

Communication from Public

Name:

Date Submitted: 03/04/2026 08:30 PM

Council File No: 23-1168

Comments for Public Posting: For the safety of our children and neighborhood we need to stop speeders. Our streets are not drag ways! # Safer streets

Communication from Public

Name: Kevin Ferrer

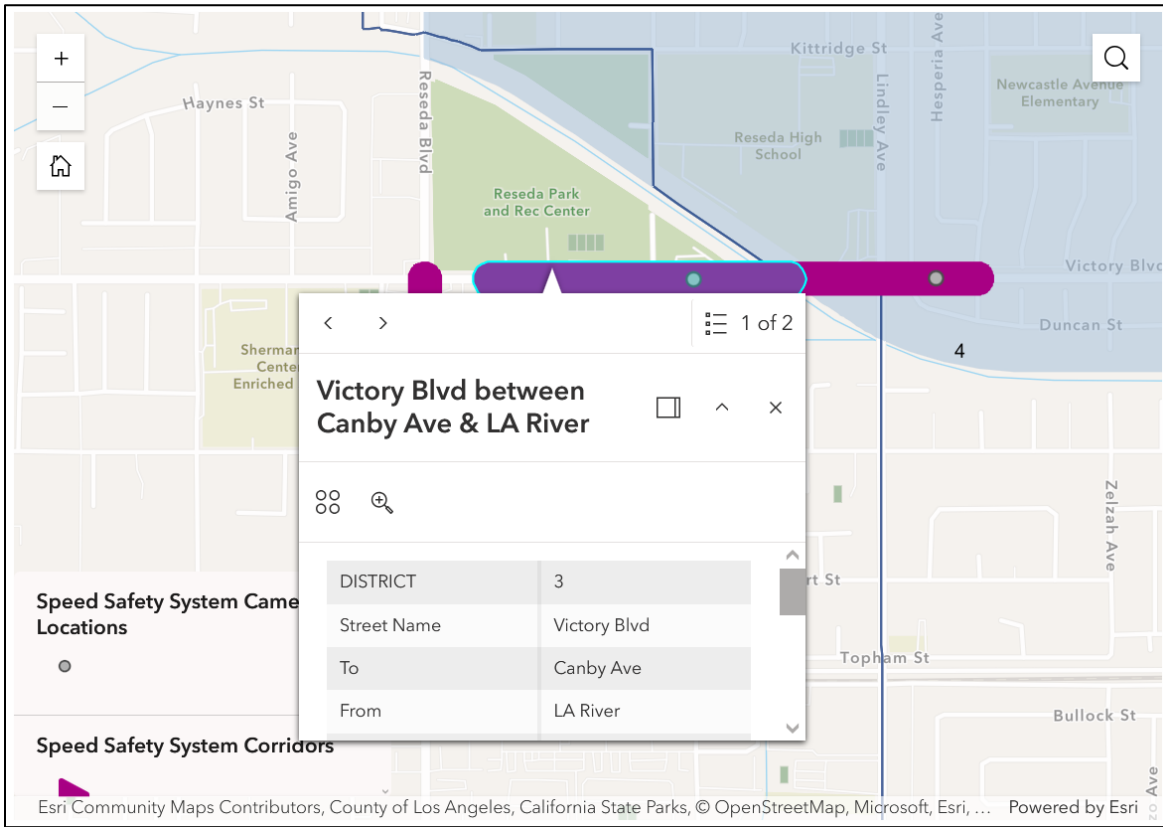
Date Submitted: 03/05/2026 10:33 AM

Council File No: 23-1168

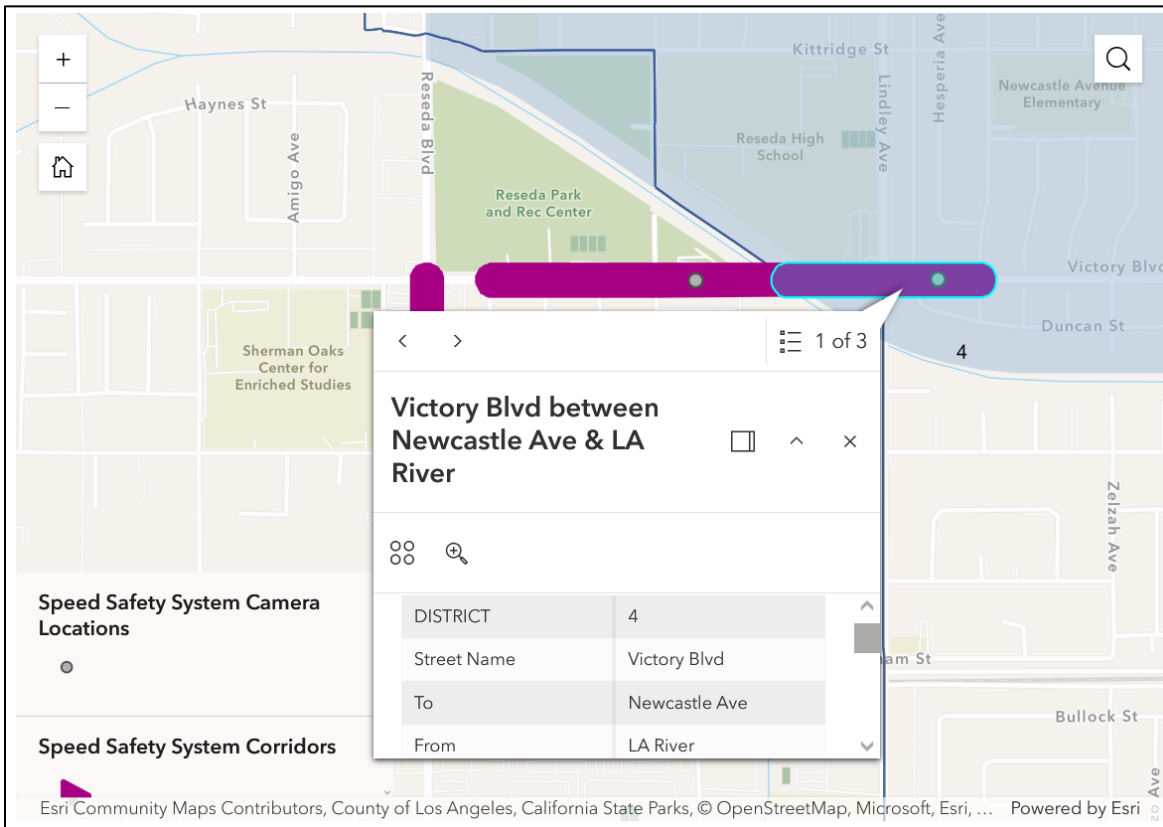
Comments for Public Posting: I support this program but want to note some overlapping locations due to adjacent Council Districts: Victory Blvd (CD 3/CD 4), S La Cienega Blvd (CD 5/CD 10), Nordhoff St (CD 6/CD 7), and S Figueroa St (CD 8/CD 9). Placing two camera systems adjacent to each other on the same segment solely because they cross CD boundaries would be unfair. I suggest the district with higher priority cover the shared segment, allowing the other district to reallocate their choice to their next priority. Thank you for your attention and consideration.

