


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: March 12, 2024

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager
Department of Transportation 

Subject: **SPEED SAFETY SYSTEM PILOT PROGRAM (AB 645)**

SUMMARY

In response to Council File (CF) 23-1168, this report outlines the Los Angeles Department of Transportation's (LADOT) proposed work plan to comply with Assembly Bill (AB) 645, which became law on January 1, 2024.

RECOMMENDATION

That the City Council NOTE and FILE this report.

BACKGROUND

In October 2023, Governor Newsom signed AB 645 by Assemblymember Laura Friedman, which became law on January 1, 2024. The bill authorizes six cities in California - San Jose, Oakland, Los Angeles, Glendale, Long Beach, and the City and County of San Francisco - to implement speed safety system pilot programs within their jurisdictions. These five-year pilots must be completed by 2032, at which time the cities will conduct program evaluations to determine the speed safety system's impact on street safety and economic impact on the communities where the system was utilized.

Speed safety cameras, also known as automated speed enforcement, use speed measurement devices to detect speeding above a posted speed limit, capture license plate information, and send a notification or citation to the vehicle owner by mail. Cities across the country currently use speed safety cameras to enforce legal speed limits, which have proven to reduce speeding by as much as 82 percent, and fatal crashes by as much as 70 percent.

AB 645 outlined many specific conditions under which a city can implement its speed safety system pilot program. The new law limits each city to a specified number of systems, which can only be placed in school zones, on designated safety corridors, and at locations with repeated speed demonstrations. Speed safety system pilots will issue civil violation citations for going 11 miles per hour (mph) or more over the posted speed limit. Upon Council approval, the speed safety system pilot program assesses penalties as civil, not criminal, starting at \$50, and cannot be used to suspend or revoke a driver's license, assess a point against the driver, or raise insurance rates. To protect an individual's privacy, these pilot systems are prohibited from using facial recognition or taking any video footage. Still photos can only be taken of the license plate itself, and all data collected to issue a citation must be destroyed

within 60 days. Photographic evidence obtained from the speed safety system program that does not result in the issuance of a notice of violation must be destroyed within five business days after the photograph was first made. Additionally, information collected and maintained by LADOT shall only be used to administer the program, and shall not be disclosed to any other persons, including, but not limited to, any other local, state, or federal government agency or official for any other purpose, except as required by state or federal law, court order, or in response to a subpoena in an individual case or proceeding.

In addition to these technical program guidelines, the law requires specific community engagement and public disclosure, including a formally adopted Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the pilot program, as well as a public information campaign at least 30 days before implementation of the pilot program. It also mandates that warning tickets be issued for the first 60 days of the pilot program, and for any driver receiving their first speed system violation for going 11-15 mph over the posted speed limit.

In November 2023, Council directed LADOT to report back on several of these legal requirements and a proposed work plan to comply with those provisions to implement a speed safety system pilot in the City of Los Angeles (City). This first report provides LADOT's proposed work plan and describes the department's approach to addressing key elements required to launch the program, including a safe systems use policy, a safe systems impact report, the procurement process for a system vendor, and an anticipated timeline for implementation.

DISCUSSION

Last year, 336 people were killed in car crashes in Los Angeles - a tragic, record-breaking high. LADOT continues to focus its efforts on reversing this trend with every available tool to improve safety on our streets including:

- Safety upgrades to over 132 miles on the City's High Injury Network
- Securing state law changes that allowed the reduction of speed limits on nearly 200 miles of streets
- Delivering more than 500 individual safety treatments such as signals, speed humps, Leading Pedestrian Intervals (LPI), and pedestrian beacons across Los Angeles
- Installing nearly 30 miles of new and upgraded bicycle facilities
- Improving school safety by reducing speed limits at more than 200 schools, constructing speed humps at 50 schools, and hiring more crossing guards

Where we make investments in safer infrastructure, we see a documented reduction in high-end speeding, a reduction in average speeds, and a reduction in crashes that result in injuries and deaths. We will continue to work to improve safety on the City's High Injury Network and across the City with engineering and street design treatments that prioritize human life. As we continue these engineering and design efforts, we must also look at new tools to improve driving behavior.

