Per California Assembly Bill 645, the City of Glendale has been chosen to implement a Speed Safety Pilot Program until January 1, 2032.

The purpose of this program is to advance the City of Glendale's transportation safety and equity. This technology has the potential to reduce speed-related collisions and injuries and the trajectory of speed safety hazards to reduce speed-related collisions and injuries. Photo enforcement through a speed safety system is a key component which aligns with Glendale's Safe & Healthy Streets Plan to improve street safety.

The City of Glendale is committed to becoming a safer environment for residents in all transportation modes and across all abilities.

DESCRIPTION OF SAFETY SYSTEM

Technology and Traffic Safety

Existing law establishes a basic speed law that prohibits a person from driving a vehicle on a highway at a speed greater than is reasonable given the weather, visibility, traffic, and highway conditions. However, regardless of preexisting law, speed-related incidents have been a recurring issue. Vehicular speed is a concern.

Reducing potential speed-related collisions can improve overall safety for pedestrians, cyclists, and operators of motor vehicles and their passengers.

System Description

a) A "speed safety system" or "system" is 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 rear license plate. The system only captures data of a speeding vehicle's rear license plate and does not capture data of non-speeding vehicles.
b) A speed safety system is defined as a system that is capable of detecting speed violations for both directions of travel and may consist of more than one device.

The Department shall use the surveillance technology only for the following authorized purposes:

Authorized Use(s):

1. Enforce speed limits on City streets in accordance with California Vehicle Code section 22425-22431.
2. Analysis of and reporting on speed enforcement, as required under the Speed Safety System Pilot Program.

The surveillance technology will include automated speed enforcement cameras, which may be owned by either the vendor or the City. These cameras will be strategically placed in areas with high rates of speed-related collisions. The systems utilize cellular communication to transmit data to backend software, providing authorized users with access to uploaded photographs, radar readings, and license plate information.

PURPOSE OF THE SYSTEM

The City's use of the Speed Safety System is being implemented to provide the following benefits to the community:

- **Public Safety**: The implementation of speed safety programs is proven to reduce the risk of severe injuries and fatalities due to speeding, enhancing overall public safety in the City. The speed safety program has demonstrated its effectiveness in minimizing speed-related collisions, thereby improving road safety for everyone.
- **Equitable Enforcement**: Speed safety systems can promote equity by improving reliability and eliminating traffic enforcement biases. Safety systems enhance the predictability and effectiveness of speeding enforcement, allowing for broader implementation.
- **City Resources**: Speed violations can be detected remotely, increasing the efficiency and effectiveness of speed enforcement.
- **Policy Development**: The speed safety program five-year pilot period will inform the future of potential automated speed enforcement statewide policies. The data collected on vehicles exceeding posted speed limits can be used in prioritizing future City policies and traffic safety measures.

CIVIL RIGHTS AND SAFEGUARDS

The City of Glendale has identified and assessed potential impacts as well as mitigation strategies to protect the civil liberties and civil rights of the community as it pertains to the Speed Safety Program.

Discrimination

Automated speed safety systems, distributed throughout the City, aim to eliminate racial biases seen in traditional traffic stops, reducing the risk for drivers of color.

Economic Loss

The speed safety system is equipped to reduce misidentification or identify theft and will only provide citations to those that have exceeded the speed limit. The automated enforcement is intended to reduce staff time dedicated to speed enforcement, reducing overall costs.

Loss of Liberty

Improper exposure to arrests or detainment due to incomplete or inaccurate data, is highly unlikely because speed cameras are tested regularly for quality assurance before issuing violations.

Loss of Dignity

The surveillance system only captures rear license plates and prohibits images of vehicle occupants, with any pedestrian or cyclist images being destroyed by the vendor.

Loss of Autonomy

The City of Glendale will not share surveillance data with other departments or entities, in compliance with California Vehicle Code section 22425(l)(5).

Loss of Trust

License plate numbers are solely used for speed violations, with strict policies allowing only authorized access to system data and prohibiting facial recognition technology by California law. Data collected is confidential, not shared with third parties, and may only be released to the registered owner or the individual identified as the driver at the time of an alleged violation.

Physical Harm

The speed safety system lacks access to distinguishable individual information for targeting. The automated enforcement does not provide physical harm in any way.

FISCAL COST

The fiscal costs, such as the initial purchase of equipment, personnel, and other ongoing costs, include the following in **Table 1**.

Table 1 Estimated Annual Costs (Per Year for 9 Locations)

Type	*Ongoing Costs*
Salary & Fringe Benefits	$320,000
Vendor Operational Costs (Camera System, Citation Processing, Citation Appeals	$605,000
Other City Costs (procurement, signage, training, power costs, etc.)	$75,000
Total Cost	$1,000,000

The implementation of these systems are estimated to cost approximately $1 million per year for five years to cover nine locations. These costs include expenses for installation, maintenance, and operation of automated speed enforcement systems, as well as administrative costs related to processing violations and program oversight.

To fund this initiative, staff is requesting funding through the General Fund. However, under AB-645, revenue generated from citations is expected to offset operational costs before being allocated to local traffic-calming measures. Additional funding sources, such as grants or state funding, may also be explored to reduce the program's impact on the General Fund.

The program will require one to two full-time staff members for oversight, administration, and coordination with law enforcement strategies.

CAMERA LOCATION DEPLOYMENT

Screening Factors

The initial factors established by AB 645 for eligibility included:

- Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing.
- Cameras cannot be located on state highways, freeways, or expressways.
- Cameras should be in areas that are geographically and socioeconomically diverse.

Location Selection Methodology

The preliminary speed safety camera locations were recommended after conducting quantitative and qualitative analysis. This analysis included an examination of the City's Local Road Safety Plan (LRSP) study locations, speed-related crashes, speeding citations, street downgrades, and notable or unique intersection features. **Appendix A** contains the memorandum that describes the process for recommending locations. The initial assessment identified the 16 preliminary locations recommended for a speed safety system.