Victory Boulevard

CD 3

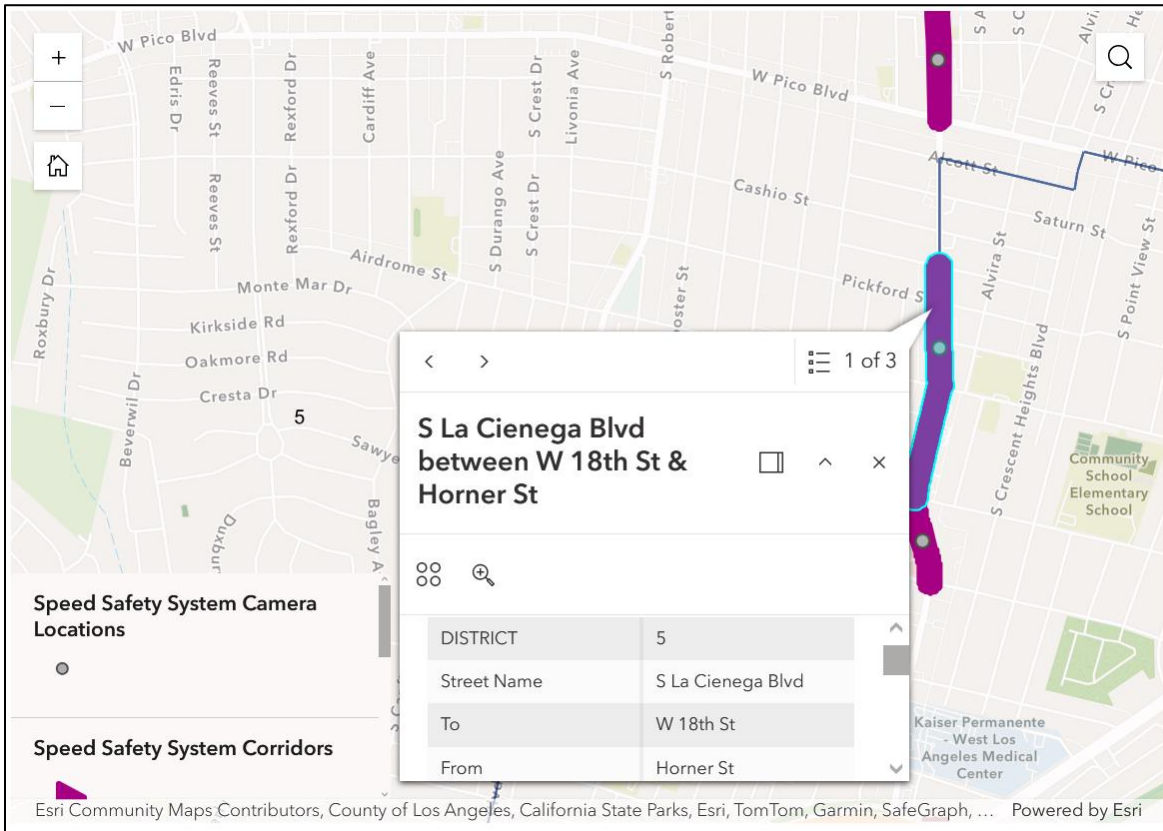


CD 4

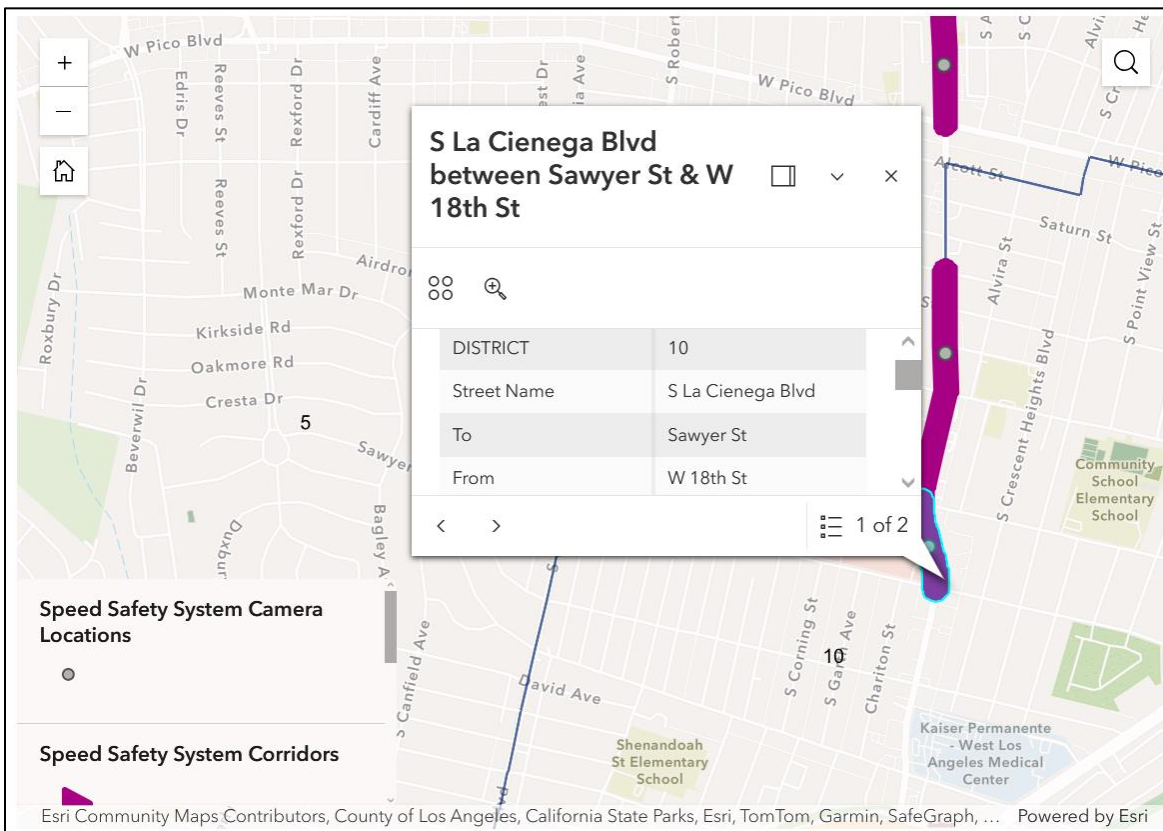


S La Cienega Boulevard

CD 5

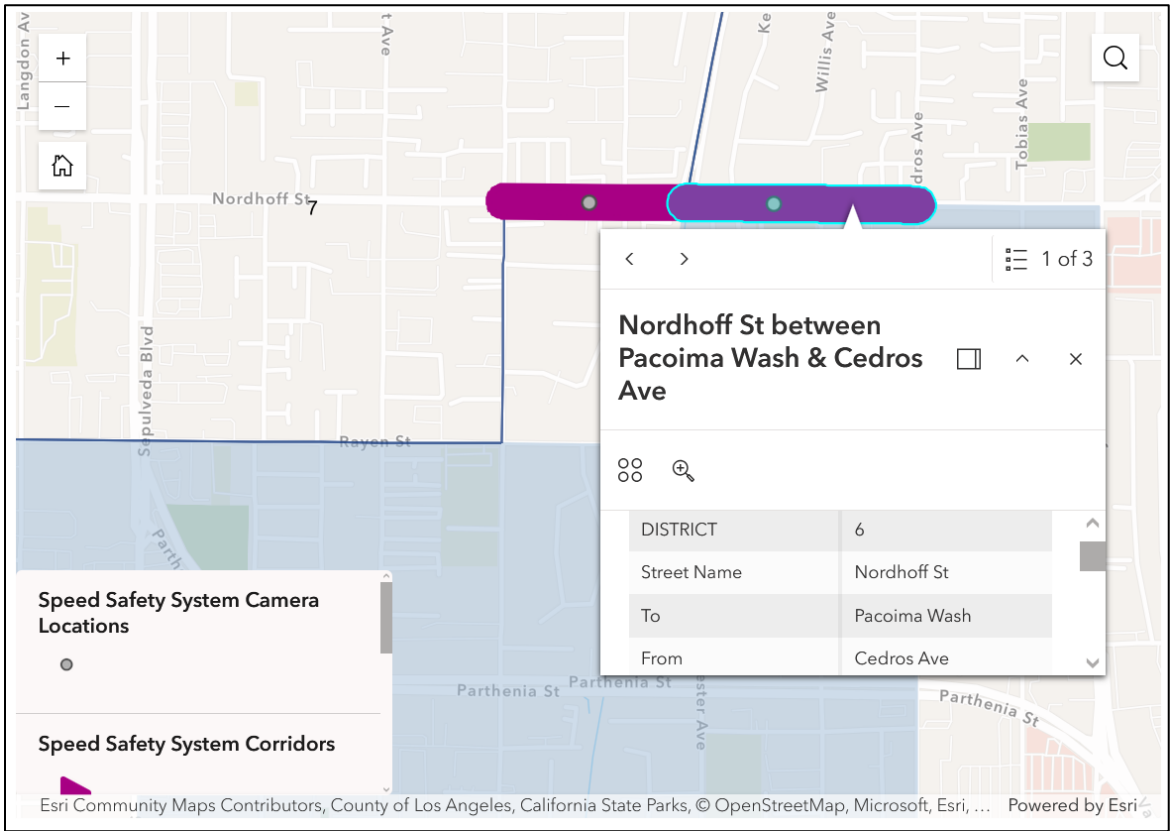


CD 10

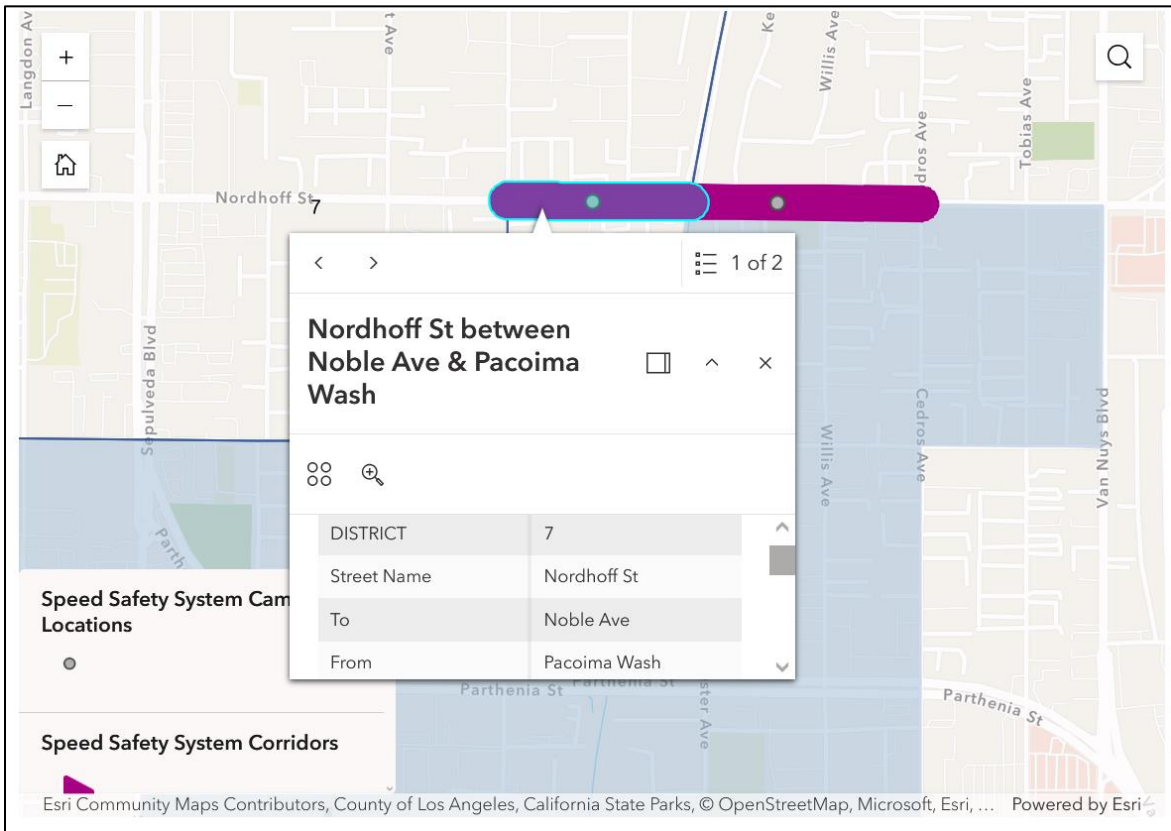


Nordhoff Street

CD 6

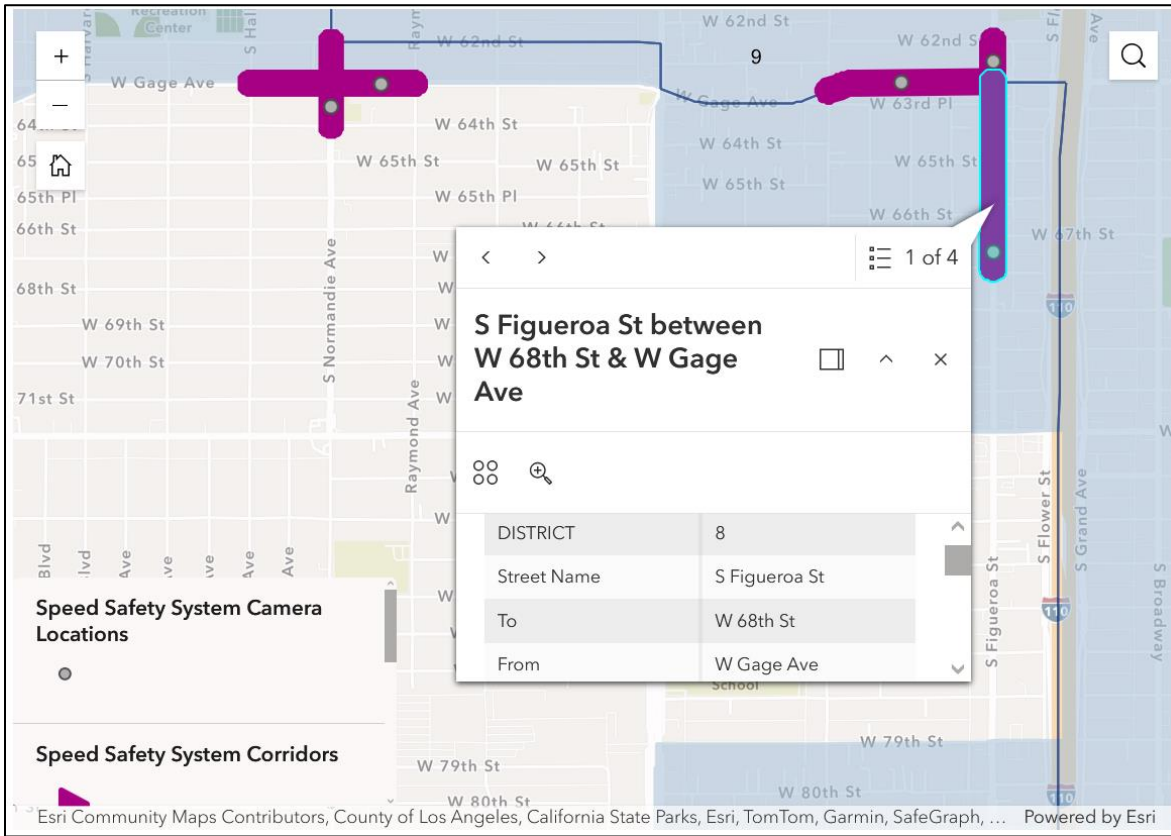


CD 7

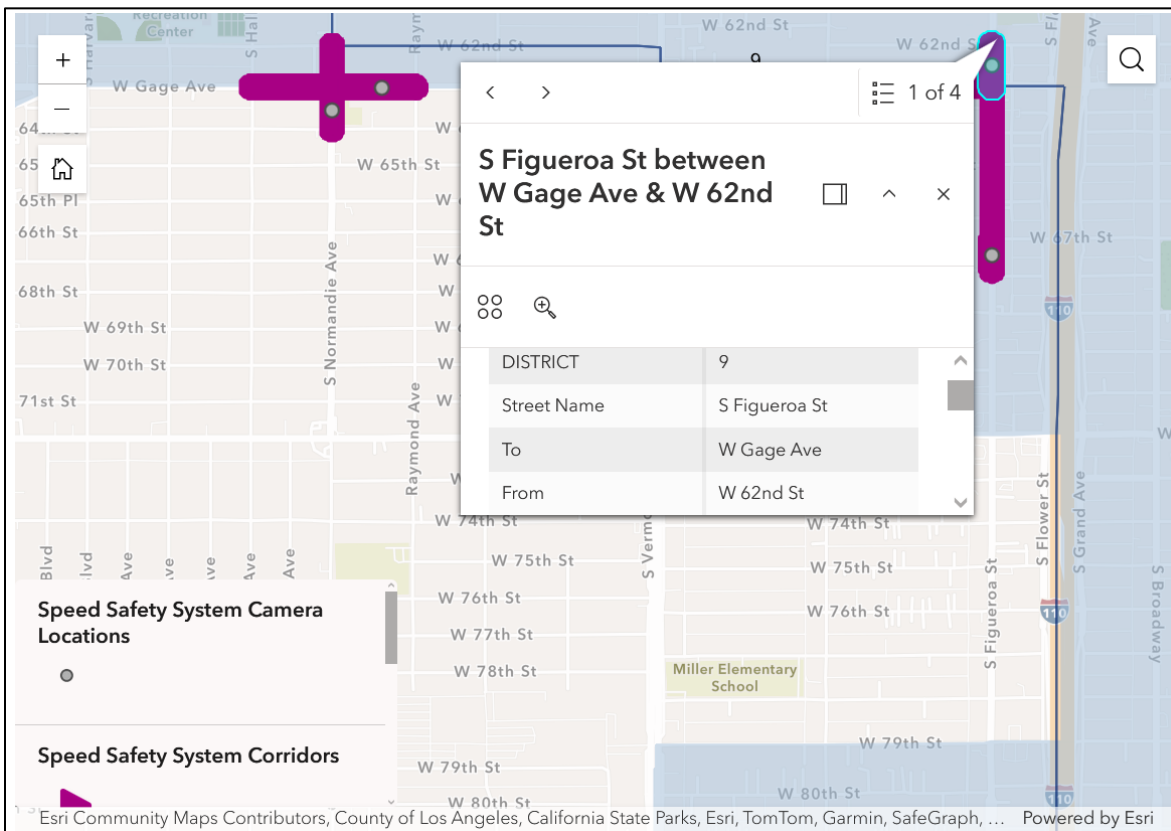


S Figueroa Street

CD 8



CD 9



Communication from Public

Name: Zoe Waters

Date Submitted: 03/05/2026 08:00 PM

Council File No: 23-1168

Comments for Public Posting: I am writing to express concern regarding the proposed implementation of automated