CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: February 11, 2026

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager
Department of Transportation

Subject: **SPEED SAFETY SYSTEM PILOT PROGRAM (AB 645) IMPACT REPORT AND USE POLICY**

SUMMARY

In response to Council File (CF) 23-1168, this report provides the draft version of the Speed Safety System Impact Report and Use Policy for City Council (Council) Adoption. This report also provides an update on the procurement of a speed safety system vendor and the program implementation timeline.

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. ADOPT the attached Speed Safety System Impact Report (Attachment A), after a period of 30 days of public review, as required by state law.
2. ADOPT the attached Speed Safety System Use Policy (Attachment B), after a period of 30 days of public review, as required by state law.

BACKGROUND

In January 2023, LADOT launched a Safety Study (CF 23-0600-S121) to advance LADOT's efforts to improve traffic safety through street design and engineering. Concurrently, the City Administrative Office (CAO) conducted a third-party audit of the Citywide Vision Zero Program. Both reports identify speed safety systems as a critical tool for advancing the City's Vision Zero goal of reducing traffic fatalities. A joint report (CF 23-0600-S121) to Council, prepared by LADOT and the CAO, recommended funding for LADOT to hire a consultant to assist with the program framework, data collection, and analysis needed to develop a Speed Safety Use Policy and a Speed Safety System Impact Report.

In September 2023, Council adopted a resolution (CF 23-0002-S55) to include in the City's State Legislative Program support for Assembly Bill (AB) 645 (Friedman-Ting) that would authorize the City to implement a speed safety system pilot program.

In October 2023, Governor Newsom signed AB 645, authored by Assemblymember Laura Friedman, which became law on January 1, 2024. The bill authorizes six cities in California - San Jose, Oakland, Los Angeles, Glendale, Long Beach, and the City and County of San Francisco to implement speed safety system pilot programs within their jurisdictions. The authority to operate the pilot program expires after five years from activation or on January 1, 2032, unless extended by legislation. A final evaluation report is required on or before March 1st of the fifth year of the pilot.

In November 2023, Council directed LADOT to report back with a proposed work plan to comply with the provisions of AB 645 and to implement a speed safety system pilot program in the City of Los Angeles. In April 2024, Council adopted LADOT's proposed work plan.

On June 3, 2025, LADOT released a Task Order Solicitation (TOS #CC-102) to the LADOT On-Call Consultant bench to hire a consultant to assist with location selection, stakeholder and community engagement, and to draft the Speed Safety System Use Policy and a Speed Safety System Impact Report. On August 13, 2025, LADOT issued a Notice to Proceed (NTP) to TYLin for consultant services to deliver these program components. On September 19, 2025, City Council adopted LADOT's August 20, 2025, report that included a description of the scope of work for TOS #CC-102.

DISCUSSION

While traffic fatalities did decrease from 2024 to 2025, the number of people killed in car crashes remains persistently high, and each death is a tragic, preventable loss. LADOT remains committed to implementing a comprehensive safe systems approach that uses all available tools to meaningfully reduce fatalities and serious injuries from traffic crashes. As documented in LADOT's 2024 Safety Study, where the LADOT has implemented safety improvements to date, there has been a documented reduction in high-end speeding, average speeds, and crashes that result in injuries and deaths.

Speed safety systems are a proven tool to further this progress. Speed accounts for nearly one-third of traffic fatalities, and these systems have been proven to reduce speeding by 31 percent to 82 percent and reduce fatal crashes by 53 percent to 71 percent.

The passage of AB 645 added Article 3 Section 22425 to the California Vehicle Code (CVC), which officially establishes the Speed Safety System pilot program. This CVC section specifies the conditions under which a city can implement its speed safety system pilot program. The law limits each city to a specified number of systems, which can only be placed in school zones, on designated safety corridors, and at locations with documentation of repeated speed demonstrations. The law sets specific community engagement and public disclosure requirements, including a formally adopted Speed Safety System Use Policy and a Speed Safety System Impact Report prior to program implementation. The law also requires pilot cities to launch public information campaigns at least 30 days before implementing the pilot program.

Using its On-Call Professional Consultant Services Contract, LADOT hired TYLin International to develop a recommended location selection methodology, conduct the required data analysis, coordinate stakeholder engagement, and produce the Speed Safety System Impact Report and a Speed Safety System Use Policy.

<u>Speed Safety System Impact Report and Use Policy</u>

Codified in Article 3 of the California Vehicle Code (commencing with CVC Section 22425), the legislation requires all pilot cities to adopt both a Speed Safety System Impact Report and Use Policy prior to implementing a program. The Speed Safety System Impact Report (Attachment A) is required by CVC to include the following: an assessment of the potential impact of the speed safety system program on civil liberties and civil rights and any plans to safeguard those public rights; a description of the speed safety system program and how it works; fiscal costs for the speed safety system program, including program

establishment costs, ongoing costs, and program funding; locations where the systems will be deployed; the collection and analysis of traffic data, including vehicle count and existing speeds at these locations; and the proposed purpose of the speed safety system program.

The Speed Safety System Use Policy (Attachment B) is required by CVC to include the following: the specific purpose for the system; the uses that are authorized; the rules and processes required to be followed by employees and contractors of the designated jurisdiction administering the system prior to its use; the uses of the equipment and data collected that are prohibited; the data or information that can be collected by the speed safety system program and the individuals; authorizations of who has access to the collected information; and the rules and processes related to the access, transfer, and use or use of the information. The policy shall also include provisions for protecting data from unauthorized access, data retention, public access, third-party data sharing, training, auditing, and oversight to ensure compliance with the Speed Safety System Use Policy.

Stakeholder Engagement

CVC 22425 requires all pilot cities to consult and work collaboratively with relevant local stakeholder organizations that represent racial equity, economic justice, and privacy protection interests. To develop a comprehensive and inclusive range of stakeholder groups, LADOT established a methodology for identifying organizations detailed in the attached Stakeholder Engagement Summary and contacted 21 groups, including community-based organizations, advocacy organizations, and place-based organizations. Of the groups contacted, eight elected to participate in the stakeholder process. LADOT organized a series of five meetings to develop a methodology for identifying priority locations and to inform the required Use Policy and Impact Reports. Stakeholders were also asked to participate in facilitated discussions on privacy, equity, and economic justice implications of the proposed system locations. Stakeholder group representatives provided verbal and written feedback, which was incorporated into the Impact Report and Use Policy as applicable. A Stakeholder Engagement Summary report is attached to this council file (Attachment C).

Following these meetings, LADOT applied the methodology described below to identify 210 proposed locations and engaged individual Council Offices to collect additional feedback, local insights, and qualitative data to prioritize the 125 locations recommended in this report.

Location Selection Process

As outlined and adopted in the August 20, 2025, council report, LADOT elected to look at the 2024 Priority Safety Corridors (PSC), as outlined in CF 23-0600-S121. The report summarized the following criteria used to prioritize segments within the 550 miles of the PSC:

1. Corridors with a high volume of vehicles travelling above the 85th percentile speed, and where high end speeds already exceed the posted speed limit by 11 MPH or more
2. Corridors with multiple lanes and/or wide lanes that are conducive to speeding
3. Corridors with crash patterns that match the collision profiles identified in LADOT's Safety Study for speed safety camera treatments
4. Locations where previous LADOT Interventions have not resulted in significant speeding reductions

Based on the results of the comprehensive data analysis and feedback from the technical advisory committee, the selection criteria were expanded and are summarized in detail in the attached Impact Report. The following summarizes the final recommended location selection criteria:

1. Corridors with high speeds
    a. High Speeding Locations
        i. Historical data identifying high speeds
2. Corridors with multiple lanes and/or wide lanes that are conducive to speeding
    a. Vehicle Enhanced Network (VEN)
        i. Streets identified in the Mobility Plan 2035 designated to carry high volumes of vehicles with multiple lanes of travel
3. Collision profiles identified in LADOT's Safety Study
    a. Speed related collisions
        i. Collisions with speeding as a primary collision factor on all street types
    b. Neighborhood Enhanced Network (NEN) Hotspot
        i. Local streets designated as part of the NEN that have a large amount of speed related collisions
    c. Within 500 Feet of a Senior Center
        i. Collision profiles show speed safety systems as a countermeasure to improve safety near these facilities
4. Locations where previous LADOT Interventions have not resulted in significant speeding reductions
    a. Uncontrolled Marked Crosswalks
        i. Locations with added crossing opportunities for pedestrians that are in the priority safety corridors network
5. Legislation priorities
    a. Within 500 feet of a School
        i. The CVC mentions schools as a criterion for camera placement
    b. LAPD reports of street racing
        i. The CVC mentions street racing as a criterion for camera placement

Additional background on this data is provided in the Impact Report. Once this criterion was selected and refined with input from stakeholders, weights for each criterion were determined by their relative importance to LADOT's emphasis on addressing speed-related collisions, while considering vulnerable populations and other factors. Those weights are listed below.