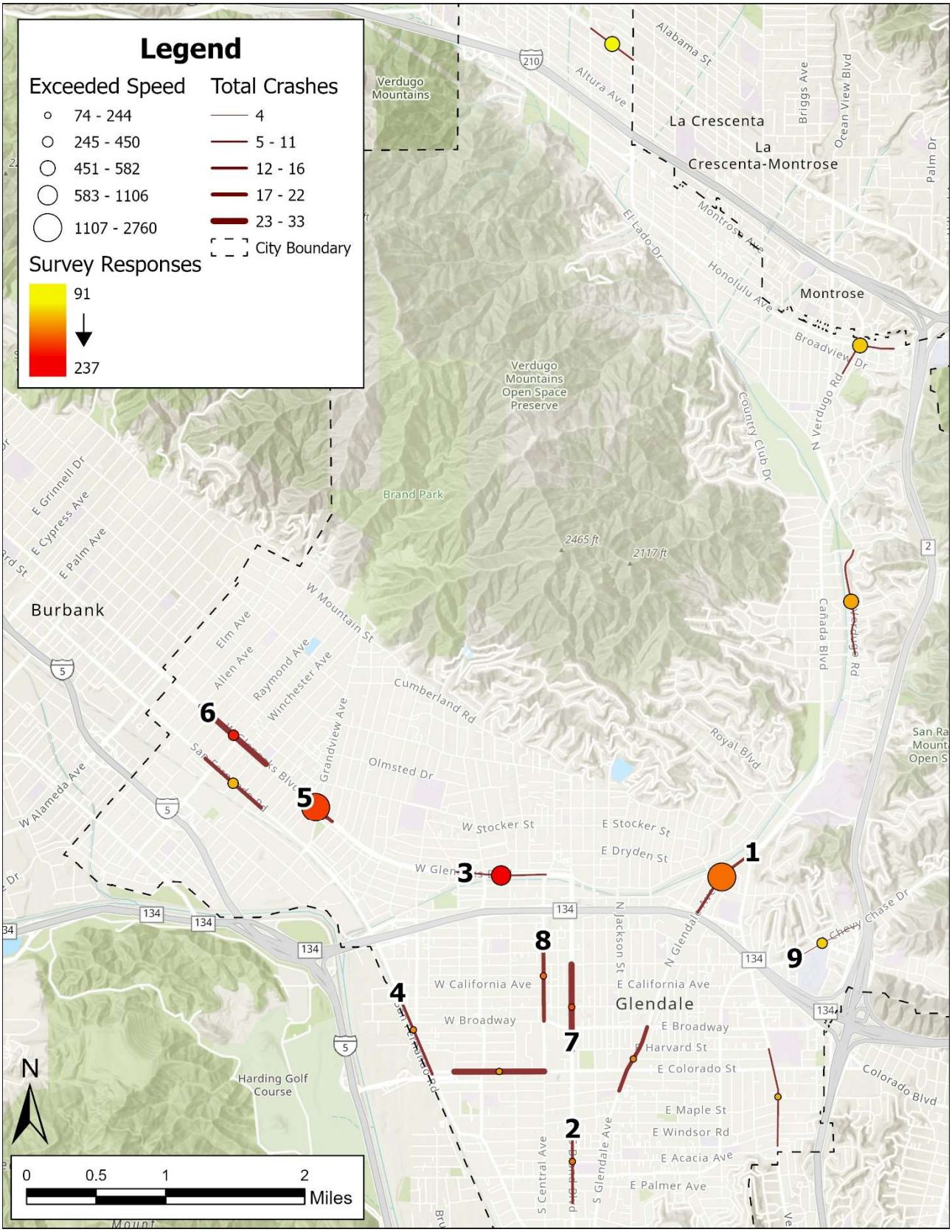
PROPOSED SPEED CAMERA LOCATIONS

Determining Recommended Speed Safety Camera Locations

The top 16 locations that were recommended through data analysis were presented to the community for evaluation. The City also conducted speed surveys from December 2024 – January 2025. Speed surveys identified the number of vehicles exceeding the speed limit by 11 MPH or more for each preliminary location. The community input and speed surveys were used to make recommendations for the nine initial pilot locations.

The total count of community votes for specific segments from the Glendale Speed Safety Survey, speed limit violations, and total collisions (2014 – 2024) are presented in **Figure 1**.

Figure 1 Glendale Speed Safety Survey, Speed Violations, and Total Collisions



These nine segments align closely with the highest instances of speeding, with one exception: Glendale Ave: Lomita Ave to Broadway, which showed lower speeding rates compared to other areas while ranking higher in the community survey. Considering this, we recommend replacing this segment with Chevy Chase Dr: Lilac Ln to Sinclair Ave to better address locations with significant speeding instances. **Table 1** presents the nine recommended locations for speed safety cameras. The locations of these locations and their proximity to schools is shown in **Figure 2**.

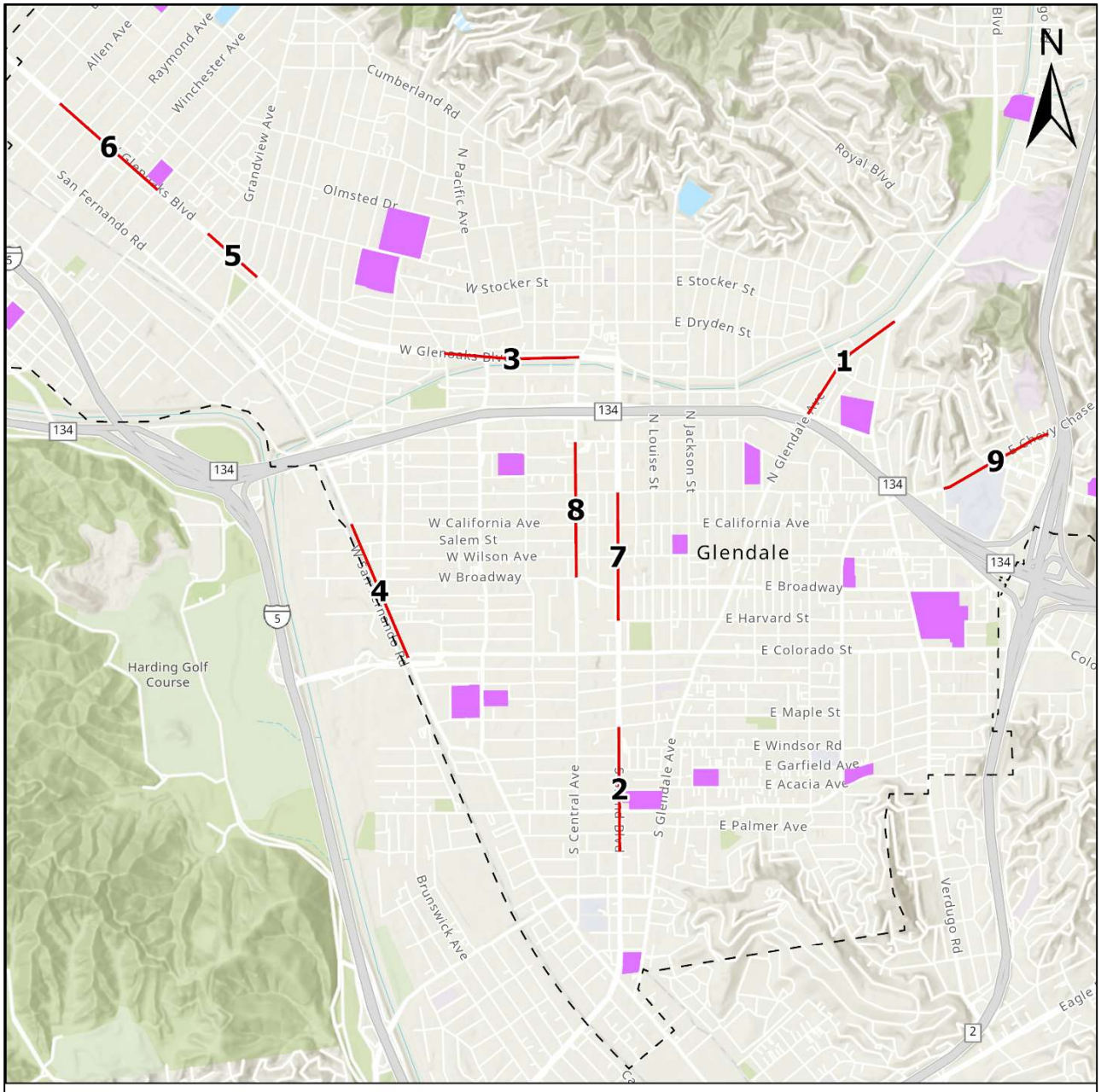
Table 1 Finalized Speed Safety Camera Locations

Top 9 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
8. Central Ave: Broadway to Doran Ave
9. Chevy Chase Dr: Lilac Ln to Sinclair Ave

Speed safety cameras will be operational for no more than 18 months after installation, unless a significant reduction in speeding per the requirements of the assembly bill have been met. If the City of Glendale chooses to relocate the systems, the remaining seven camera locations will serve as potential relocation sites.

Additional recommended locations provided through community input, but were not considered, are outlined in **Appendix B**.

Figure 2 Speed Camera System Proximity to School Zones



Legend

- Speed Safety System Locations
- Glendale School Campuses
- City Boundary

0 0.28 0.55 1.1 Miles

Location Number	Total Crashes	Proposed Locations
1	16	Glendale Ave: Monterey Rd to Verdugo Rd
2	15	Brand Blvd: Magnolia Ave to Maple St
3	11	Glenoaks Blvd: Kenilworth Ave to Central Ave
4	15	San Fernando Rd: California Ave to Colorado St
5	19	Glenoaks Blvd: Rosedale Ave to Cleveland Rd
6	26	Glenoaks Blvd: Allen Ave to Ruberta Ave
7	30	Brand Blvd: Harvard St to Lexington
8	20	Central Ave: Broadway to Doran Ave
9	4	Chevy Chase Dr: Lilac Ln to Sinclair Ave

Table 3 outlines the metrics for the nine recommended speed safety system locations.

