

Communication from Public

Name: Israel

Date Submitted: 02/18/2026 08:21 AM

Council File No: 23-1168

Comments for Public Posting: Would it be possible to include the intersection of Broadway and 120th Street in the program? This intersection has a long history of speeding, accidents, and congestion due to its close proximity to the freeways. In particular, vehicles frequently travel at excessive speeds northbound on Broadway as they descend the hill.

Communication from Public

Name: Andrew Knauer
Date Submitted: 02/18/2026 09:14 AM
Council File No: 23-1168
Comments for Public Posting: To the LADOT Speed Safety System Program Team: I am writing regarding the proposed Speed Safety System locations. While I see a system is planned for Arlington Ave between Washington and Adams, I strongly urge you to move this location south or add a second system to cover Arlington Ave between W. Adams Blvd and W. Jefferson Blvd. The data shows that the stretch between Adams and Jefferson is where the most severe, high-speed tragedies are occurring. The current plan leaves this deadly corridor unprotected. March 28, 2024: Two young people (ages 18 and 26) were killed at Arlington & 29th St by a driver traveling ~100 MPH who ran a red light. August 27, 2023: A 17-year-old boy was killed in a violent collision at Arlington & Adams Blvd. This neighborhood cannot wait for a "Phase 2." The Adams-to-Jefferson segment is a known cut-through for reckless speeding and has the fatality data to prove it. Please prioritize the safety of this community in the pilot program. Sincerely, Andrew Knauer 2273 W 29th St, Los Angeles, CA 90018

Communication from Public

Name: Priya Autrey

Date Submitted: 02/18/2026 01:01 PM

Council File No: 23-1168

Comments for Public Posting: Hello, I am writing in support of the Speed Safety Corridor that is being proposed on Arlington Avenue. The current plan is for the corridor to go between Washington Boulevard and Adams Boulevard, but I would strongly like to suggest that it be extended to Jefferson Boulevard. The downhill portion of Arlington has acted as a launchpad for speeders who also tend to run the stoplights at 27th and 29th. Additionally, in March of 2024, a hit and run driver was clocked going over 100 mph ending in a fatal crash on Arlington (<https://www.nbclosangeles.com/news/local/people-getting-killed-on-the-street-jefferson-park-neighbors-wary-of-dangerous-intersection/3378560/>). With that particular section of Arlington passing through a residential neighborhood, it is of the utmost important that traffic be slowed down to deter dangerous driving behavior. Ignoring this section of Arlington during this opportunity to improve safety in the area would be a severe oversight. Thank you for your consideration, Priya Autrey

Communication from Public

Name: Hales Family

Date Submitted: 02/18/2026 03:27 PM

Council File No: 23-1168

Comments for Public Posting: Public Comment on Proposed Speed Camera Installations City of Los Angeles To Whom It May Concern at LADOT, I am writing to express my support for the proposed speed camera program in the City of Los Angeles. Improving traffic safety is essential to protecting residents, pedestrians, cyclists, and motorists throughout our communities. I respectfully request that the following additional locations be considered for inclusion in the speed camera program. These streets are located in the Northridge South area of Council District 12 and are well known for persistent speeding and unsafe driving conditions: Roscoe Boulevard & Lindley Avenue Roscoe Boulevard & Balboa Boulevard Roscoe Boulevard & Tampa Avenue Roscoe Boulevard & Reseda Boulevard Parthenia Street between Lindley Avenue and Balboa Boulevard Nordhoff Street between Tampa Avenue and Corbin Avenue Tampa Avenue between Parthenia Street and Nordhoff Street These corridors experience frequent high-speed traffic, creating dangerous conditions for families, students, seniors, and local businesses. Implementing speed enforcement measures at these locations would significantly enhance roadway safety and help reduce preventable collisions and injuries. The safety of our community must remain a top priority. Thank you for your consideration and for your continued efforts to improve traffic safety throughout Los Angeles. Sincerely, Residents of Northridge South Neighborhood Council in CD 12

Communication from Public

Name: Mara Lucien

Date Submitted: 02/18/2026 03:43 PM

Council File No: 23-1168

Comments for Public Posting: Vote NO on the expansion of the surveillance state and adding more cameras. We already know license plate tracking systems are being weaponized against our immigrant neighbors; we already know cops are doing Flock searches on behalf DHS/ICE. Just vote NO.