- Speed related collisions: **30%**
- Within 500 feet of a School: **15%**
- High Speeding Locations: **15%**
- Within 500 Feet of a Senior Center: **10%**
- Presence of an Uncontrolled Marked Crosswalk: **10%**
- Segment part of the Vehicle Enhanced Network (VEN): **10%**
- Neighborhood Enhanced Network Hotspot: **5%**
- LAPD reports of street racing: **5%**

Using these criteria, LADOT and its consultant analyzed and scored 7,271 street segments within the priority safety corridors. These segments represent streets between signals or major intersections where the propensity to speed is proven to be higher.

Once all segments were scored, LADOT followed City Council direction to identify a candidate list of 200 locations. To achieve the program goals of geographic and socioeconomic diversity, LADOT selected the top 14 scoring locations in each of the 15 council districts, resulting in 210 locations. LADOT then engaged with staff from each Council District office who provided additional locations for review based on street racing concerns and local safety concerns. If these additional locations were validated as meeting the CVC criteria, they were added to the final pool of candidates. Council District staff was then asked to select up to seven locations to be the final locations. This resulted in a list of 105 locations. LADOT staff selected the final 20 locations based on the perceived highest impact using the weighted selection criteria described above.

This final list of 125 locations took into consideration input from both council offices and stakeholders. These locations are represented by roadway segments, each 0.5 to 3 miles long. Within these segments, two cameras will be installed at a single location to capture travel in both directions. The speed safety systems will be installed on existing infrastructure, such as street lighting poles. Segment lengths vary to ensure there is sufficient existing infrastructure for each system. These locations are outlined in the Speed Safety System Impact Report (Attachment A).

Options for Procurement of a Speed Safety System Program Operator

In order to implement the program, LADOT will need to procure a speed system operator. This operator will manage the installation of speed safety systems, maintenance and replacement of systems, and supply a back-office solution to enable LADOT to review and process violations and generate citations. Pursuant to Council's direction to report with options for procurement of a vendor, LADOT undertook a review of other cities' contracts in order to determine if there was a suitable option for a piggyback, which would save time and enable the city to move quickly with a program. Piggyback contracts allow agencies to leverage existing competitively bid contracts from other jurisdictions, resulting in significant time, administrative, and resource savings. Key benefits include accessing pre-negotiated volume pricing, faster procurement, and reduced administrative burden.

Among the six municipalities authorized to implement a program under CVC 22425, the Cities of San Francisco and Oakland have fully negotiated contracts. These municipalities underwent a competitive bidding process, received at least three bids, and selected American Traffic Solutions, Inc., dba Verra Mobility (Verra). In both cities, Verra's proposal received the highest scores for written proposal, oral proposal, and price. LADOT recommends moving forward with a piggyback on the City of Oakland's agreement with Verra. Doing so would allow the city to implement the speed safety system sooner. There is an urgency to act expeditiously to implement this proven safety program.

The City of Oakland's agreement with Verra is most suitable for LADOT to piggyback off of to expedite the launch of our program due to the alignment of its scope with the City's needs for customer support. Alternatively, LADOT could initiate the Request for Proposals (RFP) process but that would likely double the time needed to process a piggyback procurement. Pursuing a piggyback agreement with Oakland will save 12-18 months and will allow this critical safety tool to advance with fewer delays. Additionally, the authorization granted by AB 645 will sunset in 2032; an additional 12-18 month delay would impact Los Angeles's ability to complete a full 5 year pilot before the sunset date.

The annual cost of this contract is $6,675,000, $4,450 per system per month (125 systems). CVC 22425 specifies that revenues derived from the program shall first be used to recover program costs. LADOT's Fiscal Year (FY) 2025-26 budget allocation includes front-funding to help launch the pilot program. Staff costs, including 2 full time engineering and planning positions and multiple positions involved in processing and adjudicating citations are also eligible for cost recovery. LADOT anticipates full cost recovery for that front funding, staff costs and for future program year costs.

In advance of an executed contract, LADOT is currently working with the Bureau of Street Lighting (BSL) to prepare for the installation of the speed enforcement systems. This work involves identifying the precise, suitable poles within each of the 125 segments for system installation, and funding permitting fees for BSL staff support during installation and maintenance of equipment. LADOT is installing systems only at mid-block locations to best support the program's safety goals; this precludes the use of traffic signal poles. This collaboration will allow us to identify potential issues before onboarding a contractor. Potential issues may include the need to install new poles, replace substandard poles and restoration of power due to vandalism. Any issues identified may need BSL support to resolve before that particular system is operational.

Public Outreach

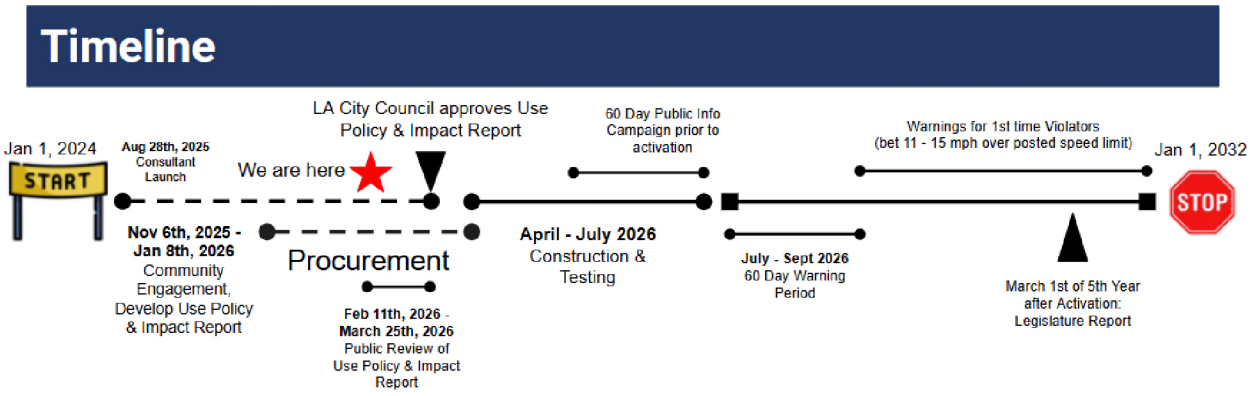
Pursuant to CVC 22425, each city must make the Speed Safety System Impact Report and Use Policy available for public review at least 30 calendar days prior to adoption by City Council. LADOT will work with each Council Office, Community Based Organizations, and other partners to ensure that communities are informed of the Use Policy, Impact Policy, and recommended locations, and can provide comment.

Once Council adopts the Impact Report and Use Policy and a contract with a vendor is established, LADOT and its consultant (TYLin) will launch a broad public information campaign. This public information campaign must be launched at least 30 days before the program begins enforcement; however, LADOT plans to run this public information campaign for 60 days due to the size and scope of the program. This will include a comprehensive media campaign that may include billboards, bus shelters, podcasts and radio announcements.

Updated Implementation Timeline

LADOT has finalized the selection of locations, stakeholder engagement and final drafts of the Use Policy and Impact report, which are all attached to this report. LADOT anticipates Council adoption in March 2026 after a minimum 30 days of public review.

LADOT recommends a piggyback contract mechanism for procurement, subject to approval by the City Attorney, and anticipates that a notice to proceed can be issued as early as April 2026. LADOT anticipates a three month process to install systems, followed by a 60 day warning period once systems are activated. This timeline enables the city of Los Angeles to conduct a full five year pilot program prior to the sunset of the legislation in January 2032. The updated program timeline is illustrated below.



FISCAL IMPACT

There is no anticipated impact to the General Fund from these recommendations. The task order agreement with TYLin to identify the locations and develop the Impact Report and Use Policy is funded by Measure M Local Return Fund for a total cost not to exceed $500,000. Front funding for the speed enforcement program operator was appropriated in the FY26 budget with $589,262 from the Measure R Local Return Fund and $4,185,912 through the Measure M Local Return Fund. Additional front-funding for the speed system operator contract may need to be identified for FY26 or FY27 depending on final annual contract estimates; any funding needs will be included with the forthcoming request for speed safety operator contract approval. The legislation specifies that revenues derived from the program shall first be used to recover program costs, including the aforementioned contract costs, followed by traffic calming measures. LADOT will develop an expenditure plan for program cost recovery and an associated traffic-calming program as part of its annual budget cycle or, as necessary, during the mid-year Financial Status Report. LADOT anticipates full cost recovery in each operating year of the pilot program.