Table 3 Recommended Location Metrics

ID	Segment*	Speed Safety Locations	Posted Speed Limit	Number of Daily Vehicles > 10 MPH	Segment Length (Miles)	Citations	Fatalities	In the LRSP?	Total Collisions
1	**Glendale Ave:** Monterey Rd to Verdugo Rd	700 block of Glendale Ave	30 MPH	2760	.51	1505	0	N	16
2	**Brand Blvd:** Magnolia Ave to Maple St	800 block of Brand Blvd	25 MPH	1106	.49	374	1	Y	15
3	**Glenoaks Blvd:** Kenilworth Ave to Central Ave	300 block of Glenoaks Blvd	40 MPH	582	.53	661	0	N	11
4	**San Fernando Rd:** California Ave to Colorado St	5300 block of San Fernando Rd	35 MPH	582	.55	95	1	Y	15
5	**Glenoaks Blvd:** Rosedale Ave to Cleveland Rd	1200 block of Glenoaks Blvd	40 MPH	552	.26	409	0	Y	19
6	**Glenoaks Blvd:** Allen Ave to Ruberta Ave	1800 block of Glenoaks Blvd	40 MPH	531	.51	171	0	Y	26
7	**Brand Blvd:** Harvard St to Lexington Dr	300 block of Brand Blvd	25 MPH	450	.51	279	0	N	30
8	**Central Ave:** Broadway to Doran Ave	200 block of Central Ave	35 MPH	396	.53	80	0	N	20
9	**Chevy Chase Dr:** Lilac Ln to Sinclair Ave	1700 block of Chevy Chase Dr	30 MPH	353	.61	92	0	N	4

*The final speed safety system locations will be determined upon completion of final design and field conditions.

DEPLOYMENT DEMOGRAPHICS

Socioeconomic Characteristics of Selected Locations

Throughout the process of identifying potential speed safety camera locations, the demographics of the area were considered to assess impacts on predominantly low-income neighborhoods. As such, socioeconomic characteristics for segments where a camera system was proposed were compiled and comparable socioeconomic characteristics for Glendale were also compiled. Data was collected at both a citywide level and around recommended system locations, then averaged, as shown in **Table 4**. Data was sourced from the American Community Survey 5-year estimates for 2022.

Table 4 Socioeconomic Characteristics

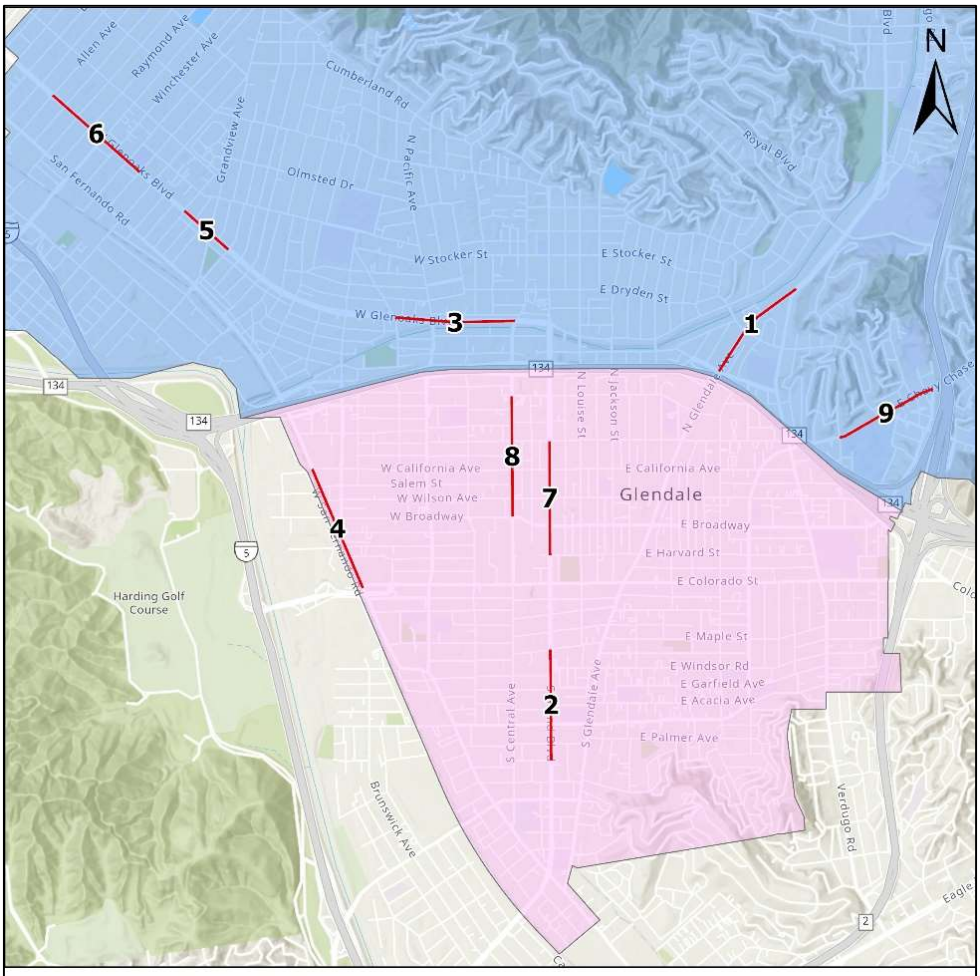
Characteristic	City of Glendale (Average)	System Locations (Average)
Car-Free Households	2.43%	3.24%
Minority Population	31.40%	32.11%
Households in Poverty	30.70%	38.76%
Unemployed Population	5.06%	8.91%
25+ Population with Higher Education	43.76%	39.83%

City socioeconomic characteristics are proportionately represented in the census tracts surrounding segments where a camera system was proposed.

Geographic Characteristics of Selected Locations

Locations were chosen after a thorough analysis of speed related crashes, speeding citations, and geographical features of the roadway segments, such as downward gradients. The analysis revealed a relatively even spread of potential locations throughout the City as shown in **Figure 3**.

Figure 3 Distribution of Camera Locations



Legend

- Speed Safety System Locations

City Geographical Boundaries

- North of SR-134
- South of SR-134

0 0.28 0.55 1.1 Miles

Location Number	Total Crashes	Notable Crash Locations
1	16	Glendale Ave: Monterey Rd to Verdugo Rd
2	15	Brand Blvd: Magnolia Ave to Maple St
3	11	Glenoaks Blvd: Kenilworth Ave to Central Ave
4	15	San Fernando Rd: California Ave to Colorado St
5	19	Glenoaks Blvd: Rosedale Ave to Cleveland Rd
6	26	Glenoaks Blvd: Allen Ave to Ruberta Ave
7	30	Brand Blvd: Harvard St to Lexington
8	20	Central Ave: Broadway to Doran Ave
9	4	Chevy Chase Dr: Lilac Ln to Sinclair Ave

s

The camera locations are not predominantly in low-income neighborhoods and are not clustered in only one geographic area of the city. The proposed cameras are in locations that are geographically and socioeconomically diverse as stated in the assembly bill.

STAKEHOLDER ENGAGEMENT

The City of Glendale conducted targeted outreach to stakeholder organizations to ensure their perspectives informed the System Use Policy & System Impact Report. Project engagement took place from October 2024 – January 2025. Over 400 individual stakeholders including community organizations, homeowner associates, and business groups were contacted in preparation and delivery of the engagement for the Glendale Speed Safety Program. Additional outreach was conducted with other key City Departments and partners such as the Glendale Police Department, Glendale Fire Department, and various Glendale Unified School District campuses.

During the 4-month outreach period, the City of Glendale reached over 4,600 touchpoints by conducting the following outreach strategies

- Project website
- Online survey
- Community meetings (one virtual and one in-person)
- Public information campaign

Project Website: www.glendalespeedsafety.com

The project website consists of all project information including the project timeline, Frequently Asked Questions, fact sheet, meeting presentations, exhibits, infographics, and opportunities for public input. Information was provided in English, Spanish, Korean, and Armenian.

