

## Communication from Public

**Name:** Leslie Andrew Ridings

**Date Submitted:** 03/15/2026 11:57 AM

**Council File No:** 23-1168

**Comments for Public Posting:** Dear LADOT Speed Safety Program Team, I am writing in support of the City's proposed Speed Safety System pilot and to encourage LADOT to significantly expand and strategically place cameras within Downtown Los Angeles. Speeding remains one of the most dangerous factors in urban traffic collisions, particularly where large volumes of pedestrians interact with fast-moving vehicles. As LADOT notes, reducing excessive speed is essential to preventing serious injuries and fatalities and advancing the City's Vision Zero goals. While I appreciate that Downtown Los Angeles is included in the proposed deployment, the currently recommended locations—reportedly limited to just two cameras, including one near 7th Street and one in the Skid Row area—are far from sufficient for the scale and intensity of activity in the urban core. Downtown Los Angeles is the city's densest residential neighborhood and one of its most pedestrian-intensive districts, with thousands of residents, workers, visitors, and transit riders crossing major corridors every day. The greatest safety risks occur on the wide east-west arterials and their intersections with major north-south streets, where long straight segments encourage speeding and where pedestrians frequently cross. If the goal of the program is to meaningfully reduce speeding and prevent injuries, cameras should be placed where they will actually deter dangerous driving behavior—along the corridors where pedestrian activity and speeding most often conflict. I strongly recommend LADOT consider deploying additional speed safety systems along Downtown's primary east-west corridors, including: • 5th Street • 6th Street • 7th Street • 8th Street • 9th Street • Olympic Boulevard Particularly at or near intersections with major north-south arterials such as: • Flower Street • Hope Street • Grand Avenue • Olive Street • Hill Street • Broadway • Spring Street • Main Street These corridors function as high-volume pedestrian streets while simultaneously carrying fast through-traffic. The combination of wide lanes, long sightlines, and heavy pedestrian demand creates conditions where speeding poses an acute safety risk. Strategically placing cameras along these streets would accomplish the program's core objective: changing driver behavior on corridors where excessive speed creates the greatest risk to people walking, cycling, and accessing transit. Downtown Los Angeles should receive a proportionate

share of the program's 125 camera locations, reflecting its density, pedestrian activity, and the importance of safe streets in the city's central business and residential district. Thank you for the opportunity to provide feedback, and I strongly encourage LADOT to strengthen the Downtown deployment so that the program delivers its intended safety benefits. Sincerely, Leslie Ridings Downtown Los Angeles