Communication from Public

Name: A. M.

Date Submitted: 02/18/2026 05:00 PM

Council File No: 23-1168

Comments for Public Posting: Thank you for including the 74th St to Manchester section of La Tijera in this project! This section of street has horrible issues with speeding to/from LAX and red light runners, all coupled with dips in the road and overgrown trees (especially in summer). There was a rollover accident just this week. Our neighborhood FB group has regular posts about the accidents. Houses have been hit (one at least twice). It's a miracle no pedestrians/cyclists have been killed (to my knowledge), though I know residents who have been injured by red light runners (who were in their cars). Nearly every light cycle has at least one speeding red light runner.

Communication from Public

Name: Seth

Date Submitted: 02/18/2026 07:12 PM

Council File No: 23-1168

Comments for Public Posting: Ah what a blessing! The City of Los Angeles has finally discovered an even further new additional layer of unaccountable, permanent, and all-encompassing surveillance it can impose upon all the struggling working-class residents of our crumbling town! All of us Angelenos who work for a living rather than sucking rent out of renters, sucking money out of the city budget, and sucking off Wall Street brokers will now face the further indignity of paying our whole paychecks just for getting stuck in an intersection where everyone is trying to turn left in the waning moment before the light turns red. TURNING LEFT IN LOS ANGELES WAS TOO EASY. Thank whichever private equity firm will be providing these cameras for this ruinous innovation they're imposing. I don't even need to mention that these so-called "red light cameras" have been found illegal, and countless manufacturers of those cameras have been found to utterly fabricate data. Nor do I need to mention that these so-called "red light cameras" are so expensive to operate that more often, the manufacturer/broker of these cameras makes more money from their operation than the city they're installed in. And I don't even need to mention that there is no good research connecting so-called "red light cameras" to increased traffic safety. In many instances it makes driving LESS safe because drivers become too anxious about possibly receiving a life-ruiningly-expensive ticket to focus effectively on safely navigating the intersection or road immediately ahead of them. If a violation of the rules of the road isn't severe enough to have caused injury or to be caught by any one of the cops we've already WASTED our city budget on, guess what? That's not actually a severe-enough violation of the rules of the road to warrant any kind of prosecution! And Los Angeles doesn't deserve to get a *single further additional DIME* out of any of our pockets while it's so recklessly and irresponsibly overfunding the LAPD, who are bar none and without contest THE WORST DRIVERS IN OUR COUNTY. I for one encourage the People of the City of Los Angeles to take up any blunt object within reach and perform a public-service "reinstallation" of each of these cameras into the only places in which they belong: in pieces and on the sidewalk. With all due respect, fuck the liberal police state and fuck this proposal.

Communication from Public

Name: Denton Cohen

Date Submitted: 02/18/2026 07:15 PM

Council File No: 23-1168

Comments for Public Posting: I live on Arlington Avenue between Jefferson and Exposition and want to register my STRONG support for the speed safety system program! Speed cameras slow traffic and save lives, and I hope this program will soon be expanded on the state level so that our City can install hundreds more. Currently, one of the proposed locations is Arlington Ave between Washington and Adams. I would like to express support for EITHER: shifting the system to Arlington between Adams and Jefferson, OR, ideally, expanding the current proposed zone to include Arlington between Adams and Jefferson. In my experience, this stretch of Arlington experiences worse issues with speeding and the Jefferson/Arlington intersection in particular is quite dangerous. Not opposed to the other alignment but during the day there is usually traffic on Arlington between Adams and Washington and therefore not quite as much speeding. IMO, this change would have a greater impact on safety and result in more tickets being issued.

Communication from Public

Name:

Date Submitted: 02/18/2026 07:51 PM

Council File No: 23-1168

Comments for Public Posting: 1. Questionable Effectiveness Limited impact on overall safety: Some studies show cameras reduce speeding at a specific intersection but may not significantly reduce total crashes in the broader area. Rear-end collisions can increase: Drivers may brake suddenly when they notice a camera, potentially causing minor rear-end crashes. Short-term behavior change: Drivers may slow only near the camera, then resume speeding immediately after. It won't make a big difference. LADOT is the department of transportation, this is going to cause traffic if there are more crashes or people trying to slowly drive by the cameras. We want real safety improvements not just symbolic measures. 2. Revenue vs. Safety Concerns Perception of profit motive: Residents may believe cameras are used to generate revenue rather than improve safety. High fines burden working families: Automated tickets can disproportionately impact low-income residents. Private company involvement: If enforcement is outsourced, profit-sharing arrangements can undermine public trust. Where is the money going that will be made from this? 3. Due Process & Fairness Issues No officer discretion: Cameras cannot consider context (e.g., avoiding an unsafe situation). Vehicle owner vs. driver issue: The registered owner receives the ticket, even if someone else was driving. Limited ability to challenge tickets: The appeal process can feel impersonal or difficult.