The project website was viewed 4,163 times during the outreach period.

Online Survey

A multilingual survey was developed using the Social Pinpoint platform which provides a geographical representation of where cameras are proposed so that survey respondents can prioritize their top areas of concern. The survey input was used to further confirm and narrow down the 16 recommended locations to nine priority locations. The survey was made available on the City's website starting November 2024.

The online survey was completed by 346 residents, students, and frequent visitors of the City of Glendale. In total there were 217 Glendale residents and 129 residents of Los Angeles County based on the zip codes inputted. The Speed Safety Survey consisted of 12 questions that helped determine speed safety cameras, program benefits, and program concerns.

The information in the following figures is a summary of the online survey results, including: level of support, driving concerns, and age groups. Survey questions and results are located in **Appendix C**.

Figure 1 Level of Support from Survey Participants

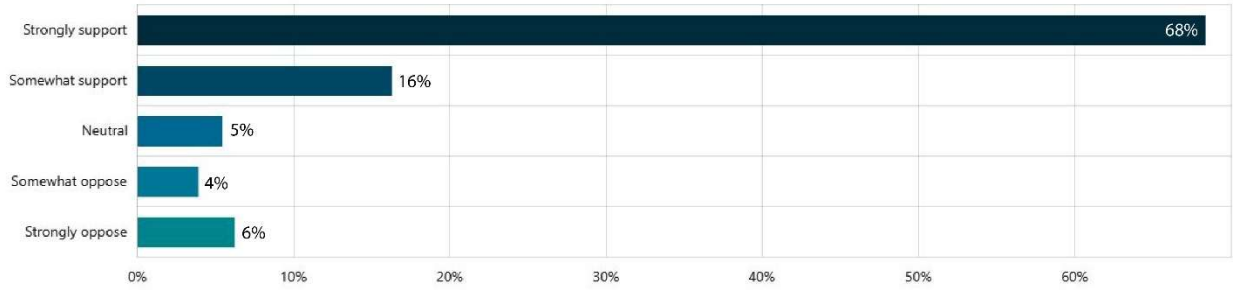


Figure 2 Driving Concerns in the City of Glendale Ranked on a Scale 0-5

0 being the lowest concern and 5 being of highest concern.

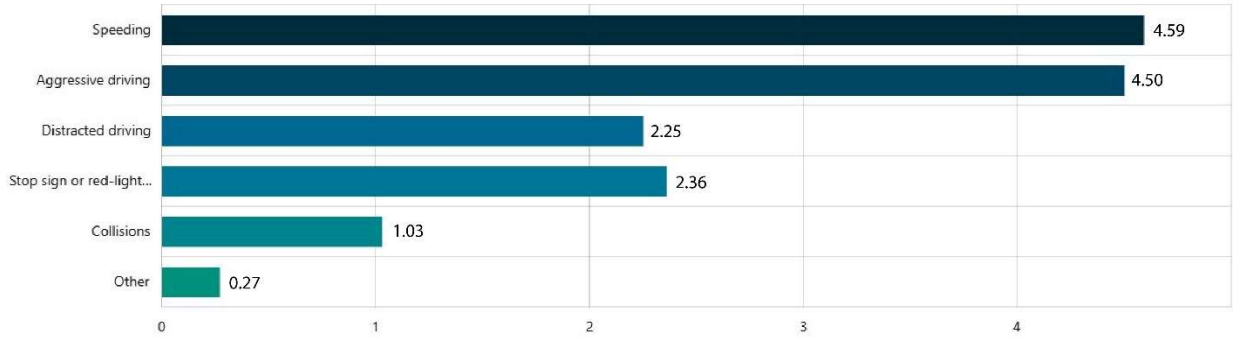
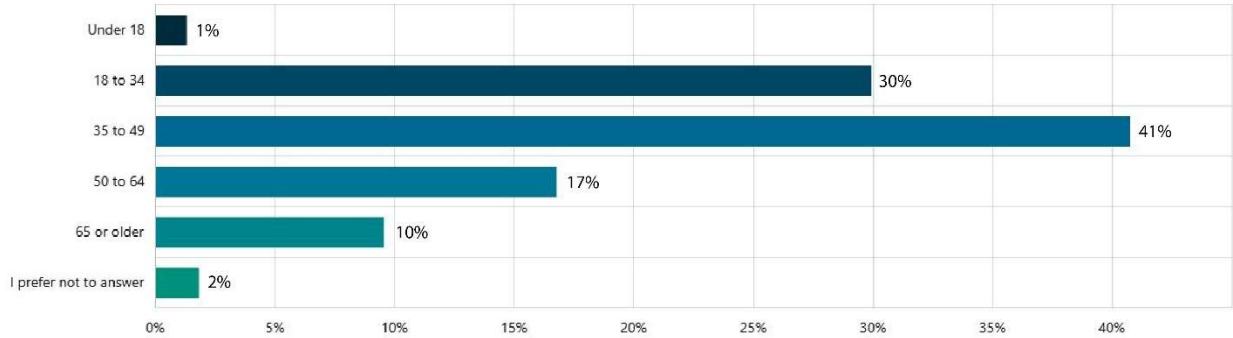


Figure 3 Online Survey Participant Age Range



Community Meetings

Two community meetings were hosted in an effort to educate Glendale residents about the pilot program and gain their input on safety concerns near where they live, work, and travel. Translators for Spanish, Korean, and Armenian were present at these events. A recording of the virtual community meeting is hosted on the City of Glendale YouTube page.

Additional engagement efforts include Montrose Harvest Market, the City's EV & E-Bike Guest Drive Event, email blasts, social media posts, and downtown poster boards.

CONCLUSION

The City of Glendale is committed to providing a speed safety program that will reduce speed-related collisions and enhance the overall safety for pedestrians, cyclists, and motor vehicle occupants. Based on an analysis of speed limit violations, crash analysis, and community feedback, nine speed safety camera locations have been recommended for implementation in the pilot program. By carefully considering cost estimates and community input, the City is approaching this five-year pilot program with fiscal responsibility strategic planning. The City will track performance measures throughout the pilot program to assess the impact of the program on safety in the City.

APPENDICES

Appendix A: Location Recommendation Methodology

Introduction

The implementation of California AB-645 mandates the installation of speed safety camera systems in up to nine designated locations within the city of Glendale. These locations are strategically selected based on prevalent instances of high or unsafe speeds among drivers, the severity of collisions that have occurred, and the geographic circumstances of the location. Elevated speeds significantly escalate the risk of severe injuries or fatalities in the event of a collision. Evidence supports that speed safety cameras effectively reduce instances of speeding, collisions, and associated fatalities.

The primary objective of the Speed Safety Camera Pilot Program is to mitigate speed-related safety issues, improve street safety, and reduce speed-related crashes.

Methodology

To calculate potential locations for the Speed Safety System Pilot Program, quantitative and qualitative analysis was conducted to determine the nine possible camera system locations. This analysis included an examination of the City's Local Road Safety Plan (LRSP) study locations, speed-related crashes, speeding citations, street downgrades, and notable or unique intersection features. These 16 locations are the preliminary draft of locations. Public input and field examination will narrow the final list to the nine selected locations.

The purpose of this analysis is to define a set of locations to receive community feedback and conduct field review. Community engagement aims to solicit feedback from residents. This is performed to gather insight and garner participation in location selection. Location field review will also be conducted to assess and confirm location suitability and logistical effectiveness. This assessment establishes that speed safety cameras are strategically placed to achieve the goals of mitigating speed-related safety issues, improving street safety, and reducing speed-related crashes.