LRC:TC:cr

Attachments

ATTACHMENT A

Los Angeles Speed Safety System Program Pilot

Impact Report

LADOT January 2026

Background & Overview

In October 2023, the California State Legislature passed Assembly Bill 645 allowing the Cities of Los Angeles, San Jose, Oakland, Glendale, Long Beach, and the City/County of San Francisco to establish a Speed Safety System Program pilot until January 1, 2032[1]. Codified in Article 3 of the California Vehicle Code (commencing with Section 22425), the legislation authorizes the use of speed safety system technology to increase traffic safety across Los Angeles. This impact report, developed prior to implementing the pilot program, details the purpose, specifications, and recommended deployment locations for the speed safety systems. The impact report addresses the following elements:

- Background & Overview
- Purpose of the Speed Safety System Program
- Speed Safety System Program Description
- Assessment of Potential Civil Rights & Civil Liberties Impacts
- Pilot Program Fiscal Costs
- Proposed Deployment Locations & Equity Assessment

Purpose of the Speed Safety System Program

Objective

The Los Angeles Department of Transportation (LADOT) works to create safe streets for all in Los Angeles. The implementation of the Speed Safety System Program pilot supports LADOT's vision for safe streets across the city and the Vision Zero policy goal to reduce traffic fatalities to zero. While transportation and law enforcement agencies utilize education, engineering, and traditional enforcement to curb speeding, speed safety systems can be an effective supplemental strategy to reduce speeds. The National Highway Traffic Safety Administration notes that these systems can reduce fatalities and serious injuries between 20-37%[2].

[1] https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB645

[2] https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/speed

In Los Angeles, 16% of all fatal and severe crashes from 2017-2021 were due to unsafe speeds[3]. Unsafe speed was the primary violation in 40% of fatal motor vehicle only collisions, and 4% and 21% respectively, in fatal pedestrian and bicycle crashes. Though these figures represent crashes where speed was the primary cause, speed is always a contributing factor to collision severity, particularly for pedestrians and cyclists. The higher the speed the lower the chance of survival: pedestrians hit by a vehicle at 23 mph have a 90% chance of survival, which drops to 75% at 33 mph and 25% at 48 mph[4]. Therefore, advancing this pilot will support LADOT's goal of delivering safe streets across the city.

As noted in AB645, traditional speed enforcement has historically had a disparate impact on communities of color, due to implicit or explicit racial bias. However, the legislation also notes that speed safety camera systems can counter that disparate impact by improving the reliability and fairness of enforcement.

Policy Framework

CVC 22425 describes a speed safety system as "a fixed or mobile radar or laser system or any other electronic device that utilizes automated equipment to detect a violation of speed laws and obtains a clear photograph of a speeding vehicle's license plate.[5]" These systems function by recording this data and capturing a photo which can then be validated prior to issuance of a citation[6].

The enabling legislation authorizes use of this technology to curb speeding on Los Angeles streets meeting the standards of a safety corridor, on streets where local authorities have observed a high number of speeding contests, and in school zones.

As authorized by CVC 22425, LADOT will use this technology only to:

- Detect violations of speed laws only on certain streets with documented excess speeding, safety concerns, and/or nearby vulnerable populations (e.g., school zones, senior centers, etc.) and in designated areas where there is not a reasonable expectation of privacy
- Capture clear photograph(s) of the speeding vehicle's license plate
- Use the license plate data to identify the registered vehicle owner on file with the Department of Motor Vehicles (DMV)

[3] Los Angeles Department of Transportation. Vision Zero Safety Study: https://ladot.lacity.gov/sites/default/files/documents/la-vision-zero-safety-study-2024.pdf. January 2024.
[4] https://www.sciencedirect.com/science/article/abs/pii/S000145751200276X
[5] https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB645
[6] https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/speed

- Document the vehicle speed detected by the System
- Document the date and time when the violation occurred
- Issue a notice of a civil, non-moving violation to the registered vehicle owner based on photographic evidence
- Monitor program effectiveness (e.g., speed reduction, safety outcomes) to assess traffic safety, impacts to civil rights and liberties, and additional locations for Systems technology

Speed Safety Program Description

System Technology

The Speed Safety System Program pilot will utilize fixed devices to detect vehicles exceeding speed limits and capture images of license plates. LADOT will install speed safety system devices at up to 125 locations across Los Angeles. These will be installed on city-owned roadways, regularly calibrated, and maintained by LADOT or approved vendors.

Program Operations

Program requirements include: (1) that approved street sections utilizing the speed safety system must be posted on LADOT web page along with hours of enforcement; (2) physical signage stating "Photo Enforced" with the posted speed limit must be placed no more than 500 feet before the speed camera; and (3) the first 60 calendar days of speed safety system operation are to be considered a warning period, issuing warning notices rather than violations. To ensure ongoing functionality, the speed safety system must be inspected and maintained regularly, but no less than once every 60 days. The speed safety system devices must provide real-time notification to drivers when violations occur.

Once implemented, the speed safety system will capture images of the rear license plate of vehicles traveling at least 11 miles per hour over the posted speed limit. Violations will be considered a civil penalty, resulting in a fine dependent on how many miles above the speed limit. The schedule of fines is detailed below. A diversion program is available for low-income recipients of violations to enroll in a payment plan or to perform community service in lieu of paying fines. Notice of the violation will be shared in writing with the registered vehicle owner within 15 calendar days of the date of the violation. A recipient of a violation has 30 calendar days from the date of mailing of a notice of violation to request a review of the violation and will receive the results of said review within 60 days. For additional details on the citation and appeals process as well as a schedule of fines, please refer to the *Speed Safety System Use Policy.*

Per CVC 22425, LADOT shall develop a report to evaluate the program's traffic safety and economic impact in communities where cameras are located. This will be submitted on or before March 1st of the fifth year of the program's implementation. This report will include:

- Data on the number and proportion of vehicles speeding for at least three months prior to and six months after the implementation of the system. Data will be provided in the following increments: 11-15 mph, 16-25 mph, 26 mph, and 100 mph over the speed limit. Average speeds and 85th percentile will also be collected. An effort will be made to collect data on a consistent day of the week and time of day.
- The number of notices of violation by month and year, where these violations occurred, and the number of vehicles with 2+ violations in a monthly or yearly period.
- The number of traffic crashes that occurred before and after the installation of the speed safety system. This data will be compared to citywide data and be broken down by mode, crash severity, and crash type.
- The number of violations paid, delinquent violations, and the number of violations where an initial review was requested. All violations where the initial review was requested will include detail on how far the request got into the process and how many were and were not dismissed.
- Implementation and operations costs and revenues from the program
- A racial and economic equity analysis, including the number of violations issued to indigent individuals, those up to 250% above the poverty line, and number of violations per zip code. This analysis will be completed in collaboration with local racial justice and economic equity stakeholder groups.

Civil Penalty Violation Schedule of Fines

- Fifty dollars ($50) for driving at a speed of 11 to 15 miles per hour over the posted speed limit.
- One hundred dollars ($100) for driving at a speed of 16 to 25 miles per hour over the posted speed limit.
- Two hundred dollars ($200) for driving at a speed of 26 miles per hour or more over the posted speed limit, unless speed is 100 miles per hour or more.
- Five hundred dollars ($500) for driving at a speed of 100 miles per hour or more.

Civil Liberties and Civil Rights

The objective of the Speed Safety System Program is to increase road safety in the City of Los Angeles. Program design included considerations to ensure that the program can accomplish its stated goal without conflicting with any resident's civil liberties or rights. As such, LADOT has identified and assessed potential impacts on the civil liberties and civil rights of individuals impacted by the Speed Safety System Program. For each identified potential impact, a technical, administrative, or physical mitigation strategy has been developed.

Safeguarding Public Privacy

Automated safety enforcement systems are programmed to only take photos capturing the rear vehicle license plate, avoiding drivers or vehicle occupants. Any images of nearby pedestrians, cyclists, or other individuals will be destroyed.

Preventing Discrimination

Automated safety enforcement systems enforce speed limits based on speed, not via the detection of factors that may lead to unfair or unethical treatment of civil rights. The location selection process was designed to deploy technology equitably and effectively across Los Angeles, safeguarding equity as part of the development process.

Prohibiting Misidentification

The information available to administer this program is limited to personally identifiable information associated with vehicle registrants. This ensures that the potential for identity theft or misidentification is minimal. Given that the system only has access to personally identifiable information associated with vehicle registrations, violations will be issued to the registered owner of the vehicle.

Protecting Personal Information

The Speed Safety System Program has been designed to use as little personally identifiable information as possible in conducting enforcement. The automated safety enforcement systems have limited access to individual identifying information, minimizing the potential for data to be shared or used for surveillance. When a violation occurs, the system will capture an image of the license plate and only registered owner information will be pulled. The program will be administered by LADOT and information will not be shared with outside local, state, or federal agencies unless as compelled by a court order.

Restricting Data Collection

Only authorized individuals can access the license plate data collected as a part of this program, which will not be shared outside LADOT as stated above (aggregated data that has been scrubbed of any personally identifiable information will be available for public review). Further, license plate data not resulting in a violation must be deleted within 60 days after final disposition of a notice of speeding violation being issued, or five days if no notice of speeding violation is issued. If no violation is issued, this data must be deleted within five days of capture. As such, the potential for breach of privacy is minimal.

Safeguarding Through Quality Assurance

System maintenance, including camera maintenance, calibration and maintenance of all back-office programs will be conducted regularly to ensure that any data captured or utilized by the program is reliable and up-to-date.