Communication from Public

Name: Aaron Rich

Date Submitted: 02/18/2026 08:01 PM

Council File No: 23-1168

Comments for Public Posting: I'm worried the cameras near Washington and Crenshaw are in rather low income areas and that these tickets will hurt people who can't afford them. That is a busy intersection that has traffic in all four directions most of the day. The city should focus on fixing the light timing to make it go faster and clear traffic better.

Communication from Public

Name: Ryan Rockwell
Date Submitted: 02/18/2026 08:30 PM
Council File No: 23-1168

Comments for Public Posting: Los Angeles City Clerk, I oppose implementation of automated speed cameras in Los Angeles through the Los Angeles Department of Transportation (LADOT) Speed Safety System pilot. LADOT says this pilot will install 125 speed safety systems citywide, capture a photo of the rear license plate, and mail a civil notice to the registered owner when a vehicle is at least 11 miles per hour over the posted limit. LADOT also says there is a 60 day warning period and then ticketing begins, with fines starting at 50 dollars. This is not narrowly aimed at the worst offenders. It is a mass ticketing system that will sweep in ordinary residents and visitors. These systems are not reliably accurate in practice, and when they fail they fail at scale. ABC News reported on a Baltimore audit finding an error rate of more than 10 percent, and that some individual cameras were off by as much as 50 percent. CBS Baltimore reported that one camera location had a 58 percent error rate and that 13 cameras had double digit error rates. FOX 5 Atlanta reporting found thousands of bogus school zone speed camera tickets caused by cameras being out of sync with flashing school zone lights and by applying the wrong speed limit, triggering refunds. If Los Angeles installs 125 devices, even a small error rate will translate into thousands of wrong or questionable notices, time lost fighting them, and money taken from people who did nothing wrong. This program also weakens fairness and due process by design. LADOT's draft use policy says notices are mailed to the registered owner only, not necessarily the driver, and the program uses vehicle registration information including owner name and registered address as appended data. That means innocent owners can be forced to contest an allegation for someone else's driving, while their personal information is pulled into a new enforcement data system. It is also a safety risk in the real world. Camera points can incentivize abrupt braking right before the device and acceleration right after it. A Federal Highway Administration clearinghouse summary of an automated speed enforcement evaluation warns that sudden braking around camera points can create dangerous situations, crashes, and tailbacks. A peer reviewed meta analysis on speed cameras describes the same localized behavior in its discussion of kangaroo jumps and finds the effect of speed cameras declines quickly with distance from camera locations and becomes non significant around 0.5 km. This is not how you create safer driving behavior across an entire corridor. And the program is financially structured in a way that pressures the City toward high citation volume. LADOT's impact report estimates annual program costs of 7,950,000 dollars plus 500,000 dollars in one time startup costs for staff, equipment, and vendor contracts. It also states startup costs will be covered by Measure M and reimbursed once sufficient citation revenue is collected, and that citation revenue is used first to cover program costs. That is a revenue treadmill. It is also a direct burden on residents during a cost of living crisis. Most importantly, Los Angeles already spends more on policing than any other department. The City Administrative Officer's 2025 to 2026 Adopted Budget Summary lists Los Angeles Police Department (LAPD) appropriations at 1,986,961,261 dollars, compared with 897,786,218 dollars for Fire. The same budget summary shows Police consuming 46.2 percent of unrestricted revenues. With that level of funding, the City's answer to speeding should not be a new automated enforcement pipeline that generates civil penalties from residents. It should be safer street design, targeted engineering fixes on the High Injury Network, and transparent, accountable enforcement focused on truly reckless behavior. Please reject this program and focus on proven safety investments that do not rely on automated mass ticketing. Sources ladot.lacity.gov/speed-safety-system
ladot.lacity.gov/sites/default/files/2026-02/speed-safety-program-attachment-a-impact-report.pdf
ladot.lacity.gov/sites/default/files/2026-02/speed-safety-program-attachment-b-use-policy.pdf
cao.lacity.gov/budget/summary/2025-26%20Budget%20Summary%20Pamphlet.FINAL.pdf
abcnews.go.com/blogs/technology/2014/01/traffic-cameras-rife-with-bogus-violations-audit-shows
cbsnews.com/baltimore/news/road-for-speed-cameras-gets-bumpier-as-secret-audit-sparks-cover-up-claims
fox5atlanta.com/news/after-i-team-investigations-atl-riverdale-automatically-refund-drivers-wrongly-ticketed-speed-cams
fox5atlanta.com/news/speed-camera-erroneous-tickets-riverdale-fox-5-iteam-investigation
cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=279 pubmed.ncbi.nlm.nih.gov/25247551