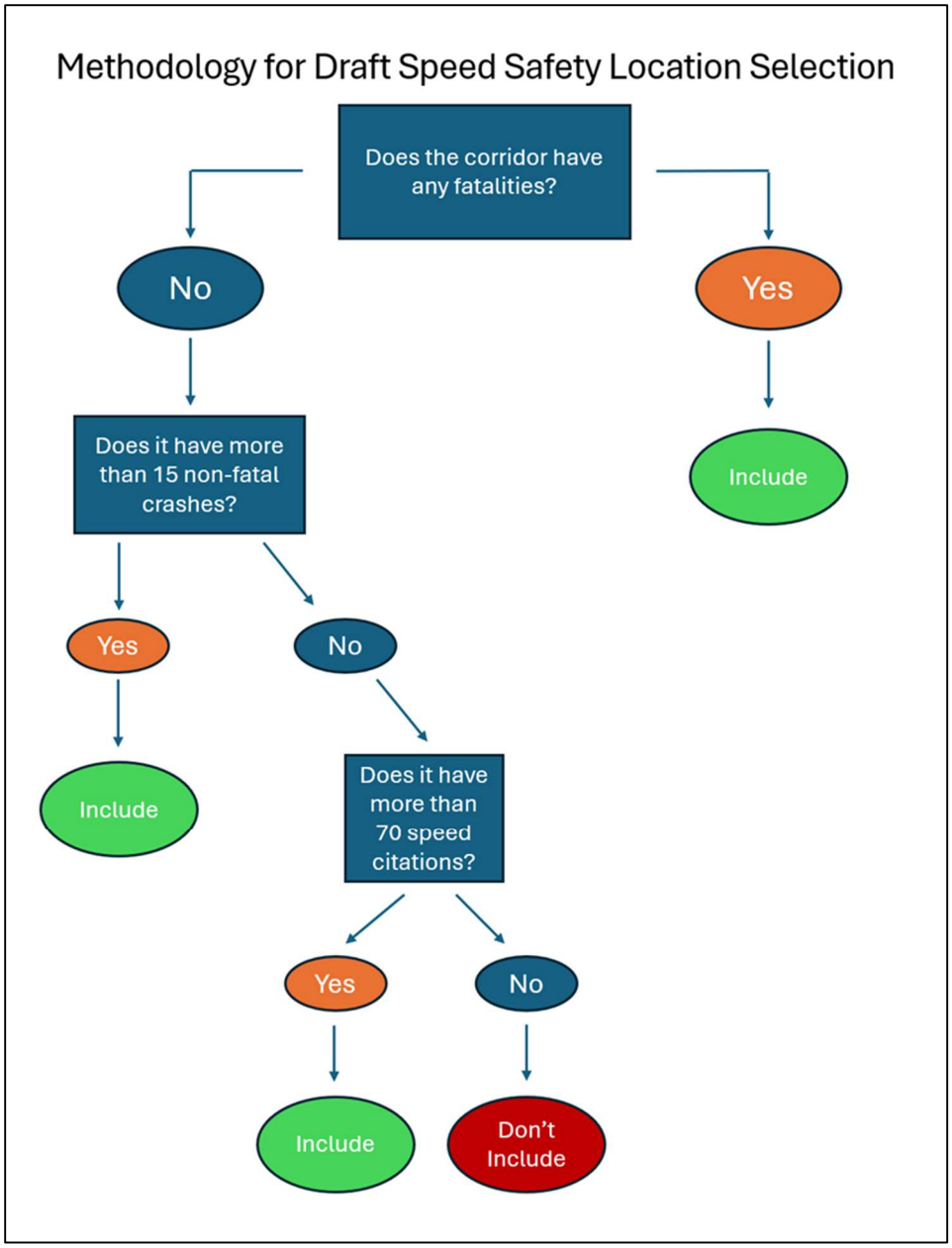
Summary of Data

The selected locations are segments of around half a mile. The actual implementation will be a shorter segment, which will be determined by field verification to determine locations of power, communication, driveways, signage, etc. The preliminary locations were selected based on an analysis of:

- TIMS 2014 to 2024 speed related collision data
- Citation data provided by the City of Glendale for a period of 4 years (2019 to 2024)
- LRSP locations that were identified as having safety challenges due to speeding
- Disadvantaged communities are defined by the California Office of Environmental Health Hazard Assessment as "the top 25% of census tracts experiencing disproportionate amounts of pollution, environmental degradation, and socioeconomic and public health conditions"

- Of the 16 interim locations, 12 are in census tracts designated as disadvantaged communities

A methodology flow chart of the location selection process is shown below. After determining locations using the decision flow chart, the locations were vetted based on geographical and socioeconomic factors to evaluate equal representation across the City.



16 Interim Locations

Locations across the city were considered based on a comprehensive analysis of data on speed-related crashes, speeding citations, and recommendations from law enforcement authorities. The locations were narrowed down to 16 recommended locations based on the frequency and severity of the aforementioned attributes.

Locations are not inherently hierarchical. Based on feedback from city officials, segment attributes were to be treated as equal, specifically speeding citations, LRSP locations, and non-injury collisions. Collisions were categorized into four categories: fatal, severe, other visible injury, and complaint of pain. While each type of collision is important when analyzing segments, segments with more fatal and severe injury collisions were chosen over those without.

Location Results

The segments and their explanations are as follows:

A. San Fernando Rd: California Ave to Colorado St
This location experienced 15 speed related collisions. 1 collision resulted in a fatality, 1 with severe injuries, 3 with visible injuries, and 10 with complaints of pain. This area yielded 95 speed citations in the 4-year period and is classified as an LRSP location.

B. Brand Blvd: Magnolia Ave to Maple St
This location experienced 15 speed related collisions. 1 collision resulted in a fatality, 3 with visible injuries, and 11 with complaints of pain. This area yielded 374 speed citations in the 4-year period and is classified as an LRSP location.

C. Verdugo Rd: Acacia Ave to Harvard St
This location experienced 9 speed related collisions. 1 collision resulted in a fatality, 2 with visible injuries, and 6 with complaints of pain. This area yielded 43 speed citations in the 4-year period and is classified as an LRSP location.

D. Verdugo Rd: Sunview Dr to Valihi Way
This location experienced 9 speed related collisions. 1 collision resulted in a fatality, 3 with visible injuries, and 5 with complaints of pain. This area yielded 7 speed citations in the 4-year period and is not classified as an LRSP location.

E. Verdugo Rd: Wabasso Way to Glorietta Ave
This location experienced 9 speed related collisions. 2 collisions resulted in severe injuries, 3 with visible injuries, and 4 with complaints of pain. This area yielded 181 speed citations and is not classified as an LRSP location.

F. Chevy Chase Dr: Lilac Ln to Sinclair Ave
This location experienced 4 speed related collisions. 2 collisions resulted in severe injuries, 1 with visible injuries, and 1 with complaints of pain. This area yielded 92 speed citations in the 4-year period and is not classified as an LRSP location.

G. Colorado St: Kenilworth Ave to Central Ave
This location experienced 33 speed related collisions. 1 collision resulted in severe injuries, 2 with visible injury crashes, and 30 with complaints of pain. This area yielded 100 citations during the 4-year period and is also an LRSP location.

H. Glenoaks Blvd: Allen Ave to Ruberta Ave
This location experienced 26 speed related collisions. 1 collision resulted in severe injuries, 5 with visible injuries, and 20 with complaints of pain. This area yielded 171 speed citations during the 4-year period and is classified as an LRSP location.

I. Glenoaks Blvd: Rosedale Ave to Cleveland Ave
This location experienced 19 speed related collisions. 1 collision resulted in severe injuries, 3 with visible injuries, and 15 with complaints of pain. This area yielded 409 speed citations during the 4-year period and is classified as an LRSP location.

J. San Fernando Rd: Raymond Ave to Grover Ave
This location experienced 18 speed related collisions. 1 collision resulted in severe injuries, and 17 with complaints of pain. This area yielded 53 speed citations in the 4-year period and is not classified as an LRSP location.

K. Glendale Ave: Monterey Rd to Verdugo Rd
This location experienced 16 speed related collisions. 1 collision resulted in severe injuries, 2 with visible injuries, and 13 with complaints of pain. This area yielded 1,505 speed citations during the 4-year period and is not classified as an LRSP location.

