



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-1168 - Agenda Item Number: 19

1 message

LA City SNow <cityoflaprod@service-now.com>

Sun, Oct 19, 2025 at 7:47 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, Jasmin.SanLuis@lacity.org, lauren.nwwnc@gmail.com

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 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: North Westwood

Name: Lauren Wagner

Email: lauren.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/08/2025

Type of NC Board Action: For

Impact Information

Date: 10/20/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners

Council File Number: 23-1168

City Planning Number:

Agenda Date: 10/08/2025

Item Number: 19

Summary: The North Westwood Neighborhood Council (NWWNC) supports automated speed safety camera system implementation in the City of Los Angeles. However, we have to express our deep frustration with the delayed timeline of implementation. Since 2023, LADOT and CAO safety studies have both identified speed safety cameras as a critical tool to reduce traffic fatalities. In 2024, 304 people were killed in car crashes in Los Angeles. Speed accounts for roughly 100

of those traffic fatalities, and studies show automated speed enforcement reduces speeding by 31% to 82% and fatal crashes by 53% to 71%. AB 645, authorizing the City of Los Angeles to install speed safety camera systems at 125 locations, went into effect Jan 1, 2024. It has been nearly two years and LA still has not begun location selection and related community engagement, drafted the required Speed Safety Use Policy and a Speed Safety System Impact Report, or begun procurement of Speed Safety System contracts. Similarly, City Council has yet to direct the City Attorney to make the required updates to the LAMC to authorize LADOT to issue citations, adopt a fine schedule, collect revenue, adjudicate contested citations, and implement a fine diversion program for indigent violation recipients. The current earliest predicted timeline is activation by the end of 2026— nearly three years after the law went into effect. This will be delayed even further if piggyback system procurement from other cities is not possible. That is completely unacceptable and a clear signal that the City is not prioritizing safety on our streets. In contrast, San Francisco activated their systems in March 2025. There, just seven weeks after beginning to issue warnings, speeding incidents had declined by 31%. In short, each day of delayed implementation means more lives lost or irreversibly damaged. Therefore, the NWWNC encourages City Council and City staff to accelerate implementation of this critical safety program.

 **CIS_ Speed Camera Implementation.pdf**
71K



- COMMUNITY IMPACT STATEMENT -

Council File: [23-1168](#)

Title: Speed Safety System / Policy / Impact Report / Locations / Public Information / AB 645 (Friedman-Santiago-Ting)

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports automated speed safety camera system implementation in the City of Los Angeles. However, we have to express our deep frustration with the delayed timeline of implementation. Since 2023, LADOT and CAO safety studies have both identified speed safety cameras as a critical tool to reduce traffic fatalities. In 2024, 304 people were killed in car crashes in Los Angeles. Speed accounts for roughly 100 of those traffic fatalities, and studies show automated speed enforcement reduces speeding by 31% to 82% and fatal crashes by 53% to 71%.

AB 645 (Friedman), authorizing the City of Los Angeles to install speed safety camera systems at 125 locations, went into effect Jan 1, 2024. It has been nearly two years and LA still has not begun location selection and related community engagement, drafted the required Speed Safety Use Policy and a Speed Safety System Impact Report, or begun procurement of Speed Safety System contracts. Similarly, City Council has yet to direct the City Attorney to make the required updates to the LAMC to authorize LADOT to issue citations, adopt a fine schedule, collect revenue, adjudicate contested citations, and implement a fine diversion program for indigent violation recipients.

Due to this lack of progress, the current earliest predicted timeline is activation by the end of 2026– nearly three years after the law went into effect. This will be delayed even further if piggyback system procurement from other cities is not possible. That is completely unacceptable and a clear signal that the City is not prioritizing safety on our streets. In contrast, San Francisco activated their systems in March 2025. There, just seven weeks after beginning to issue warnings, speeding incidents had declined by 31%.

In addition to reducing speeding by itself, any revenue is required to be reinvested in traffic calming and safety improvements in those communities above baseline investments, ensuring equitable implementation and no long-term city reliance/incentive for continued speeding and fines. In a current climate where funding for infrastructure improvements is scarce and tragedy abundant, this program is essential.

In short, each day of delayed implementation means more lives lost or irreversibly damaged. Additionally, the pilot program sunsets at the end of 2031, meaning there is limited time to implement the system and gather data to determine effectiveness to expand the program. Therefore, the NWWNC encourages City Council and City staff to accelerate implementation of this critical safety program.