According to the National Transportation Safety Board, speeding accounts for nearly a third of all traffic fatalities, and is the primary factor that determines the severity of a crash. A pedestrian hit by a vehicle going 20 mph has a 90 percent chance of survival. The likelihood of surviving a crash at 40 mph drops to 20 percent. Eight out of ten people hit by a car going 40 mph or higher will die from their injuries. Reducing speeding is the single most effective way to reduce traffic fatalities.

Speed safety pilots in other cities have proven to reduce speeding, crashes, injuries, and fatalities. After New York City implemented speed safety systems, only during limited hours, they saw declines in total crashes by 15 percent, injuries from crashes by 17 percent, and fatalities by 55 percent. Excessive speeding violations also went down by 60 percent over the duration of the program evaluation. Other programs saw a 31 percent decline in speeding vehicles in Chicago, a 53 percent reduction in speeding fatalities in Portland, and an incredible 71 percent drop in fatal crashes in Washington, D.C., where rates of speeding dropped by 82 percent.

By issuing low-cost tickets every time any vehicle violates the speed limit at a location in the program, rather than issuing high-cost tickets to occasional speeding vehicles, speed safety systems rely on consistent accountability rather than sporadic penalty to improve driver behavior. In the first year of New York City's recently expanded program, only about 20 percent of drivers who received a ticket through the speed safety camera program received a second ticket, and citations overall have dropped by 30 percent, indicating long-lasting behavior change.

In order to maximize the safety benefits of a new speed safety system pilot program, LADOT will develop comprehensive program guidelines that incorporate both equity and privacy provisions for Council's review and approval.

Safe System Use Policy

AB 645 required all pilot cities to adopt a Speed Safety System Use Policy prior to entering into an agreement regarding a speed safety system or implementing a program. Under the new law, this Speed Safety System Use Policy shall identify:

- 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
- The uses of the equipment and data collected that are prohibited
- The data or information that can be collected by the speed safety system and the individuals who can access or use the collected information
- The rules and processes related to the access, transfer, and use or use of the information.
- The policy shall also include 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.

LADOT is coordinating with all pilot cities to identify best practices and develop a Speed Safety System Use Policy. The law requires all pilot cities to consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing this policy. LADOT will work closely with these stakeholders to convene an advisory group to provide input on its use policies before providing recommendations to Council. Once the use policy is drafted, it will be made available for public review in accordance with the law, which requires posting it on the designated jurisdiction's internet website at least 30 calendar days prior to adoption by the governing body of the designated jurisdiction.

Safe System Impact Report

In addition to a Speed Safety System Use Policy, AB 645 requires all pilot cities to approve a Speed Safety System Impact Report prior to implementing a program.

The Speed Safety System Impact Report must include:

- Assessment of the potential impact of the speed safety system on civil liberties and civil rights and any plans to safeguard those public rights.
- Description of the speed safety system and how it works.
- Fiscal costs for the speed safety system, including program establishment costs, ongoing costs, and program funding.
- 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.
- Locations where the system may be deployed and traffic data for these locations, including the address of where the cameras will be located.
- Proposed purpose of the speed safety system.

