



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-1168

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, jesslund@gmail.com

Wed, Mar 11, 2026 at 8:49 PM

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 to 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 rResolution 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: P.I.C.O.

Name: Jessica Lund

Email: Jesslund@gmail.com

The Board approved this CIS by a vote of: Yea(18) Nay(2) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/11/2026

Type of NC Board Action: For

Impact Information

Date: 03/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1168

City Planning Number:

Agenda Date:

Item Number:

Summary: PICO NC supports for the installation of AB 645 speed cameras ("Speed Cameras") on thoroughfares within the PICO NC area and requests that the city designate and add such Speed Cameras in the PICO NC. 336 people died in crashes on Los Angeles streets in 2023, and more than half of them were pedestrians. In 2024, for the second straight year, traffic deaths exceeded homicides. Many of these deaths occurred on streets within the "High Injury Network."

According to LADOT, the High-Injury Network represents 6% of city streets that account for 70% of deaths and severe injuries for people walking. The PICO NC area is quite literally surrounded and bisected by High Injury-Network streets: La Cienega, Pico, Venice, and La Brea. Speed Cameras on any combination of these streets would dramatically improve

the safety and wellbeing of PICO NC residents by slowing down drivers. The PICO NC supports the proposed camera locations revealed by LADOT on February 11, 2026, as shown on the map attached to this Letter. After cost recovery, any "excess" revenue must be reinvested back into traffic safety measures within the area where the Speed Cameras are located. This ensures that funds go directly toward physical infrastructure improvements—such as bulb-outs, high-visibility crosswalks, and traffic calming—designed to naturally reduce speeds and protect our most vulnerable road users. The residents of PICO NC welcome such infrastructure and urge you to support such projects within PICO NC with the revenue collected from Speed Cameras.

 **PICO NC CIS AB645 Speed Cameras [March 11 2026].pdf**
489K



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REQUEST for AB 645 Speed Cameras in PICO NC

Dear Councilmembers Katy Yaroslavsky & Heather Hutt:

The P.I.C.O. Neighborhood Council (“PICO NC”) writes to express its support for the installation of AB 645 speed cameras (“Speed Cameras”) on thoroughfares within the PICO NC area and to request that the city designate and add such Speed Cameras in the PICO NC.

As you know, AB 645 allows up to 125 speed safety systems to be deployed in the City of Los Angeles (the “City”). The law requires these locations to be geographically and socioeconomically diverse, and the City must weigh a variety of factors including community input and historic collision data when determining where to place these systems. According to the Los Angeles Department of Transportation (“LADOT”), system design and construction is expected to occur in early 2026, with operations commencing in mid-2026.

Why PICO NC Needs AB 645 Speed Cameras

336 people died in crashes on Los Angeles streets in 2023, and more than half of them were pedestrians. In 2024, for the second straight year, traffic deaths exceeded homicides. Many of these deaths occurred on streets within the “High Injury Network.” According to LADOT, the High-Injury Network represents 6% of city streets that account for 70% of deaths and severe injuries for people walking.

The PICO NC area is quite literally surrounded and bisected by High Injury-Network streets: La Cienega, Pico, Venice, and La Brea. Speed Cameras on any combination of these streets would dramatically improve the safety and wellbeing of PICO NC residents by slowing down drivers.

The PICO NC supports the proposed camera locations revealed by LADOT on February 11, 2026, as shown on the map attached to this Letter.

Reinvestment of Revenue

Crucially, AB 645 is not intended to be a “revenue generator” for the City’s general fund. The law mandates a strict reinvestment structure for any fines collected. After cost recovery, any “excess” revenue must be reinvested back into traffic safety measures within the area where the Speed Cameras are located. This ensures that funds go directly toward physical infrastructure improvements—such as bulb-outs, high-visibility crosswalks, and traffic calming—designed to naturally reduce speeds and protect our most vulnerable road users. The residents of PICO NC welcome such infrastructure and urge you to support such projects within PICO NC with the revenue collected from Speed Cameras.

Commitment to Data Protection and Privacy

Privacy is of paramount concern for our residents, especially within the current federal environment. Although AB 645 includes some of the strictest data protection mandates in the country¹, we urge you to ensure that the City does everything in its power to protect privacy and prevent the federal government from accessing data captured by the Speed Cameras.

By integrating Speed Cameras into the PICO NC area, the City and the PICO NC can advance a data-driven, privacy-conscious approach to saving lives and making our neighborhood streets safer for pedestrians, cyclists, and drivers alike.

Thank you for your leadership on this critical safety issue.

Sincerely,

Lisa Kaye

PRESENTED BY: Sustainability, Transportation, & Mobility Committee
SECONDED BY: Nolan Thomas
YES: 18, NO: 2, ABSENT: 2, ABSTAIN: 0, RECUSAL: 0
ON THIS DATE: March 11, 2026

¹ Speed Cameras are strictly prohibited from using facial recognition technology; (2) any data captured that does not result in a violation must be destroyed within five days; and (3) data collected cannot be sold to third parties or shared with other agencies for purposes outside of traffic safety enforcement.

Map of LADOT's Proposed Camera Locations in the PICO NC

