

Red-Light Safety Cameras

CITY COUNCIL REGUALR MEETING |
SEPTEMBER 14, 2026 | ITEM: 5.3



1. OVERVIEW & COUNCIL ACTIONS

- Automated Traffic Enforcement System – Red-Light Safety Camera Program
- Public Hearing on Impact Report and SB 720 Safer Streets Program participation
- Approval of Impact Report, findings under CVC 21455.6(a), and SB 720 participation

2. SAFETY NEED

- Red-light running is a documented contributor to severe right-angle (“T-bone”) collisions at City signalized intersections
- Resident complaints and Lathrop Police Department observations identify frequent red-light-running at multiple locations
- Collision history shows repeated incidents at key arterial intersections

3. SB 720 SAFER STREETS PROGRAM OVERVIEW

- Optional civil automated traffic enforcement framework for local agencies
- Notices of violation issued to registered owners based on license plate evidence (plate-based, not driver-based)
- Violations treated as civil penalties: no DMV points, no insurance impacts
- Requires an Automated Traffic Enforcement System Impact Report, public review, and public hearing before activation

4. IMPACT REPORT & PROPOSED LOCATIONS

- Impact Report describes purpose/need, program design, civil framework, privacy/equity, fiscal structure, and timelines
- Five initial intersections selected using data-driven criteria (violations, collisions, volumes, feasibility)
- Locations summarized in the Impact Report Table 1 and shown on the Proposed Intersection Map slide

PROPOSED INTERSECTION MAP



5. PROGRAM DESIGN & SAFEGUARDS

- Civil, plate-based red-light camera program focused on safety and compliance, not revenue
- Privacy protections: rear plate imaging only; no facial recognition or driver identification; limited data use
- Equity considerations: camera placement based on safety needs, not demographics; ongoing monitoring for impacts
- Local administrative process consistent with SB 720: vendor initial screening; City staff final determinations; administrative review and hearing

6. FISCAL STRUCTURE & FUTURE AGREEMENT

- Program structured to be cost-neutral: funded from civil penalty revenues, not the General Fund
- Installation, operation, maintenance, repair, and vandalism response under future Photo Enforcement Services Agreement
- Vendor compensation and detailed terms governed by the Agreement
- Any net revenues to be reinvested in traffic safety and street improvement purposes consistent with SB 720.

7. IMPLEMENTATION TIMELINE

- ✓ Impact Report posted at least 30 days prior to tonight's public hearing (SB 720 requirement)
- ✓ Tonight's Council actions: adopt Impact Report, make findings under CVC 21455.6(a), and authorize SB 720 participation
- ❑ Approve Vendor Photo Enforcement Services Agreement
- ❑ After final camera locations are approved: minimum 30-day public notification period
- ❑ Installation and testing, including verification of MUTCD-compliant yellow and all-red timing
- ❑ Minimum 60-day warning-only period before civil penalties begin.

8. COUNCIL ACTIONS REQUESTED TONIGHT

- Conduct the public hearing and receive public input on the Impact Report
- Adopt a resolution:
 - Approving the Impact Report;
 - Making findings under CVC 21455.6(a);
 - Authorizing participation in the SB 720 Safer Streets Program