

## Communication from Public

**Name:**

**Date Submitted:** 02/15/2026 04:20 AM

**Council File No:** 23-1168

**Comments for Public Posting:** This is a long overdue initiative to change driving behavior in Los Angeles. Excessive driving speed is the number one reason determining the extent of life altering injuries and/or fatalities stemming from traffic accidents. Los Angeles has been dragging its feet in implementing speed enforcement when compared to other cities in the state, but also compared to other world cities. Speed mitigation and enforcement has to be taken out of the hands of elected officials (who fear not to be re-elected when being active in traffic controlling measures. The daily fatalities and injuries from traffic accidents Los Angeles have to be treated as as a failure of the LADOT to safe guard its citizens. The LADOT has a duty to care. As is, the penalties for driving 10 miles over speed limit (something that can double the injuries in a victim of car violence) are extremely lenient. I truly hope that this pilot program is expanded to speed enforcement throughout the city, eventually changing the culture of car violence threatening Angelinos everyday. Please see attached file that documents how late, Los Angeles is in making our city safer. A separate report by an independent company evaluating the failure of the Vision Zero Project is spot on in its description of the city's dysfunctional state. If a hospital would accept one death or severe injury per day due to a medical error, the hospital would have been shut down by the health department many moons ago. So, please do not waste more time with the roll out of this program. Put up the cameras, write tickets and put the money earned into the many projects that are currently unfunded (such as street lighting repairs), that are in desperate need to get solved.



# Implementation Report Card: AB 645 "Speed Safety Systems"

## Steps to Implementation

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|--|---|
| 1 Work with State Legislating Bodies to Have City Added to the Program | 8 Set up Diversion and Equity Measures                |
| 2 Select Eligible Camera Locations                                     | 9 Train City Staff to Properly Administer the Program |
| 3 Adopt Required Policies: Speed Safety System Use Policy              | 10 Train Administrative Hearing Examiners             |
| 4 Adopt Required Policies: Speed Safety System Impact Report           | 11 Install the Cameras                                |
| 5 Build Public Transparency Infrastructure                             | 12 Launch Public Information Campaign                 |
| 6 Release Request for Proposal for Vendors                             | 13 60-Day Warning Period Before Enforcement           |
| 7 Select a Vendor  | 14 Enforcement Begins                                 |

## Status of Cities as of December 3, 2025

✓ Done ⌚ In progress

Six Pilot Cities <small>enrolled into law on 8/19/23</small>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Percentage Complete	Grade
San Francisco	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	100.00%	A+
Oakland	✓	✓	✓	✓	✓	✓	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	67.86%	B+
San Jose	✓	✓	✓	✓	✓	✓	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	60.71%	B
Glendale	✓	✓	✓	✓	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	42.86%	B-
Long Beach	✓	✓	⌚	⌚	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	35.71%	D+
Los Angeles	✓	⌚	⌚	⌚	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	28.57%	D

### Additional Pilot City

enrolled into program on 8/27/24

Malibu	✓	✓	✓	✓	✓	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	39.29%	B+
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