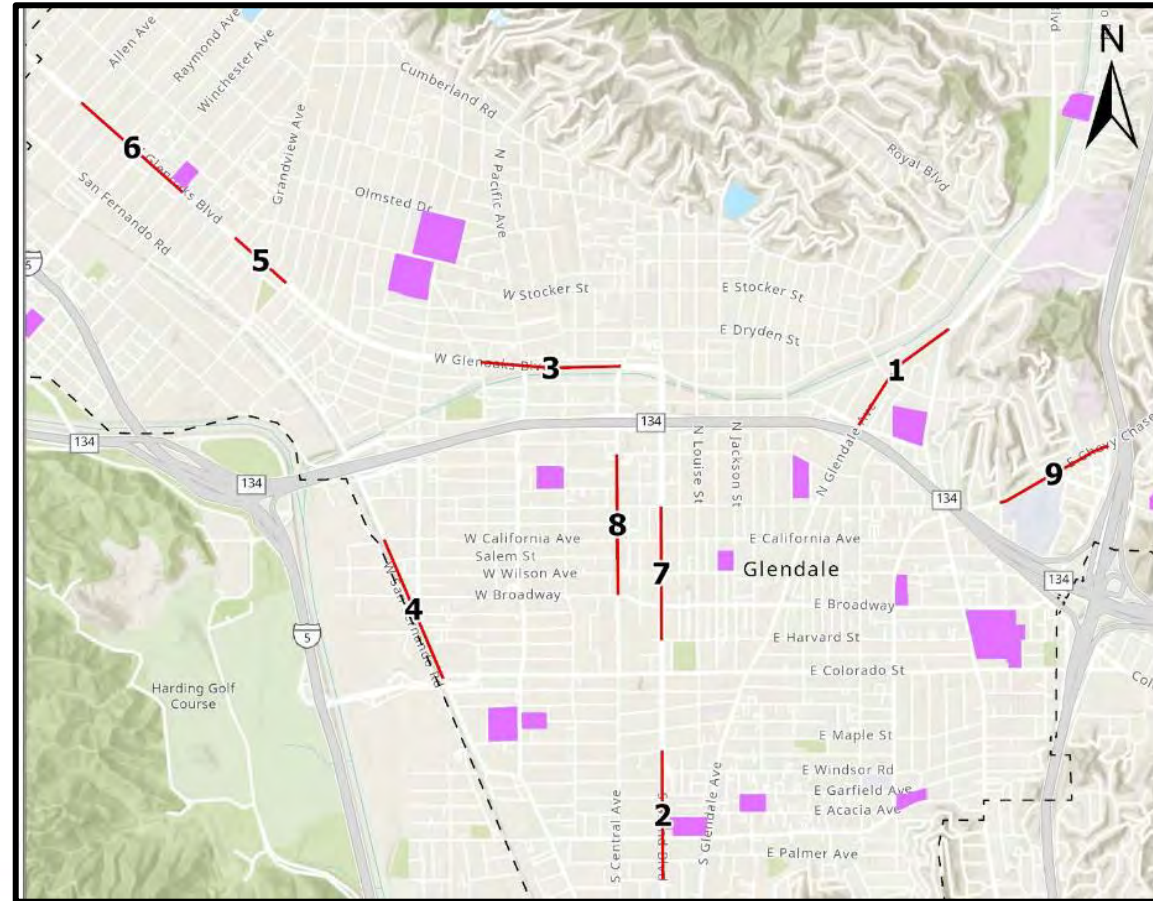
Methodology for Location Selection

Geographic Distribution



Methodology for Location Selection

Speed Safety System Proximity to School Zones



Nine Recommended Speed Safety System Locations

ID	Proposed Locations
1	Glendale Ave: Monterey Rd to Verdugo Rd
2	Brand Blvd: Magnolia Ave to Maple St
3	Glenoaks Blvd: Kenilworth Ave to Central Ave
4	San Fernando Rd: California Ave to Colorado St
5	Glenoaks Blvd: Rosedale Ave to Cleveland Rd
6	Glenoaks Blvd: Allen Ave to Ruberta Ave
7	Brand Blvd: Harvard St to Lexington Dr
8	Central Ave: Broadway to Doran Ave
9	Chevy Chase Dr: Lilac Ln to Sinclair Ave

Socioeconomic Characteristics

Characteristic	City of Glendale (Average)	System Locations (Average)
Car-Free Households	2.43%	3.24%
Minority Population	31.4%	32.11%
Households in Poverty	30.70%	38.76%
Unemployed Population	5.06%	8.91%
25+ Population with Higher Education	43.76%	39.83%



Community Engagement



The City of Glendale reached over **5,300 touchpoints** by conducting the following outreach strategies:
Community Meetings, Project Website, Online Survey



Project engagement took place from:
October 2024 – April 2025



Over **400 individual stakeholder groups** were contacted and invited to participate. Stakeholders include:

- Community Organizations
- Advocacy Organizations
- Homeowner Associates
- Business Associates
- City Departments
- Key City Partners

Community Engagement

✓ Community Meetings

- **Two community meetings** were hosted by the City of Glendale, one in-person and one virtual.
- **Translators** for Spanish, Korean, and Armenian were present at these events.