Other Impacts

Members of the public are encouraged to notify LADOT of any additional impacts by sending an email to ladot.speedsafety@lacity.org.

Speed Safety System Fiscal Costs

The fiscal costs of the Speed Safety System Program pilot, such as procurement of equipment, personnel, and other ongoing costs are summarized in **Table 1**.

Table 1: Estimated program costs for the Speed Safety System Program Pilot.

Item	Annual Cost	One Time Cost
Staff Salary & Fringe Benefits	$1,200,000	
Equipment & Vendor Contracts	$6,750,000	
Professional Services		$500,000
TOTAL	**$7,950,000**	**$500,000**

Note: Annual costs are estimates and may vary depending on the outcome of the procurement process.

The total expected cost will be $7,950,000 per year for all 125 locations. Costs include camera installation, maintenance, operations, and programmatic oversight and administration.

Program costs for the initial startup period will be covered by the Measure M sales tax. The sales tax fund will be reimbursed once sufficient citation revenue is collected. Citation revenue from the program will first be used to cover program costs. Any revenues exceeding program costs must be used for traffic calming improvements within three years of the end of the fiscal year in which the revenue was received.

Proposed Deployment Locations

Based on a population of over 3,000,000 people, CVC 22425 allows the city to install up to 125 speed safety systems as part of this pilot. In order to best serve the goals of improving safety in the city, LADOT worked with our consultant and our stakeholders to develop a data driven approach to identifying 125 locations that serve the goals of safety, geographic and socioeconomic diversity and equity. Once this data-driven methodology to prioritize locations was finalized, LADOT worked with council offices and city district engineers to select a final set of locations that best represented the needs and issues of their local communities.

Eligible Roadways

The process began by identifying eligible roadways. CVC 22425 identifies 3 types of roadways eligible for installation of a speed safety system.

1. Streets with proven safety issues.
    a. These are referred to in the CVC as Safety Corridors. Safety Corridors are streets that meet the standards of CVC 22358.7. These are roadways that are defined based on collisions, with an emphasis on collisions involving vulnerable roadway users (Pedestrians, bicyclists, children under 18 and adults over 65). Per the CVC a municipality cannot designate more than 20 percent of their streets as safety corridors. In 2025 the city of Los Angeles adopted an updated safety study that included designated Safety Corridors comprising 15% (1100 miles) of city streets and Priority Safety Corridors (PSC) comprising 7.5% (550 miles) of city streets.
2. Streets with a history of street racing.
    a. CVC defines these as Streets with a high number of incidents of motor vehicle speed contests or exhibitions of speed.
3. School Zones
    a. CVC includes instructions on the enforcement of differing speed limits when children are present

Prioritization

With more than 1100 miles of roadway eligible for a maximum of 125 Speed Safety Systems LADOT sought to identify criteria that would maximize the impact of these systems, while honoring the intent of the bill. To begin, LADOT opted to analyze only the Priority Safety Corridors, as they represented higher safety needs and reduced the amount of streets to analyze to 550 miles depicted in **Figure 1**. Ineligible roadways that are within city limits, but are state routes, including freeways, expressways and public surface streets where the state has enforcement authority were excluded from this analysis.

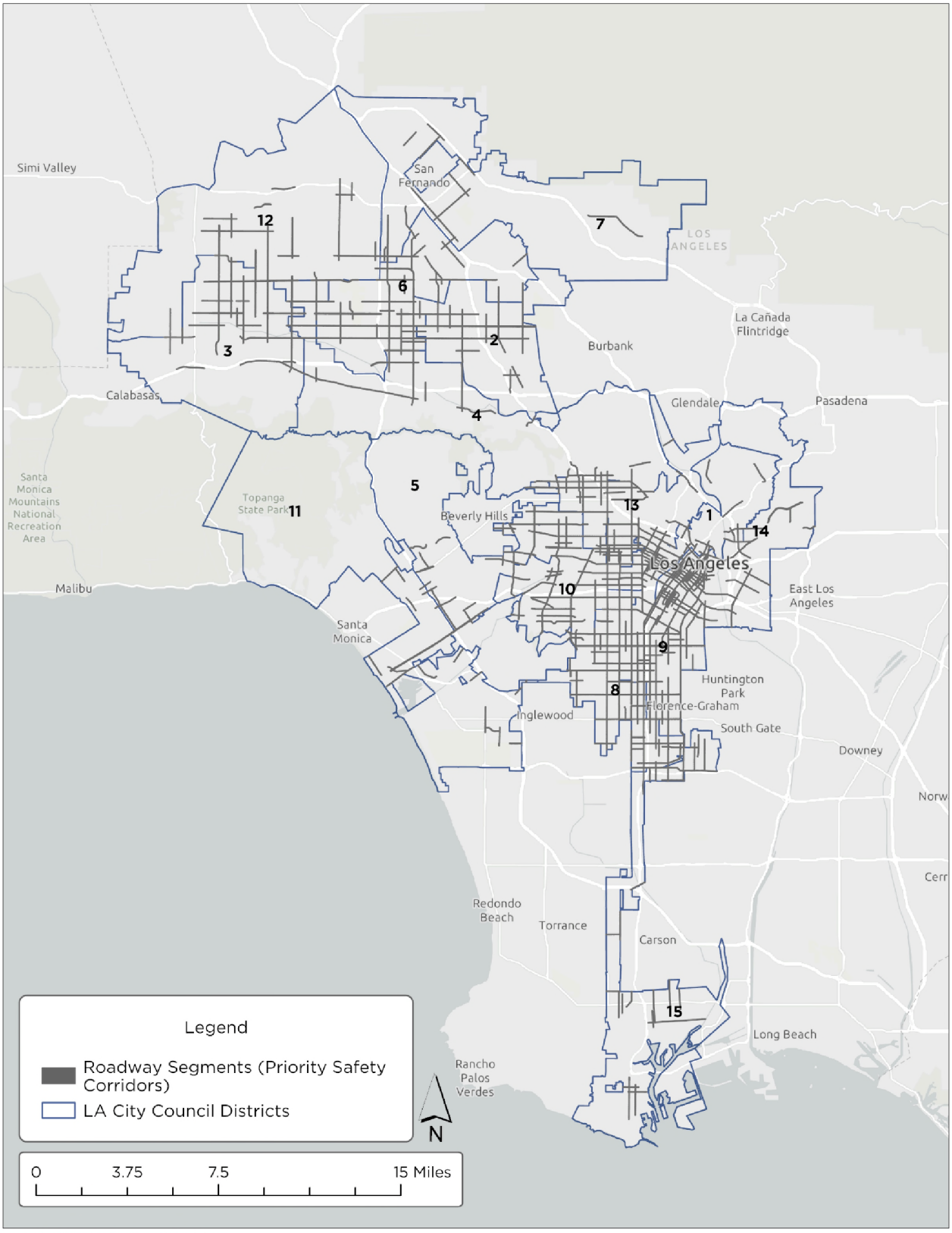
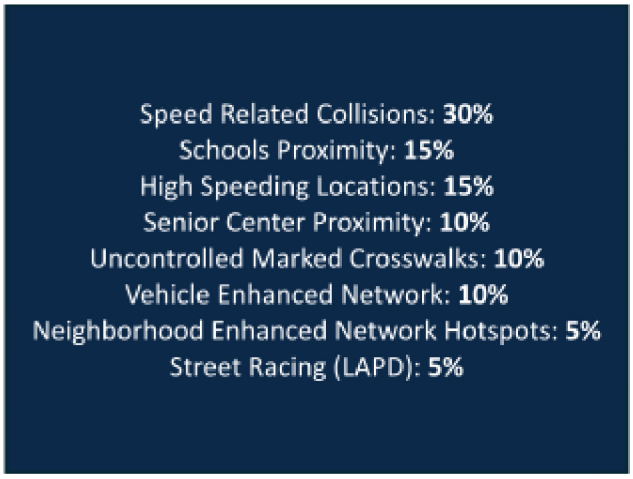


Figure 1: Priority Safety Corridors

Each segment of the Priority Safety Corridors were scored and ranked using the safety related data described below. Segment lengths varied between 0.5 miles and 3 miles based on the underlying data. Weights were determined by the criterion's relative importance to LADOT's emphasis on addressing speed-related collisions, while considering vulnerable populations and other factors.



- **Speed Related Collisions - 30%**
  - The number of collisions that were reported by LAPD to have speed as a primary collision factor. (Collision dataset comprises crashes between 2017 – 2021, the dataset used for the 2024 safety study).
- **School Proximity - 15%**
  - Segment is within 500 feet of a school.
- **High Speeding Locations - 15%**
  - Historical data identifying the percentage of vehicles speeding more than 11 mph over the posted speed limit.
- **Senior Center Proximity - 10%**
  - Segment within 500 feet of a senior center.
- **Uncontrolled Marked Crosswalks -10%**
  - Street segments with marked crosswalks that lack signals or other Traffic Controls.
- **Vehicle Enhanced Network -10%**
  - Segment is on the Vehicle Enhanced Network as defined in the 2025 Mobility Plan. (defined as arterial streets intended to facilitate vehicle access).
- **Neighborhood Enhanced Network Hotspot - 5%**
  - Segment has been identified in the 2024 Safety Study as being part of a network of local streets intended to serve slow moving traffic and connect neighborhoods through active transportation, while also having a history of collisions involving high speeds.
- **Street Racing Top 50 - 5%**
  - Segment includes intersections reported by the Los Angeles Police Department as one the 50 most frequent street racing locations in 2023.