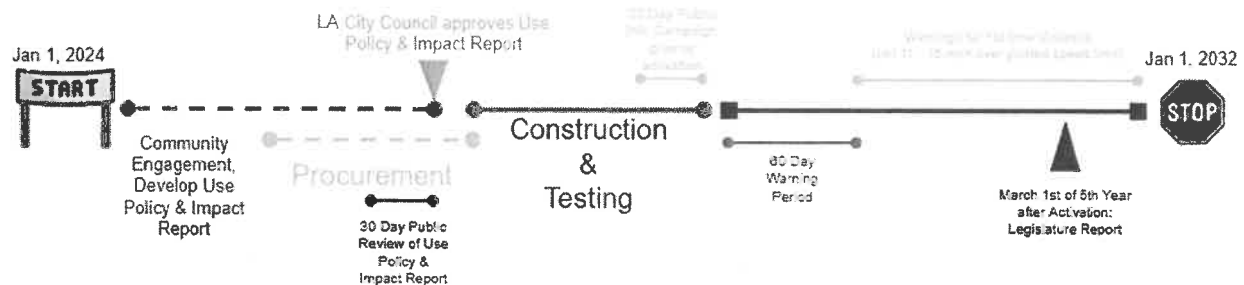
LADOT is evaluating options to develop this report, including consultant services from the Department's bench contracts. The report will include an evaluation of equity, the impact on low-income neighborhoods, metrics used to identify locations, and a list of recommended locations for installation. The Task Oriented Solicitation (TOS) process to hire a consultant is anticipated to cost \$300,000, and was included in LADOT's FY 2024-25 budget request. Similar to the Safe System Use Policy, the AB 645 legislation requires the City of Los Angeles to consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing this report. Additionally, the Speed Safety System Impact Report shall be made available for public review, including, but not limited to, posting it on the designated jurisdiction's internet website at least 30 calendar days prior to adoption by the governing body of the designated jurisdiction.

Procurement Process for Speed Safety System Contract

To implement a speed safety system pilot, a city is authorized to enter into a contract with a manufacturer or supplier of speed safety systems, allowing the local authority to purchase materials, lease equipment, and contract for processing services from the manufacturer or supplier. The contract shall not allow for payment or compensation based on the number of notices of violation issued or as a percentage of revenue generated from the use of the system.

LADOT is evaluating all options for this procurement. These include pursuing a Request for Proposals (RFP) or identifying whether other procurement mechanisms are viable and can be utilized in compliance with the bill. Regardless of the procurement mechanism, the City must adopt a Use Policy prior to entering an agreement with a vendor.

Implementation Timeline



The chart above identifies the multiple elements required to begin the five-year pilot program for the Speed Safety System, and identifies which elements can be pursued in parallel, and what steps are dependent on others.

In coordination with other pilot cities, LADOT has begun drafting its Safe System Use Policy and is developing a stakeholder engagement plan to finalize the Use Policy and develop and finalize the Impact Report. This process will take six to 12 months and will run in parallel with procurement.

Concurrently, the Department is drafting an RFP for procurement, while exploring other procurement options to assess the fastest delivery opportunities. The procurement process will take approximately 15-24 months. Regardless of the procurement mechanism, LADOT anticipates bringing the Safe System Impact report and Use policy to Council for approval prior to the end of the procurement period. Once the procurement process is complete, the selected vendor will need to ship, install, and test the 125 systems Los Angeles is authorized to pilot. Vendors have estimated it will take three to six months before the first system can be activated.

During the construction and testing phase, LADOT will conduct a minimum 30-day public information campaign. In addition to providing information publicly prior to launch, all citations in the first 60 days are warnings. After this 60-day period, the first violation for any vehicle traveling 11-15 mph over the posted speed limit must be a warning citation.

Given the timelines above, LADOT anticipates the first activation of the speed safety system to take place between May 2025 and May 2026. This will allow the City to complete its pilot on the timeline dictated in AB645, which allows pilots to run for five years or until January 1, 2032, whichever comes first. It will also allow the City to file a report to the State on the program by March 1st of the fifth year after activation of our systems, as outlined in the new law.

LADOT submitted a Fiscal Year 2024-25 budget request for \$300,000 for contractual services and four full-time positions (Senior Management Analyst, Management Analyst, Transportation Planning Associate, and a Transportation Engineering Associate) to manage the program and the contractual services. This \$300,000 budget request will cover the estimated costs of a consultant to assist in developing the Use Policy and the Impact Report. The staff request will allow LADOT to hire staff in time for the inception of the program to handle the contractual services required prior to approving a contract with a service provider and the administration of the program.

FISCAL IMPACT

There is no impact to the General Fund from the adoption of the recommendations in this report. There is a potential impact beginning in Fiscal Year 2024-25 for required expenses in establishing the program, which LADOT expects will be fully recovered through citation revenue once the program is operational.

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