L. Glenoaks Blvd: Kenilworth Ave to Central Ave
This location experienced 11 speed related collisions. 1 collision resulted in severe injuries, 2 with visible injuries, and 8 with complaints of pain. This area yielded 661 speed citations in the 4-year period and is not classified as an LRSP location.

M. Foothill Blvd: New York Ave to Pennsylvania Ave
This location experienced 10 speed related collisions. 1 collision resulted in severe injuries, and 9 with complaints of pain. This area yielded 72 speed citations in the 4-year period and is classified as an LRSP location.

N. Brand Blvd: Harvard St to Lexington Ave
This location experienced 30 speed related collisions. 3 collisions resulted in visible injuries and 27 with complaints of pain. This area yielded 279 speed citations during the 4-year period and is not classified as an LRSP location.

O. Glendale Ave: Lomita Ave to Broadway
This location experienced 22 speed related collisions. 4 collisions resulted in visible injuries and 18 with complaints of pain. This area yielded 39 speed citations in the 4-year period and is classified as an LRSP location.

P. Central Ave: Broadway to Doran Ave

This location experienced 20 speed related collisions. 4 collisions resulted in visible injuries, and 16 with complaints of pain. This area yielded 80 speed citations in the 4-year period and is not classified as an LRSP location.

The remaining seven locations that are not recommended as one of the system locations are considered as potential relocations areas, if the initial locations have not shown significant reductions per the assembly bill requirements within 18 months of installation.

Appendix B: Community Input Locations

The following list of recommended speed safety camera locations was provided by community input. These locations were reviewed internally and provided insignificant collision data to be included on the list of proposed speed safety camera locations.

Segment	Total Collisions	Fatal	Severe	Other Visible Injury	Complaint of Pain
Chevy Chase Dr: San Fernando Rd to Verdugo Rd	31	0	1	7	23
La Crescenta Ave: Montrose Ave to Verdugo Rd	9	0	1	0	8
Columbus Ave: Doran St to Wilson Ave	1	0	0	0	1
Kenneth Rd: Alameda Ave to Central Ave	7	0	0	0	7
Dunsmore Ave: Foothill Blvd to Honolulu Ave	3	0	1	1	1
Pennsylvania Ave: Montrose Ave to Honolulu Ave	5	0	0	1	4
Roselawn Ave: Broadview Dr to Val Verde Pl	0	0	0	0	0
Broadway: Verdugo Rd to San Fernando Rd	40	0	0	10	30
Grandview Ave: Mountain St to Kenneth Rd	2	0	0	0	2
Pacific Ave: Cumberland Rd to Colorado St	40	0	0	8	32
Riverdale Dr: San Fernando Rd to Pacific Ave	1	0	0	0	1
Victory Blvd: Allen Ave to Ruberta Ave	6	0	0	1	5
Canada Blvd: Del Valle Ave to Verdugo Rd	11	0	1	4	6
Foothill Blvd: Lowell Ave to New York Ave	7	0	0	2	5
Verdugo Rd: Monterey Rd to Chevy Chase Dr	4	0	0	1	3
Glendale Ave: Doran St to Harvard St	24	0	0	1	23
Glendale Ave: Windsor Rd to Chevy Chase Dr	8	0	0	2	6
Brand Ave: Doran St to Harvard St	7	0	0	2	5
Lorian St: Valley View Rd to Central Ave	0	0	0	0	0
Glenoaks Blvd: Allen Ave to Central Ave	13	0	0	5	8
Wilson Ave: Chevy Chase Dr to Brand Ave	12	0	0	2	10
Doran St: Glendale Ave to Brand Blvd	5	0	0	1	4
Val Verde Pl: Roselawn Ave to Las Palmas Ave	0	0	0	0	0
Highland Ave: Glenoaks Blvd to Cumberland Rd	1	0	0	0	1
Honolulu Ave: La Crescenta Ave to Ocean View Blvd	2	0	0	0	2
Elk Ave: Glendale Ave to Chevy Chase Dr	1	0	1	0	0
Lomita Ave: Glendale Ave to Chevy Chase Dr	2	0	0	0	2
Harvard St: Glendale Ave to Verdugo Rd	0	0	0	0	0
Sonora Ave: Flower St to Kenneth Rd	7	0	0	2	5
Acacia Ave: Central Ave to Chevy Chase Dr	2	0	0	1	1
Mountain St: Allen Ave to Grandview Ave	0	0	0	0	0

A consolidated list of additional proposed camera locations from the Glendale Speed Safety Survey are defined in detail below. The gray text indicates consolidated street segments.

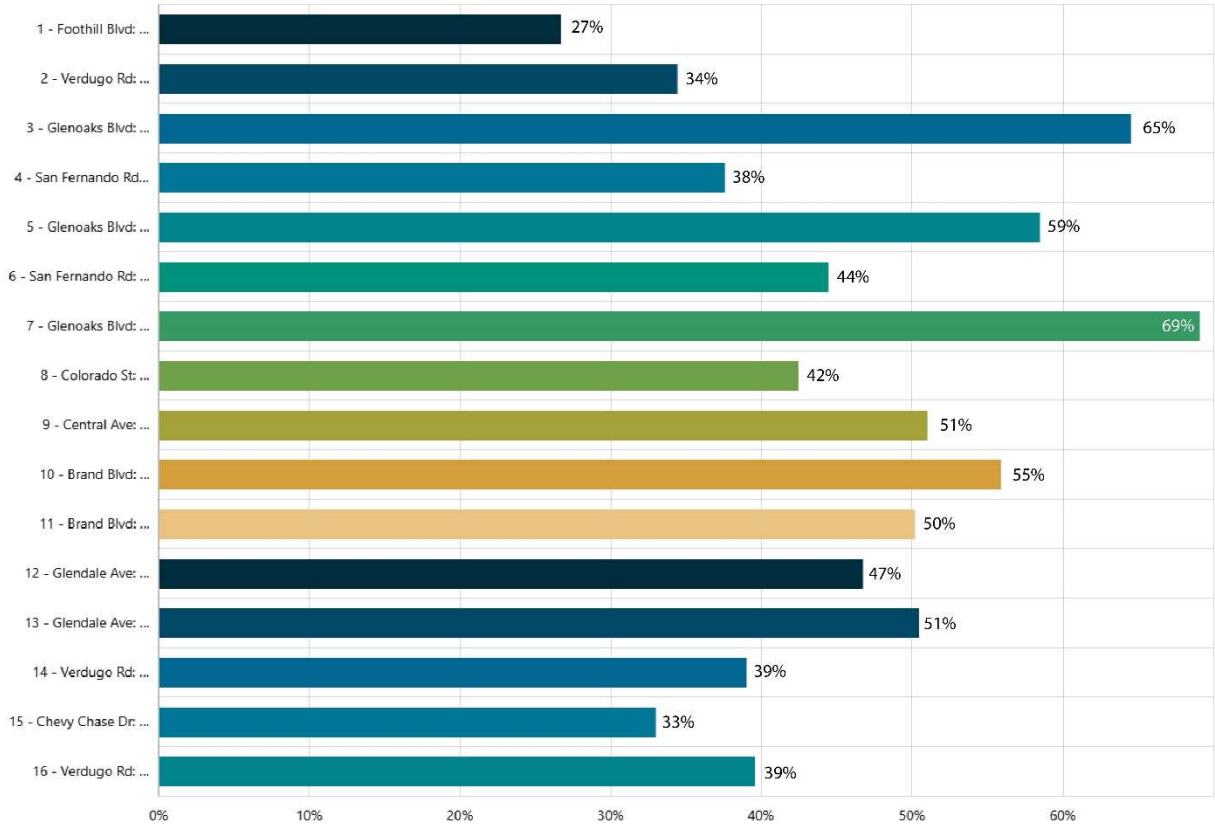
- Chevy Chase Dr: San Fernando to Verdugo
    - Chevy Chase Dr: Mariposa St to Windsor
    - Chevy Chase Dr: SR2 to Golf Club Dr
    - Chevy Chase Dr: Figueroa St to Linda Vista Rd
    - Chevy Chase Dr: SR2 to Emerald Island Rd
    - Chevy Chase Dr: Acacia Ave to Central Ave
    - Chevy Chase Dr: Central Ave to Emerald Island Rd
- La Crescenta Ave: Montrose Ave to Verdugo Rd
    - La Crescenta Ave: Honolulu Ave and Arlington
- Columbus Ave: Doran St to Wilson Ave
- Kenneth Rd: Alameda Ave and Central Ave
    - Kenneth Rd: Kenneth Village to Central – Pacific
    - Kenneth Rd: Pacific Ave and Central Ave
    - Kenneth Rd: Grandview to Brand Blvd