Final Selection

Once all segments were scored, LADOT was directed by City Council to determine a candidate list of 200 locations and work with Council Offices to determine a final list of 125. To achieve the goals of geographic and socioeconomic diversity LADOT selected the top 14 scoring locations in each of the 15 council districts. This resulted in a total of 210 locations. Council offices then provided additional locations for review based on street racing concerns and local safety concerns. If the location could be validated to meet the criteria of the CVC, it was added to the final pool of candidates. The staff for each council office was asked to select 7 locations from their top 14 to be final locations. This resulted in a list of 105 locations. LADOT staff then selected the final 20 locations based on the perceived highest impact to locations not already covered.

The final selections result in at least eight locations per Council District, with up to nine locations in five Districts. If any locations prove to be unsuitable due to technical limitations during system installation, the next highest ranked and suitable location within a Council District will replace it and a public notice amending this impact report will be posted on the city website.

The number of selected segments are summarized in **Table 2** and depicted in **Figure 2** . The Appendix contains a complete listing of the proposed locations for speed safety system installation.

Table 2: Speed Safety System Locations by Council District

	Proposed Locations		Proposed Locations within Equity Areas	
Council District	**Total**	**% of Total**	**Total**	**% of Total**
1	8	6%	7	5%
2	8	6%	1	1%
3	8	6%	3	2%
4	9	7%	2	1%
5	8	6%	0	0%
6	9	7%	3	2%
7	8	6%	4	3%
8	9	7%	8	6%
9	9	7%	9	9%
10	9	7%	4	3%
11	8	6%	0	0%
12	8	6%	0	0%
13	8	6%	4	3%
14	8	6%	6	5%
15	8	6%	8	7%
Grand Total	**125**	**100%**	**59**	**47%**

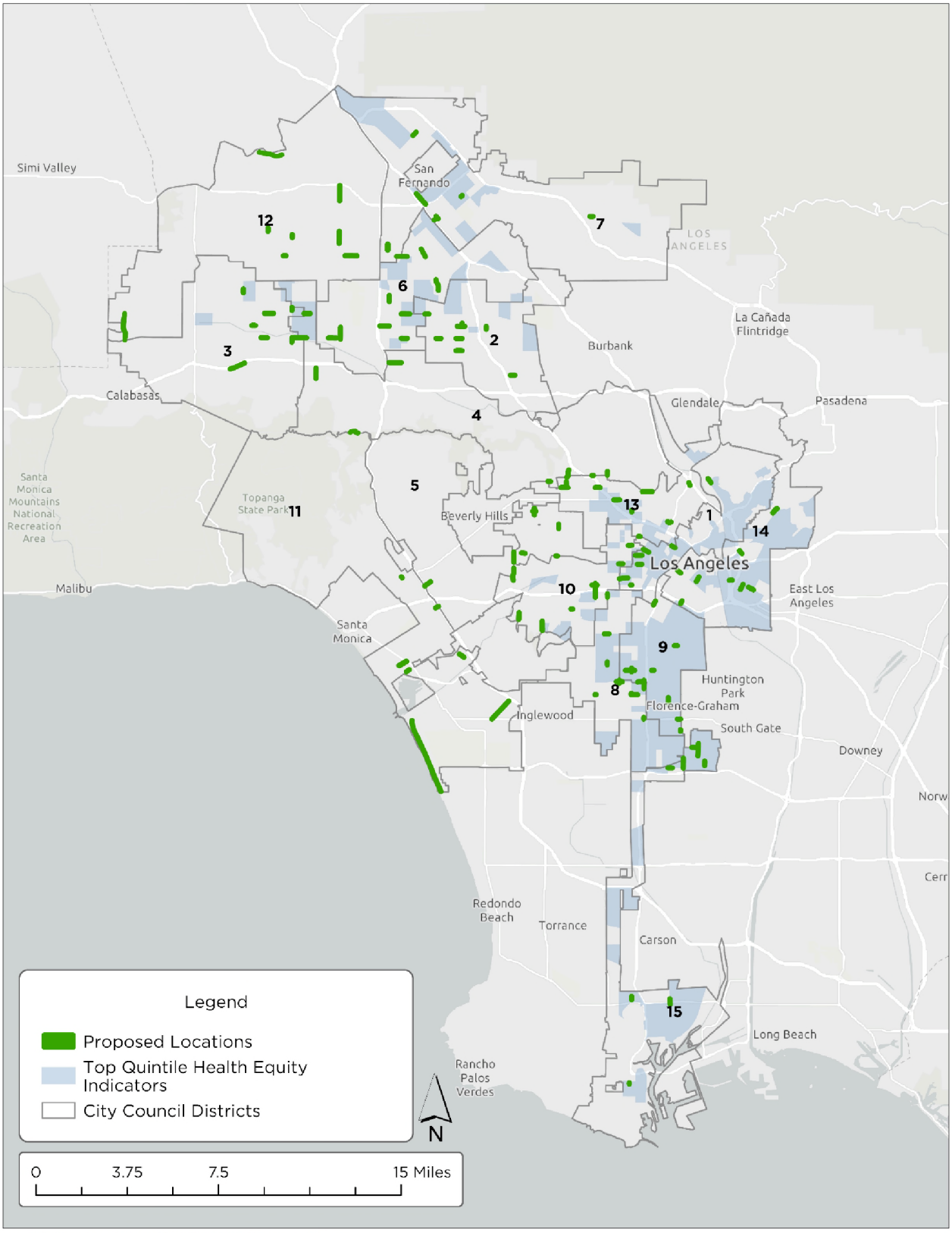


Figure 2 Proposed Speed Safety System Locations

Equity Analysis

By using a citywide ranking methodology that locates speed safety system locations according to safety needs within each of the 15 City Council Districts, the pilot program ensures broad geographic distribution. Ranking potential locations for installation of speed safety systems within each Council district ensured that low-income or otherwise disadvantaged areas will not be disproportionately burdened by an overconcentration of cameras. To better understand the equity impacts of the program, LADOT analyzed the proposed locations in comparison with the top 20th percentile of the Department of City Planning's Community Health and Equity Index (CHEI), which accounts for demographic, socio-economic, health, land use, transportation, food environment, crime, and pollution burdens.

Fewer than 50% of the recommended segments fall within the Equity Index top quintile census block groups, as seen in **Table 2** above.

Council Districts: The prioritization process ensured that the distribution of deployment locations across all fifteen council districts was roughly proportionate to the number of HIN network segments located in each district.
Department of City Planning's (DCP) Community and Equity Index: The distribution of deployment locations **will not significantly** concentrate in areas covered by this index.

ATTACHMENT A

Appendix:

Proposed Speed Safety System Locations

Council District 1

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
W Washington Blvd	S New Hampshire Ave	S Vermont Ave	35	Yes	Yes	7
W 8th St	S Westmoreland Ave	S Hoover St	35	Yes	Yes	11
Wilshire Blvd	S La Fayette Park Pl	S Park View St	35	Yes	Yes	12
Venice Blvd	S Normandie Ave	S Catalina St	35	Yes	Yes	4
W Olympic Blvd	Elden Ave	S Hoover St	35	Yes	Yes	6
S Figueroa St	W Adams Blvd	W 23rd St	30	No	Yes	12
Beverly Blvd	Belmont Ave	Witmer St	35	Yes	Yes	4
Cypress Ave	Cazador St	Macon St (midblock)	30	Yes	Yes	4

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 2

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Magnolia Blvd	Tujunga Ave	Klump Ave	35	No	Yes	6
Oxnard St	Ethel Ave	Coldwater Canyon Ave	35	No	Yes	3
Victory Blvd	Mammoth Ave	Ventura Canyon Ave	35	No	Yes	5
Laurel Canyon Blvd	Archwood St	Vanowen St	40	No	Yes	11
Sherman Way	N Cedar Rd	Costello Ave	35	Yes	Yes	7
Vanowen St	Morse Ave	Goodland Ave	35	No	Yes	10
Victory Blvd	Ethel Ave	Coldwater Canyon Ave	35	No	Yes	12
Coldwater Canyon Ave	Vanowen St	Bassett St	35	No	Yes	5