speed enforcement cameras under the Speed Safety System Pilot Program authorized by California Assembly Bill 645. While improving traffic safety is an important goal, evidence from other cities shows that automated enforcement programs often create unintended harms while failing to address the root causes of dangerous streets. First, these systems frequently function as revenue generators rather than meaningful safety tools. For example, in Chicago, automated speed cameras issued nearly \$91 million in tickets in 2024 alone. Programs like this can incentivize expanding enforcement rather than investing in long-term safety improvements. Second, automated camera enforcement often disproportionately impacts low-income communities and communities of color. Studies examining the camera program in Chicago found that predominantly Black and Latino neighborhoods received a higher number of tickets and that lower-income residents paid a greater share of their income in fines compared with wealthier residents. Programs that rely on fines as a primary enforcement tool risk worsening existing economic inequities. Third, automated ticketing does not address the root causes of unsafe driving. Transportation experts widely agree that street design plays a major role in speeding and traffic injuries. Wide roads, long straight corridors, and limited pedestrian infrastructure encourage higher speeds. Effective safety solutions include traffic calming, safer crosswalks, improved lighting, redesigned intersections, and stronger investments in public transit. Finally, automated enforcement raises concerns about surveillance and data collection. Speed camera systems require capturing license plate data and storing it for a period of time before deletion. Expanding automated surveillance infrastructure should be approached cautiously, particularly when the long-term safety benefits remain unclear. If Los Angeles truly seeks to improve road safety, the City should prioritize investments in safer street design, traffic calming infrastructure, and community-based transportation solutions rather than relying on punitive fines and expanded surveillance. For these reasons, I urge the City Council to reconsider or significantly revise the proposed automated speed enforcement program and instead focus on structural approaches

that improve safety without creating new financial burdens for residents. Thank you for considering public input.