- Dunsmore Ave: Foothill Blvd to Honolulu Ave
- Pennsylvania Ave: Montrose Ave to Honolulu Ave
- Roselawn Ave: Broadview Dr to Val Verde Pl
- Broadway: Verdugo Rd to San Fernando Rd
- Grandview Ave: Mountain St to Kenneth Rd
    - Mountain St near Brand Park (2)
- Pacific Ave: Cumberland Rd to Colorado St
    - Pacific Ave: Cumberland Rd to Glen Oaks Blvd
    - Pacific Ave: Broadway to Colorado St
    - Pacific Ave: Glenoaks Blvd and Cumberland Rd
    - Pacific Ave: Kenneth Rd to 134 Freeway
    - Pacific Ave: Kenneth Rd to Colorado St
- Riverdale Dr: San Fernando Rd to Pacific Ave
- Victory Blvd: Allen Ave to Ruberta Ave
    - Victory Blvd south of Allen Ave
- Canada Blvd: Del Valle Ave to Verdugo Rd
- Foothill Blvd: Lowell Ave to New York Ave
- Verdugo Rd: Monterey Rd to Chevy Chase Dr
- Glendale Ave: Doran St to Harvard St (overlaps with existing survey option)
- Glendale Ave: Windsor Rd to Chevy Chase Dr
- Brand Ave: Doran St to Harvard St (overlaps with existing survey option)
- Lorian St: Valley View Rd to Central Ave
- Glenoaks: Allen Ave to Central Ave
    - Glenoaks Ave: Grandview Ave to Central Ave
    - Glenoaks: Allen Ave to Central Ave
- Wilson Ave: Chevy Chase D to Brand Av
- Doran St: Glendale Ave to Brand Blvd
- Val Verde Pl: Roselawn Ave to Las Palmas Ave
- Highland Ave: Glenoaks Blvd to Cumberland Rd
- Honolulu Ave: La Crescenta Ave to Ocean View Blvd
- Elk Ave: Glendale Ave to Chevy Chase Dr
- Lomita Ave: Glendale to Chevy Chase Dr
- Harvard St: Glendale Ave to Verdugo Rd
- Sonora Ave: Flower St to Kenneth Rd
- Acacia Ave: Central Ave to Chevy Chase Dr
- Mountain St: Allen Ave to Grandview Ave

Appendix C: Online Survey Summary

The following summarizes the results of the stakeholder engagement and community input for the speed safety system from the online survey.

Question 1: Pick 9 locations where you think speed safety cameras would benefit the most from.



These results are reflected in the final 9 proposed camera locations decision making process.

Question 2: Provide an explanation on why you chose your top 9 speed safety camera locations.

Total number of comments received: 258

Comments were categorized into 5 categories:

I. **Vehicle-related concerns (190 comments):** *speeding, disregarding stop signs, drag racing, reckless and aggressive driving, tailgating, loud engines, heavy traffic, limited calming measures*

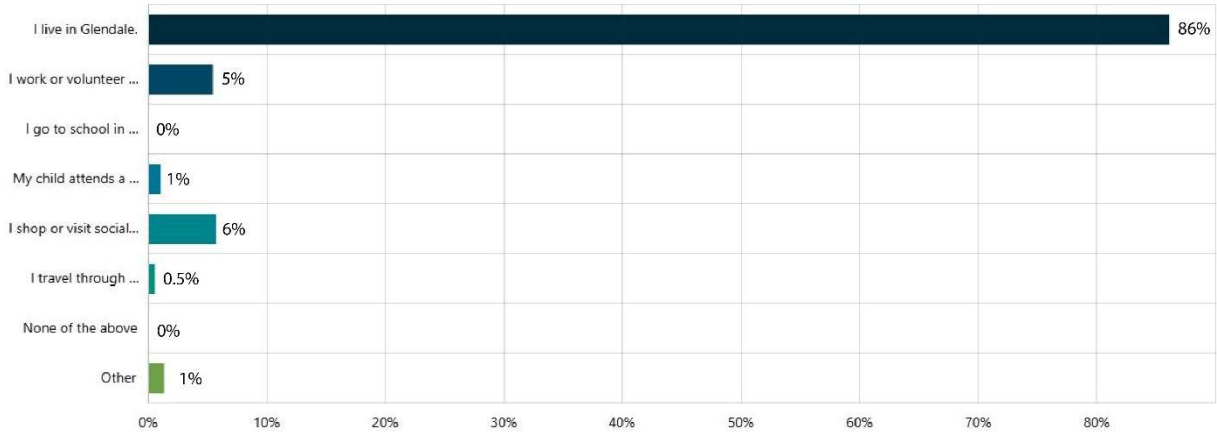
II. **Pedestrian-related concerns (60 comments):** *general physical safety, death, biker safety, scooter safety, reckless driving near schools and hospitals*

III. **Anti–Speed Safety Program (5 comments)***: against the overall program*

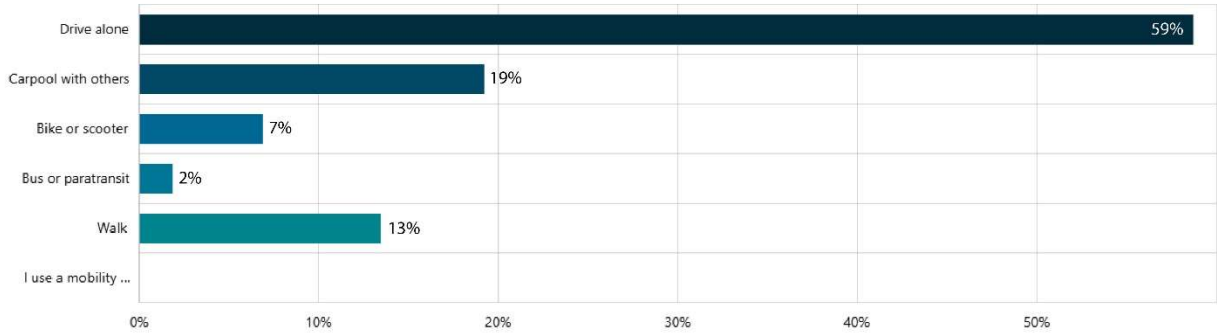
IV. **Pro–Speed Safety Program (27 comments)**: *neutral comments in support of camera locations and overall program*

V. **Suggestions (8 comments)**: *traffic calming measures suggested by the public*

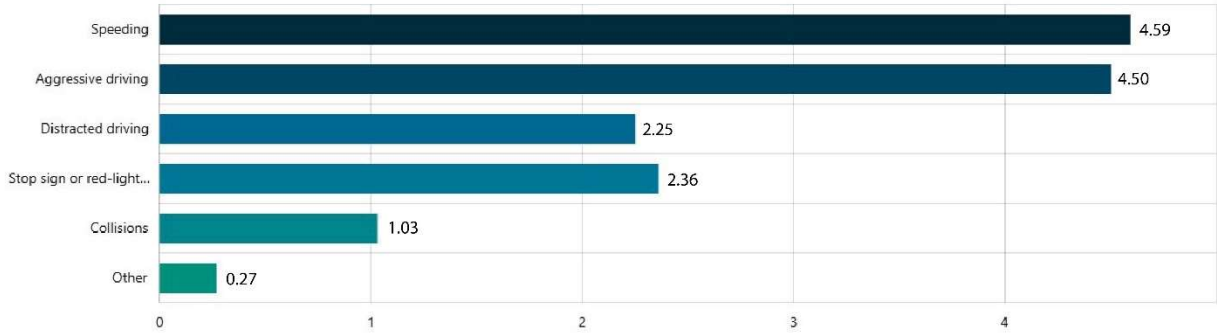
Question 3: What is your connection to the City of Glendale? If more than one answer, pick the one that best describes the reason you spend time there.