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 3

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Sherman Way	Calvin Ave	Vanalden Ave	35	No	No	10
Vanowen St	Hatillo Ave	Corbin Ave	35	No	Yes	6
Reseda Blvd	Erwin St	Victory Blvd	35	No	Yes	9
Victory Blvd	Canby Ave	LA River	45	Yes	Yes	5
Reseda Blvd	Wyandotte St	Valerio St	35	Yes	Yes	5
Winnetka Ave	Arminta St	Strathern St	35	Yes	Yes	3
Ventura Blvd	Winnetka Ave	Chalk Hill	40	No	Yes	11
Victory Blvd	Belmar Ave	Tampa Ave	45	No	No	8

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 4

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
White Oak Ave	Margate St	Ventura Blvd	40	No	Yes	2
Fountain Ave	N Hoover St	Hyperion Ave	35	No	Yes	3
Burbank Blvd	Kester Ave	Sepulveda Blvd	35	No	Yes	23
Victory Blvd	Newcastle Ave	LA River	45	Yes	Yes	6
Sherman Way	Lindley Ave	Zelzah Ave	35	Yes	Yes	5
N Western Ave	Franklin Ave	Los Feliz Blvd	35	No	Yes	10
N Highland Ave	Franklin Pl	Camrose Dr	35	No	Yes	17
Franklin Ave	Cheremoya Ave	Tamarind Ave	35	No	Yes	3
Hollywood Blvd	N Vista St	Camino Palmero St	30	No	Yes	5

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 5

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
W Olympic Blvd	Greenfield Ave	405 Fwy	35	No	No	5
N Fairfax Ave	Clinton St	Waring Ave	35	No	Yes	4
S La Cienega Blvd	W Pico Blvd	W Olympic Blvd	35	No	Yes	26
Melrose Ave	N Hayworth Ave	N Orange Grove Ave	35	No	Yes	3
W Olympic Blvd	Alvira St	Stearns Dr	35	No	Yes	3
S La Cienega Blvd	W 18th St	Horner St	35	No	Yes	10
N La Brea Ave	W 1st St	Beverly Blvd	30	No	Yes	12
W Olympic Blvd	S La Brea Ave	S Sycamore Ave	35	No	Yes	4

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 6

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Woodman Ave	Terra Bella St	Nordhoff St	35	No	Yes	6
Vanowen St	Firmament Ave	Sepulveda Blvd	35	No	No	13
Woodman Ave	Roscoe Blvd	Strathern St	35	No	No	18
Balboa Blvd	Orange Line Busway	Archwood St	35	No	Yes	8
Sepulveda Blvd	Stagg St	Saticoy St	35	No	Yes	9
Nordhoff St	Pacoima Wash	Cedros Ave	35	Yes	Yes	7
Victory Blvd	Louise Ave	High Tech Los Angeles East Driveway	45	No	Yes	6
Sherman Way	Kester Ave	Sherman Cir (midblock)	35	Yes	Yes	9
Victory Blvd	Kester Ave	Cedros Ave	35	Yes	Yes	4

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 7

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Van Nuys Blvd	Herrick Ave	De Foe Ave	35	Yes	Yes	1
Polk St	Glenoaks Blvd	Fellows Ave (midblock)	35	Yes	Yes	3
Foothill Blvd	Newhome Ave	Sherman Grove Ave	35	No	No	10
Nordhoff St	Noble Ave	Pacoima Wash	35	Yes	Yes	3
Laurel Canyon Blvd	Wolfskill St	Pacoima Wash	40	Yes	Yes	4
Sepulveda Blvd	Tupper St	Plummer St	35	No	Yes	6
Laurel Canyon Blvd	Pinney St	Hoyt St	40	No	Yes	7
Van Nuys Blvd	5 Fwy	Laurel Canyon Blvd	35	No	Yes	8

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 8

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
S Figueroa St	W 68th St	W Gage Ave	35	Yes	Yes	31
S Normandie Ave	W 62nd St	W 64th St	35	Yes	Yes	7
S Western Ave	W 55th St	W 53rd St	35	Yes	Yes	11
W Gage Ave	S Halldale Ave	Raymond Ave	35	Yes	Yes	9
W Martin Luther King Jr. Blvd	S Hobart Blvd	S Saint Andrews Pl	35	Yes	Yes	17
W Florence Ave	S Van Ness Ave	Haas Ave	35	No	Yes	15
S Figueroa St	W Manchester Ave	W 85th St	35	Yes	Yes	18
W Florence Ave	S Vermont Ave	S Hoover St	35	Yes	Yes	23
S Vermont Ave	W Florence Ave	W 71st St	35	Yes	Yes	20

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 9

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
E Vernon Ave	Wadsworth Ave	McKinley Ave	25	Yes	Yes	3
W Gage Ave	S Hoover St	S Figueroa St	35	Yes	Yes	21
S Figueroa St	W Gage Ave	W 62nd St	35	Yes	Yes	15
W Slauson Ave	Brentwood St	Inskeep Ave (midblock)	35	Yes	Yes	3
W Slauson Ave	S Budlong Ave	Menlo Ave	35	Yes	Yes	16
S Central Ave	E 92nd Ave	E 91st St	35	Yes	No	11
S Vermont Ave	W 58th Pl	W 57th St	35	Yes	Yes	21
Avalon Blvd	E 77th St	E 74th St	35	Yes	Yes	6
E Manchester Ave	Wadsworth Ave	S Central Ave	35	Yes	No	24

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 10

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
S Western Ave	W 24th St	W Adams Blvd	35	Yes	Yes	11
W 6th St	S Berendo St	S Vermont Ave	35	No	Yes	15
S La Cienega Blvd	Sawyer St	W 18th St	35	No	No	7
S La Brea Ave	Veronica St	Coliseum St	40	Yes	No	20
S La Cienega Blvd	Coliseum St	Bowesfield St	35	No	Yes	9
W Olympic Blvd	Irolo St	Fedora St	35	Yes	Yes	7
Arlington Ave	W Adams St	W 18th St	35	Yes	Yes	18
W Washington Blvd	3rd Ave	S Van Ness Ave	35	No	Yes	4
W Jefferson Blvd	Crenshaw Blvd	S Bronson Ave	35	No	Yes	13

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 11

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Washington Blvd	Marr St	Thatcher Ave	35	No	Yes	2
S Barrington Ave	Ohio Ave	Santa Monica Blvd	30	No	Yes	4
Venice Blvd	Pisani Pl	Lincoln Blvd	35	No	Yes	11
National Blvd	Webster Middle School (driveway)	405 Fwy	35	No	Yes	3
Vista Del Mar	Culver Blvd	City Limit	40	No	No	15
S Slauson Ave	Culver Blvd	Braddock Dr	25	No	Yes	2
La Tijera Blvd	W Manchester Ave	W 74th St	40	No	Yes	12
Mulholland Dr	Corda Dr	Calvena Dr	35	No	No	1

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 12

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
Reseda Blvd	Kinzie St	Superior St	35	No	Yes	6
Nordhoff St	Geyser Ave	Yolanda Ave	40	No	Yes	2
Nordhoff St	Petit Ave	Gothic Ave	40	No	Yes	12
Balboa Blvd	Tulsa St	118 Fwy	35	No	Yes	3
Tampa Ave	Merridy St	Lassen St	40	No	Yes	6
Balboa Blvd	Plummer St	Lassen St	35	No	Yes	11
Valley Circle Blvd	Victory Blvd	Highlander Rd	45	No	Yes	5
Sesnon Blvd	Reseda Blvd	High Glen Way	45	No	Yes	1

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 13

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
W Sunset Blvd	N Bronson Ave	101 Fwy	30	Yes	Yes	10
W 3rd St	S Virgil Ave	S Commonwealth Ave	35	No	Yes	4
W Sunset Blvd	N Sycamore Ave	N McCadden Pl	30	No	Yes	10
W Sunset Blvd	Rosemont Ave	N Alvarado St	35	Yes	Yes	8
N Highland Ave	W Sunset Blvd	Hollywood Blvd	35	No	Yes	12
N Vermont Ave	Melrose Ave	Marathon St	30	Yes	Yes	5
Santa Monica Blvd	N Hobart Blvd	N Normandie Ave	35	Yes	Yes	1
Riverside Dr	Riverside Ter	Allesandro St	35	No	Yes	2

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 14

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
W 7th St	S Flower St	S Grand Ave	25	No	Yes	7
S San Pedro St	E 17th St	E 15th St	35	Yes	Yes	5
S Soto St	E 6th St	E 4th St	35	Yes	Yes	5
S San Pedro St	E 6th St	Winston St	25	Yes	No	10
Marengo St	N Mission Rd	Lord St	35	Yes	No	5
E 4th St	S Mott Ave	S Evergreen Ave	35	Yes	Yes	2
E 4th St	S Pecan St	S Boyle Ave	35	Yes	Yes	8
Huntington Dr	Topaz St	Monterey Rd	35	No	Yes	5

ATTACHMENT A

Proposed Speed Safety System Locations

Council District 15

Street Name	To	From	Speed Limit	Equity Area	School Nearby	Speed Related Collisions
S Central Ave	E 114th St	E 109th St	35	Yes	Yes	15
N Avalon Blvd	W Sandison St	E N St	35	Yes	Yes	16
Wilmington Ave	E 113th St	E 110th St	35	Yes	Yes	8
Grandee Ave	E 108th St	E Century Blvd	25	Yes	Yes	5
E Imperial Hwy	Avalon Blvd	Stanford Ave	35	Yes	Yes	8
S Gaffey St	W 2nd St	W 1st St	35	Yes	No	12
E 103rd St	Fifth Blvd (midblock)	Grandee Ave	30	Yes	Yes	9
Vermont Ave	255th St	253rd St	35	Yes	Yes	3

ATTACHMENT B

Los Angeles Speed Safety System

Use Policy

LADOT January 2026

Background

Speeding endangers everyone on the road, not just the driver. Speeding is a leading cause of crashes that result in serious injuries and fatalities, contributing to nearly one-third of all traffic deaths nationwide in 2023.[1] The risk of severe injury or death increases sharply with higher speeds: a crash at 50 miles per hour carries a 59% chance of serious injury, compared with just 15% at 40 miles per hour.[2] In Los Angeles, there were an average of 1,916 crashes per year between 2020 and 2024, and speeding was a factor in one-third of them.[3] Enforcing speed limits is critical to reducing collisions that cause injuries and deaths.