Communication from Public

Name:

Date Submitted: 02/18/2026 08:30 PM

Council File No: 23-1168

Comments for Public Posting: These will only encourage unsafe speeding in areas where speed cameras are not deployed. Furthermore, this will encourage bad actors to repeatedly destroy cameras, which will incur more taxpayer money to replace these cameras.

Communication from Public

Name:

Date Submitted: 02/18/2026 09:15 PM

Council File No: 23-1168

Comments for Public Posting: If speeding is such a problem, why are there less police on the ground patrolling? And what are you planning on doing about the kids on minibikes that speed up and down our streets without helmets or license plates, or the innumerable parties that participate in street take overs? Nothing is being done about the people causing problems, instead you've decided the average citizen is to blame. Stop defunding our police force and maybe there wouldn't be this many problems. The manufacturing of guilt when you won't prosecute those actually committing crimes is a problem.

Communication from Public

Name: Brady Schwartz
Date Submitted: 02/18/2026 09:34 PM
Council File No: 23-1168

Comments for Public Posting: I have lived and worked in LA for over 33 years. I've been a rideshare driver for almost 10 years and have never felt more unsafe on the streets of LA. Not sure when LAPD stopped pulling over drivers for violations but it's clear they don't anymore! I'm always looking for a patrol car, but they're never around. Where are they? I am ALL FOR the speed cameras pilot program. I call CHP almost every weekend to report drivers speeding on the freeways. It's a free for all out there and nobody is doing anything about it. Speeding, reckless driving, following too close, driving without headlights on(I spot numerous vehicles EVERY night without lights on at all), blocking intersections, people not using turn signals (every Tesla on the road) extremely loud engines and modified exhausts, brake lights and turn signals out, etc.. I could go on and on. Just 15 years ago, I was pulled over for "showboating" because I had a cold air intake on a stock G35 and it was too loud for LAPD. Now, these cars are 10 times as loud. What happened to noise complaints? As well, you would get pulled over by going 6 miles over the speed limit. Now, they're racing 80 mph around me. What the heck happened? And if I'm correct, the 101 freeway is still 55 from the 170 interchange all the way past DTLA. People again ar going 20,30,40 mph over the speed limit. There is only ONE speed limit sign, ONE, this entire stretch of freeway. WTF? This city has gotten ridiculously unsafe as a motorist!! If our "protect and serve" LAPD, and CHP officers aren't going to do their job, then cameras should most definitely be used!! Thank you!

Communication from Public

Name:

Date Submitted: 02/18/2026 09:50 PM

Council File No: 23-1168

Comments for Public Posting: This is mass surveillance and it's very clear from public polling that the vast majority of citizens DO NOT WANT THIS. I will vote against any council member, mayor, assembly member, governor, etc, who supports this garbage. People need to be able to make choices, good or bad, right or wrong, and not have robots watching us at all times like we're rats in an experiment. Stop pushing this garbage onto the public.

Communication from Public

Name: Devin L

Date Submitted: 02/18/2026 09:50 PM

Council File No: 23-1168

Comments for Public Posting: I don't want these cameras. You waste enough of our taxes. The last cameras were illegal and citations became a problem when monitoring services were neglected. Don't waste our taxes for pet projects in the name of safety. We are smart enough to protect ourselves without government intervention. These cameras won't fix our problems with speed, accidents or safety. They will just line someones pockets and it won't be yours. No invasive, speed cameras tracking our movements in public. In fact you should take the mobile camera plants down too, those waste our money also.

