



Your Community Impact Statement Submittal - Council File Number: 11-1015

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, Nov 11, 2025 at 2:47 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, deborah@losangeleswalks.org, labac.committee@gmail.com, connornwwnc@gmail.com, Jasmin.SanLuis@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or Resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Connor Webb

Email: connornwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(10) Nay(2) Abstain(3) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/05/2025

Type of NC Board Action: Neutral Position

Impact Information

Date: 11/11/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners, Pedestrian Advisory Committee, Los Angeles Bicycle Advisory Committee

Council File Number: 11-1015

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council asks the City to quickly implement an automated red-light enforcement program under the authority of SB 720 (Ashby), which takes effect January 1, 2026. Red-light running is a main cause of severe crashes in LA and across California, where 195 fatalities and 1,209 severe injuries due to red light violations occurred in 2023 – a figure doubled since 2013. Automated enforcement programs in other cities have reduced fatal intersection crashes by over 20%. SB 720 establishes a fair and transparent framework that allows cities to issue civil penalties (rather than criminal), prohibits financial incentives for enforcement, and requires strong privacy protections with community engagement. By capping fines at \$100 and improving enforceability, SB 720 provides a sustainable, equitable, and evidence-based path to reduce violations and increase safety with an opportunity for synergistic infrastructure with the City's speed safety system implementation. Implementing this program will save lives and support the City's Vision Zero goals. Automated enforcement reduces in-person traffic stops, addressing equity concerns and freeing up officers for other tasks. Without the need to photograph faces, most privacy concerns are addressed. Additionally, revenue from citations must be transparently reinvested in local street-safety improvements such as pedestrian and bike infrastructure or signal upgrades— crucial investments during a time of budget hardship for the City. We urge the City Council to move swiftly to establish an implementation task force, select high-injury intersections for pilot installation based on data, and begin outreach. With clear signage, a warning period, and equitable fine structures, Los Angeles can build a model enforcement program that prioritizes safety, fairness, and accountability.

 **CIS_SB 720 and Automated Red Light Enforcement.pdf**
166K



- COMMUNITY IMPACT STATEMENT -

Council File: [11-1015](#)

Title: Photo Red Light (PRL) Program/ SB 720 and Automated Red-Light Enforcement

Position: Neutral

Summary:

The North Westwood Neighborhood Council asks the City of Los Angeles to move quickly to implement a new automated red-light enforcement program under the authority granted by SB 720 (Ashby), which will take effect January 1, 2026.

Red-light running remains one of the main causes of severe and fatal crashes in Los Angeles and across the state. In 2023, California saw 195 fatalities and 1,209 severe injuries due to red light violations– a figure that has doubled since 2013.

Automated enforcement programs in other cities have reduced fatal intersection crashes by over 20%. SB 720 establishes a fair and transparent statewide framework that allows cities to issue civil penalties (rather than criminal penalties), prohibits per-citation vendor payments and other financial incentives for enforcement, and requires strong privacy protections with community engagement before deployment.

There are two key components to equitable traffic enforcement that changes dangerous behavior: High rates of enforcement with low fines. By capping fines at \$100 inclusive of administrative fees and improving enforceability by removing the need to photograph driver's faces, SB 720 provides a sustainable, equitable, and evidence-based path to reduce red-light violations and increase safety at intersections with an opportunity for synergistic infrastructure with the City's speed safety system implementation.

Implementing this program will save lives, reduce injuries, and support the City's Vision Zero goals. Automated enforcement also reduces reliance on in-person traffic stops, addressing equity concerns around traditional enforcement. Without the need to photograph faces, most privacy concerns are addressed. Additionally, revenue from citations must be transparently reinvested in local street-safety improvements such as signal upgrades, pedestrian refuges, and protected bike infrastructure– crucial investments during a time of budget hardship for the City.

We urge the City Council to move swiftly to establish an implementation task force, select high-injury intersections for pilot installation based on data, and begin outreach. With clear signage, a warning period, and equitable fine structures, Los Angeles can build a model enforcement program that prioritizes safety, fairness, and accountability.