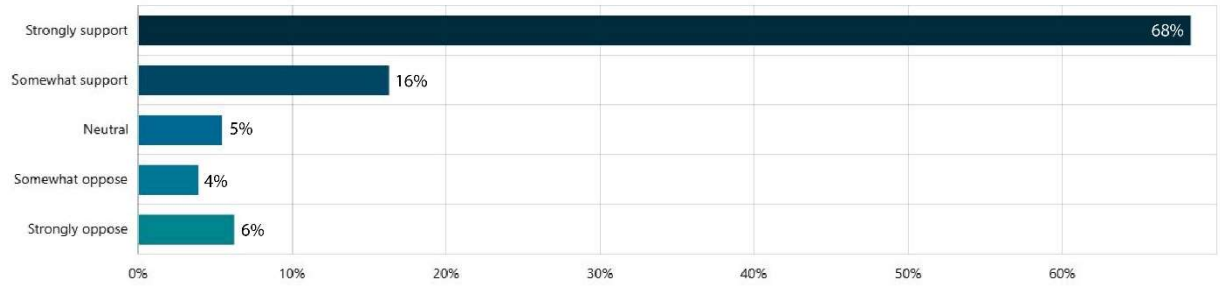
Question 4: How do you typically travel throughout the City of Glendale?



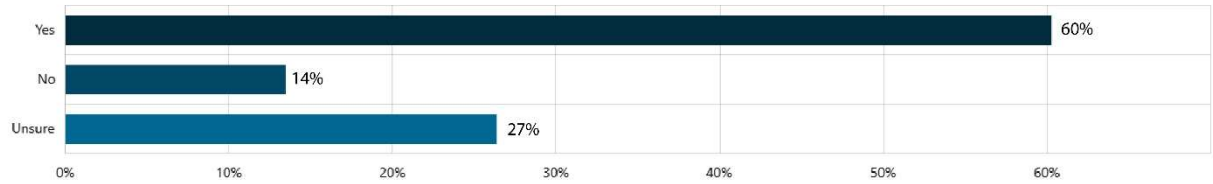
Question 5: Please identify the top three driving concerns when it comes to traveling in the City of Glendale. Drag and drop the topics from the left side of the table to the right side and rank them accordingly.



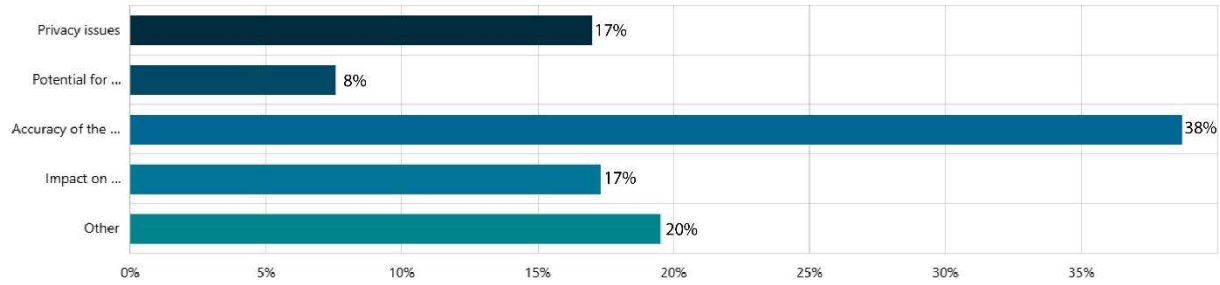
Question 6: What is your overall opinion on the use of speed safety cameras to enforce speed limits?



Question 7: Do you believe that speed safety cameras will improve traffic safety in our city?

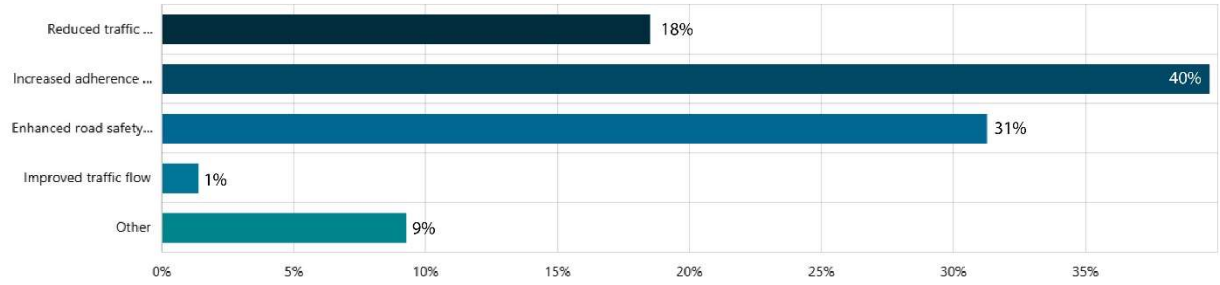


Question 8: What concerns, if any, do you have about the implementation of speed safety cameras?



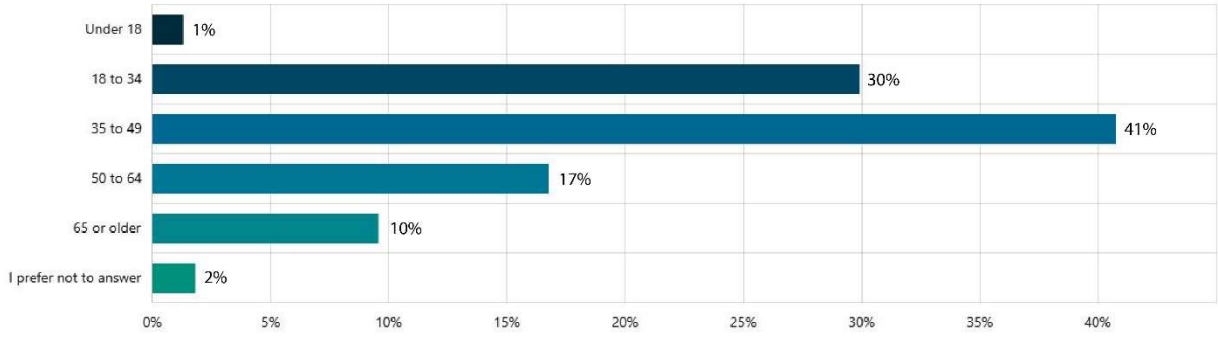
Top 3 concerns: Accuracy of the cameras, Other, TIE between Privacy Issues and Impact on low-income drivers

Question 9: What benefits do you anticipate from the use of speed safety cameras?



Top 3 benefits: Increased adherence to speed limits, Enhanced road safety for pedestrians, Reduced traffic accidents

Question 10: How old are you?



Question 11: What is the zip code where you reside?

Zip codes: 91342, 91203, 90027, 91202, 91214, 91208, 91207, 91206, 91205, 91023, 91601, 91201

Question 12: Is there anything else related to this survey you would like to share?

Total number of comments received: 198

Comments were categorized into 4 categories:

I. **Suggestions (95 comments)**: *additional program elements including but not limited to increased policing/traffic enforcement, traffic calming measures, additional camera locations especially on residential streets, bike safety measures, license plate visibility, digital speed limit signage, etc.*

II. **General support (79 comments)**: *personal experiences and general support related to safety enforcement measures*

III. **Anti-Speed Safety Program (15 comments)**: *against the overall program*

IV. **Questions (5 comments)**