The City of Los Angeles (the City) employs a variety of strategies to reduce speeding, including traffic engineering, public education, and enforcement. As part of these efforts, the City uses Speed Safety Systems (Systems), which are defined under California Vehicle Code sections 22425 – 22434 (Speed Safety System Pilot Program) as fixed or mobile radar, laser, or other automated devices used to detect speeding violations and capture clear images of vehicle license plates. The City's Automated Speed Enforcement (ASE) program collects and analyzes this data at designated locations across the city to support the City's Vision Zero initiative[4].

Speed safety systems have proven highly effective in cities nationwide at lowering average speeds, curbing dangerous driving, and improving road safety. For example, San Francisco reported an average of 72% reduction in speeding vehicles at 15 sites after the first six months of their speed safety systems program. When paired with public education and thoughtful street design, these systems reliably identify speeding vehicles, reduce dangerous driving, prevent crashes, and save lives. In 2017, the National Transportation Safety Board (NTSB) reviewed multiple studies on speed safety cameras and

[1] https://www.nhtsa.gov/risky-driving/speeding
[2] https://aaafoundation.org/impact-of-speeds-on-drivers-and-vehicles-results-from-crash-tests/
[3] Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2025
[4] Vision Zero is a global initiative to eliminate traffic-related fatalities.

found that they effectively lower average driving speeds, reduce excessive speeding and lessen the severity of crashes. The NTSB also urged all states to remove restrictions on their use and adopt clear laws permitting the deployment of speed safety systems without strict limits on location or operation.

Deploying speed safety systems on streets where speeding creates dangerous conditions is a cost-effective and proven way to prevent injuries and save lives.

Purpose of the System

Under California Assembly Bill 645 (AB 645), the purpose of these Systems is to reduce speeding and improve road safety in Los Angeles by automatically detecting vehicles exceeding posted speed limits, capturing clear images of their license plates, and using these data to levy civil penalties on those who are non-compliant with speeding laws. Specifically, the Systems are intended to:

- **Reduce crashes and injuries**: Lower average vehicle speeds and the likelihood of crashes resulting in severe injury or death.
- **Enforce traffic laws while maintaining civil liberties**: Ensure automated enforcement is conducted transparently, fairly, and with safeguards for privacy and proper use of collected data.
- **Encourage compliance with speed limits**: Through consistent enforcement and public awareness, reduce dangerous driving behavior over time.

Authorized Use of Technology and Data

Systems will be operated solely for purposes authorized under AB 645. The Los Angeles Department of Transportation (LADOT) shall use Systems technology only to:

- Detect violations of speed laws only on streets that are defined and communicated to the public, with documented excess speeding, safety concerns, and/or nearby vulnerable populations (e.g., school zones, senior centers, etc.) and in designated areas where there is not a reasonable expectation of privacy
- Capture clear photograph(s) of the speeding vehicle's license plate and the rear of the vehicle for the purposes of identifying make and model, excluding the rear windshield (note that photographs of people's faces will not be captured and AB 645 specifically prohibits use of facial recognition technology).
- Use the license plate data to identify the registered vehicle owner on file with the Department of Motor Vehicles (DMV)
- Document the vehicle speed detected by the System
- Document the date and time when the violation occurred

- Issue a notice of a civil, non-moving violation[5] (similar to a parking ticket) to the registered vehicle owner based on photographic evidence
- Monitor program effectiveness within defined, publicly available key performance indicators (e.g., speed reduction, safety outcomes) to assess traffic safety, impacts to civil rights and liberties, and additional locations for Systems technology

Systems and collected data shall not be used to surveil, harass, intimidate, or discriminate against any individual or group, nor for monitoring activities protected under the First Amendment of the United States Constitution. All use of Systems technology will comply with California Vehicle Code sections 22425 - 22434, including limitations on locations, and retention of and access to collected data.

Authorized Users

Authorized Users are LADOT staff and approved Contractors who may access program elements to perform or support services in carrying out an Authorized Use, as defined in this Policy. Contractors include technology providers and other vendors who assist LADOT in these operations. Access to Program data is limited to Authorized Users with a specific operational need, as determined by LADOT's General Manager or their designee. In compliance with AB 645, LADOT maintains a record of all Authorized Users and the specific purposes for which access is granted.

Authorized User Training Programs

To ensure responsible and secure use of LADOT's Systems, it is essential that all Authorized Users are properly trained before being granted access. Training provides users with the knowledge needed to comply with legal requirements, operate equipment correctly, and uphold strict data protection standards.

All Authorized Users shall receive training and necessary materials prior to being provided with access to Systems and Program data. LADOT will maintain a record of all completed training sessions. Training courses will cover the following:

1. Applicable federal and state laws;
2. Functionality and proper operation of the equipment;
3. Functions for which City staff will be responsible to review and/or testify to;
4. Overview of protocols for safeguarding access to the Systems, access to Program data; and
5. Overview of administrative, physical, technical, and operational procedures, including ethical responsibilities, conflicts of interest, and impartial handling of violations.

By establishing a consistent baseline of understanding, LADOT minimizes the risk related to system misuse, data breaches, or noncompliance with state and federal regulations.

[5] A civil, non-moving violation is a non-criminal offense handled through a civil process rather than the criminal court system. It does not add points to a driver's license, does not affect insurance, and is enforced through administrative penalties (e.g., fines and fees) instead of criminal charges to encourage compliance to rules.

System Hardware Management

LADOT applies administrative, operational, technical, and physical safeguards to manage System cameras and associated hardware. These safeguards ensure that all cameras are properly maintained, accurately positioned, and operated strictly for purposes authorized under AB 645, including speed limit enforcement, administrative review, and program evaluation.

To maintain reliable and accurate operation, LADOT will require regular maintenance, technical support, upgrades, calibration, and system updates to ensure all System cameras and related equipment function properly. The equipment contractor will be required to calibrate each speed safety system installation once every 60 days per the manufacturer's instructions and once per year by an independent calibration laboratory. Contractors supporting Systems deployment are required to comply with these standards and provide regular reports of maintenance activities to LADOT.

Data Collection, Handling, and Security

Data Types

System technology collects raw image data and related vehicle information, which may include limited "Personal Information," (see footnote below)[6] for the purpose of enforcing speed limits in compliance with AB 645. This Policy defines the types of data generated and its use in Systems operations (Table 1). Data types include Raw Image Data, Processed Data, Appended Data, and Derived Data. These data types are fully defined in Table 1.

- Raw Image Data: Unprocessed, unannotated visual or sensor data captured at the point of collection by a camera or associated sensors.
- Processed Data: Information produced by analyzing Raw Image Data.
- Appended Data: Supplemental information linked to Processed Data.
- Derived Data: Anonymized,[7] aggregated[8] information created by analyzing or combining, Raw Image, Processed, or Appended Data in a way that prevents identification of individuals.

[6] As defined by the California Consumer Privacy Act, "Personal Information" means information that identifies, relates to, describes, is reasonably capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer or household."

[7] Anonymized data removes or modifies all information that could reasonably link the data back to the individual.

[8] Aggregated data is processed, summary data that combines individual-level data. The primary purpose of aggregated data is to allow for analysis, trend recognition, and policy evaluation without focusing on a single person or vehicle.