Communication from Public

Name: Siao
Date Submitted: 02/18/2026 10:04 PM
Council File No: 23-1168
Comments for Public Posting: I am against this camera system and encourage the city to not move forward with this program.

Communication from Public

Name: Sean Dillon

Date Submitted: 02/18/2026 11:18 PM

Council File No: 23-1168

Comments for Public Posting: Hello, as a resident of the city of Los Angeles, I am concerned about the push to roll out more speed cameras across the city. Look, these flat fines hit working families and folks scraping by way harder than anyone else. A \$100 or \$200 ticket might just be an annoyance for some, but for most of us living paycheck to paycheck, it can throw everything off, especially when late fees pile on and suddenly you're looking at real debt, license trouble, or even losing your job. It's just not right to squeeze money from people who can least afford it. We are already paying more for everything from utilities, gas, food and now the city wants to raise the sales tax again. And where's all that cash actually going? We deserve straight answers: a clear public breakdown of how much comes in from these tickets, what chunk goes to private companies running the cameras, and most important how much gets put back into actual safety fixes right here in our neighborhoods. Before we double down on cameras, why not tackle the real problem first? So many of our streets are beat up and straight up dangerous because of bad design and poor maintenance. Fix the potholes, add crosswalks, slow down traffic with real barriers and better lighting that's how you stop crashes before they happen, instead of just mailing out fines after fines. If we do go ahead with this, please: - Make fines fairer with income based options and no crazy late fees. - Lock the revenue into street safety projects, especially where the tickets are coming from. - Show us the money, loud and clear, every step of the way. Let's prioritize building safer streets over turning cameras into another budget band-aid. Our community and city deserve better. Thanks for listening!

Communication from Public

Name: Jay Williams

Date Submitted: 02/18/2026 11:20 PM

Council File No: 23-1168

Comments for Public Posting: I am a supporter of speed cameras. Speeding kills, and automated enforcement of speed limits does not play favorites nor result in tense confrontations with police, while it's still very effective at reducing speeding, which is what I want. As a downtown resident, I was surprised to see that there were only 3 speed cameras proposed for the neighborhood, and even more surprised to see where. The stretch of 7th Street with a proposed camera is actually relatively calm already, with only 2 lanes for (two-way) car traffic, protected bike lanes, and plenty of pedestrian activity owing to the 7th St Metro station and the Bloc. Meanwhile, just one block over on 8th there is a 4-lane-wide one-way street that people routinely speed along. This is dangerous; I've personally witnessed multiple accidents or their aftermath on the stretch of 8th between Grand and Flower. Speed cameras along here would be very useful. You could say the same things about 9th Street, Flower Street, or Figueroa near LA Live as well: they're very wide one-way streets with routine speeding. Placing a camera on 7th instead of one or more of those would be a mistake that did almost nothing (except perhaps discredit the speed camera program), while placing speed cameras on any of those streets would have an actual positive impact on the safety of people in that exact area of downtown. It's not as though there aren't many pedestrians around there: 3 of the only grocery stores downtown are next to the streets I've mentioned, so people are constantly walking to and from those blocks. Being so close to LA Live, these streets are traveled not just by Angelenos but also many tourists. Showing them super-wide one-way streets that people race down with no consequence puts a bad face on the city. 8th, 9th, and that stretch of Figueroa are each already part of the High Injury Network, which speaks to the safety issues I've mentioned. I'd also like to mention my surprise that there are no proposed speed camera locations in the Arts District or Little Tokyo neighborhoods. Central and Alameda both strike me as streets that could benefit greatly from intervention to reduce speeding, and both appear in the High Injury Network, so it's not just me. Again these are wide roads (though not one-way) and they go right through some of the most popular parts of those neighborhoods. People walking two blocks from a meal in Little Tokyo to a drink in the Arts District end up having to contend with both of those

streets. There is a young tree in a sidewalk tree well on 2nd and Alameda that is permanently tilted from a vehicle crashing into it at high speed (you can even see it on Google Street View); there are often people waiting at that very corner to cross the street and it easily could have been one of them instead. I would hope that LADOT can take these suggestions into account and place speed cameras downtown along our widest streets that are still host to many non-car users. If I was forced to choose, moving the proposed 7th Street camera installation down 1 block to the parallel stretch of 8th would be most useful, but really I think LADOT should be placing more than 3 speed cameras in a neighborhood of nearly 100,000 residents and the many people that come in to work and play on top of that.