✓ Project Website

- The Project website consists of all **project information** in English, Spanish, Korean, and Armenian.
 - Project Timeline
 - Frequently Asked Questions
 - Fact Sheet
 - Meeting Presentations
- Project website was **viewed 4,883 times** during the outreach period.

GlendaleSpeedSafety.com

✓ Online Survey

- Survey was made available on the City's website from **November 2024 – April 2025**.
- Survey completed by **450 residents, students, and frequent visitors** of the City of Glendale.



Key Online Survey Results



87%

of survey respondents
reside in the City of Glendale



80%

of survey respondents typically
drive alone or carpool with others



83%

of survey respondents strongly
support or somewhat support the
use of speed safety cameras



Transportation and Parking Commission Review (TPC)

- Transportation and Parking Commission approve and adopted the Impact Report and Use Policy on February 24, 2025.
- The Commission requested that staff revisit the 16 initial locations and prioritize collisions over other metrics.
- After revisiting the initial 16 locations, six locations remain on the recommended list of nine.
- Upon consideration of other required elements of AB 645, staff reaffirms that the originally recommended nine locations provide the most effective deployment of speed safety systems.
- Cameras will operate for up to 18 months unless significant speeding reductions are met. If relocation is necessary, the remaining 7 locations will be considered.



Contract Types

Leased System:

Pros	Cons
• Lower upfront costs • Includes maintenance and upgrades to the latest technology • Technical support	• Long-term cost could exceed initial cost of purchasing • Limited modifications and customizations

Owned System:

Pros	Cons
• Complete control over operations, customizations, and modifications	• High initial costs • Responsible for maintenance, repair, and operations • Outdated equipment



Estimated Cost – Leasing Option with New RFP

Item No.	Leasing Option	Ongoing Costs
1	Staff Salary & Fringe Benefits	\$320,000
2	Vendor Operation and Maintenance Costs (Camera System, Citation Processing, Citation Appeals, Maintenance as required)*	\$605,000
3	Other City Costs (procurement, signage, training, power costs, etc.)**	\$75,000
Total Annual Cost for 9 systems		\$1,000,000 per year

*A five-year vendor contract commitment may be required upfront, for a total minimum cost of \$3,025,000.

**If existing infrastructure cannot be leveraged for the installation of the systems, additional City costs will be required.



Estimated Cost – Leasing Option with Existing RFP

Item No.	Leasing Option	Ongoing Costs
1	Staff Salary & Fringe Benefits	\$320,000
2	Vendor Operation and Maintenance Costs (Camera System, Citation Processing, Citation Appeals, Maintenance as required) – from SFMTA Contract*	\$445,000
3	Other City Costs (procurement, signage, training, power costs, etc.)*	\$75,000
Total Annual Cost for 9 systems		\$840,000 per year

*The estimates above are based on the San Francisco Municipal Transportation Agency (SFMTA) awarded contract amount, therefore, a **total five-year vendor contract amount commitment of \$2,225,000 will be required upfront.**

**If existing infrastructure cannot be leveraged for the installation of the systems, additional City costs will be required.



Estimated Cost – Owned System

Item No.	Leasing Option	Ongoing Costs
1	Staff Salary & Fringe Benefits	\$480,000
2	Vendor Operation and Maintenance Costs (Citation Processing, Citation Appeals, Maintenance as required)	\$200,000
3	Other City Costs (procurement, signage, training, power costs, etc.)	\$75,000
4	One-Time Infrastructure Installation and Design Costs (poles, camera systems, power cabinets, conduits, etc.)*	\$1,200,000
Total Annual Cost for 9 systems		\$755,000 per year

*If existing infrastructure can be leveraged for the installation of the systems, One-Time Infrastructure Installation and Design Costs will be estimated to be \$400,000



Summary

AB-645: Speed Safety Systems

- Pilot Program
- 9 System Locations in Glendale
- Impact Report and Use Policy
- Public Hearing and City Council Adoption

Next Steps:

- Confirm Funding Source(s)
- Vendor Selection through a RFP
- Construction
- Program Implementation





#MyGlendale