Table 1: . Data Types and Details

Data Type	Description	Data Details
Raw Image Data	Unprocessed, unannotated, point of collection image, point cloud, infrared, or other data collected by System cameras or associated sensors.	• Presence of vehicles • Vehicle license plate images • Vehicle images • Metadata for Raw Image Data (e.g., location information, contextual data such as buildings and street-level block information, date and time of capture)
Processed Data	Information generated from Raw Image Data through analysis and manual review.	• Rear license plate only • Vehicle license plate number and issuing state • Inferred vehicle type and physical characteristics (e.g., make, model, year, color) • Vehicle speed • Event interpretation (e.g., speed of vehicle, speed classification) • Aggregated or macro-level information relevant to processing of the image
Appended Data	Additional information linked to the processed data by a System and manually by authorized personnel.	• Vehicle registration information (e.g., owner name, registered address, registration status) • Associated vehicle owner information (e.g., special designation or permit and other vehicle specification information such as year, propulsion information, weight, and registered use) • Event determination • Violation level (as determined by authorized personnel) • Whether the violation is a first offense • Administrative or enforcement determinations (manual or automated)
Derived Data	Any information derived directly or indirectly from analyzing, aggregating, visualizing, geo-locating, or modeling Raw Image, Processed, or Appended Data. Derived Data is anonymized and aggregated to prevent identification of individuals.	Examples include: • Counts of vehicles by speed bin • Trends (e.g., percent of speeding vehicles over time by corridor or area) • Operational insights • Other information

Data Restrictions

Certain types of data are strictly prohibited from being captured by Systems. The law forbids collecting identifying images of drivers, passengers, pedestrians, or other vehicles. It also restricts or regulates the use of video recording as opposed to still photography and expressly bans the use of facial recognition or similar biometric technologies. These limitations ensure that enforcement activities focus solely on vehicle speeds and compliance, while protecting individual privacy.

Data Designation, Storage, and Protection

Data from the Pilot Program will be classified by Data Type and designation in accordance with LADOT's existing Data Protection Principles, and Master Data License Protection Agreement, and the Information Technology Policy Committee (ITPC) Information Handling Guidelines[9], which together govern permissible access, use, and disclosure based on data sensitivity and purpose.

Restricted Information

Certain System events and related administrative, enforcement, or legal records may be designated as "Restricted Information" due to the potential legal, financial, or reputational risks of unauthorized disclosure. Restricted information is protected through enhanced security measures, including encryption in transit, at rest, and in use; multi-factor authentication; and secure physical locked storage of portable devices or media containing this data. Access is limited to Authorized Users with a direct operational or legally authorized need.

Confidential Information

Raw Image Data and Processed Data containing Personal Information are treated as "Confidential Information." LADOT and its contractors will implement and maintain administrative, technical, and organizational safeguards to prevent unauthorized access, disclosure, or misuse. All confidential Information at rest and in-transit must be encrypted using industry-standard methods or better, protected from cybersecurity threats such as hacking or malware, and stored on secure systems. Contractors, insofar as this is possible, shall use precautions, including, but not limited to, physical software and network security measures. Encryption should be certified per U.S. Federal Information and Processing Standard 140-2, Level 2, or equivalent or higher. Access is limited to Authorized Users for purposes related to enforcement, administrative review, or program evaluation.

Internal Information and Open Data Policy

LADOT anticipates that program data will yield critical operational and planning insights and trends that can inform program evaluation. Internal Information means Derived Data products, including insights,

[9] This document provides guidelines for how the City of Los Angeles classifies, stores, transmits, and protects different types of information (public information, open data, internal information, confidential information, and restricted information) to ensure compliance with legal requirements, safeguard sensitive data, and maintain information security. Access the report at https://cityclerk.lacity.org/onlinedocs/2019/19-1355_rpt_DOT_6-14-2020.pdf.

visualizations, models, and reports developed from aggregations and collections of Raw Image Data that are de-identified, aggregated, and cannot be reverse engineered to identify individual persons or vehicles. Such Derived Data may be designated as Internal Information or, consistent with the City of Los Angeles' Open Data Policy, released as Open Data, defined as non-confidential, non-personal data made publicly available in accessible formats for public use, subject to applicable privacy, security, and legal restrictions, and LADOT approval. All such data is stored securely, with all Personal Information removed to prevent identification of individuals or vehicles. Data minimization, aggregation, de-identification, and secure destruction will be applied to these datasets to ensure compliance with AB 645.

All program data must be stored securely within the continental United States, whether on City-owned servers, approved cloud services, and portable devices. Portable devices, including laptops, external drives, or other media must be:

- Registered with LADOT
- Encrypted and password-protected
- Restricted to Authorized Users only
- Equipped with remote-wipe capabilities if lost, stolen, or replaced

Portable devices may not leave the continental United States unless specifically approved, tracked through administrative controls, and secured according to these standards.

Data Processing, Enrichment, and Analysis

LADOT's Contractors may process, clarify, and analyze Raw, Processed, and Appended Data to produce Derived Data for purposes consistent with Authorized Uses.

This can include, but is not limited to, de-identifying and aggregating data, adding information from internal and external sources, comparing data sets to benchmark or ground truth datasets, and transforming data into reports, visualizations, maps, graphs, or other analytical products. LADOT may process and analyze Processed and Appended Data.

To the best of their abilities, LADOT and its contractors will ensure data subject to automated and manual processing is de-identified and cannot be reverse engineered to reveal individual vehicles, people, or other Personal Information. LADOT and its Contractors are prohibited from combining or treating data in any way that could identify individuals or track their movements. Additionally, LADOT and its Contractors shall not compile or aggregate locations, events, movement patterns, or any Raw Image, Processed, or Derived Data at the individual vehicle or person level that would enable LADOT to track, surveil, model, or predict the movement of individual vehicles or persons. The sole exception is aggregation of enforcement or administrative action history data that is relevant to specific vehicles and registered owners in line with this Policy's retention rules.

Data Ownership

For the purposes of this Policy, LADOT designates Processed and Appended data as "City Data", establishing ownership and assignment through contractual agreements with its Contractors. All City

Data transmitted to, stored, held, and in use by LADOT or its Contractors must follow ITPC Information Handling Guidelines (see Data Designation, Storage, and Protection Requirements section).

Ownership of derived data as produced through program interfaces and applications or through offline analysis using aggregations, compiling, decompiling, joins, and renderings of City Data may be assigned to LADOT or its Contractors depending on who processes or generates the data. LADOT ensures that contractual agreements with Contractors clearly define ownership and responsibilities for derived data.

Data Access

Access to Restricted or Confidential information is strictly limited to Authorized Users, which include only Contractor and LADOT employees, and only for the purposes permitted under this Policy, including enforcement, administrative review, program evaluation, or other legally mandated activities. Unauthorized access, use, or disclosure of Program data is prohibited. This includes access by other city, county, state and federal agencies, including law enforcement agencies except as noted below in the section on Data Sharing.

To maintain compliance, LADOT and its contractors will:

- Maintain access controls and review user permissions as needed.
- Require all Authorized Users to complete mandatory training on data handling and AB 645 requirements.
- Monitor and log all access to Program data and periodically audit these logs for compliance.
- Prohibit the use of unapproved devices, email, or storage systems for Program data.
- Immediately report and respond to any suspected or confirmed breaches of confidentiality.

Data Retention

As a general practice, LADOT archives, anonymizes, or destroys data once it is no longer required or after the applicable retention period has been met. AB 645 sets clear limits for how long speed camera data may be retained to protect privacy and ensure responsible use. Images that are captured and processed by a speed safety system that do not result in the issuance of a violation must be deleted within five (5) days from the date the photo was captured.

For all Program data and images downloaded to City servers that are associated with citations, infractions, or other pre-defined administrative actions, the records may be retained for up to 60 days after the final disposition of the notice of violation. Supporting administrative records, such as calibration logs, may be retained for up to 120 days. Once the retention period expires, all records must be securely destroyed. LADOT may retain information that a vehicle has been cited by the System and fined for a violation for up to three (3) years. All data retention practices as described under this Policy apply to LADOT and its Contractors.

Data Disposal

Data will only be kept for the time required by AB 645 and will be securely disposed of based on industry best practices once that period ends.

Disposal Process

Once the retention period expires, LADOT will securely destroy all Program data to prevent unauthorized access. This applies to both electronic and paper records, including files on computers, laptops, databases, hard drives, collaborative workspaces, on-site data storage, servers, and cloud storage. Acceptable disposal methods include shredding, incineration, overwriting, or physically destroying paper and physical records as well as electronic media. Electronic data is made unrecoverable through techniques such as overwriting, degaussing, or physical destruction. Any Information Technology hardware or documentation that contains sensitive data must be cleared and destroyed before it can be released.

All data destruction is documented, either electronically or manually, to ensure transparency and support auditing. Contractors follow the same standards, maintaining logs of both automated and manual data destruction in line with their contractual obligations.

Enforcement and Administrative Data Disposal

LADOT and its Contractors will ensure that essential enforcement and administrative data required for legally or operationally mandated retention periods are protected and not subject to disposal. Data that has been aggregated, anonymized, or made publicly available may be retained or disposed of in accordance with LADOT policy, provided that Personal Information is removed.

Data Disposal Schedule

LADOT follows a strict data disposal schedule in compliance with AB 645. Photographic evidence collected to issue a notice of speeding violation is retained for up to 60 days after the final disposition of the notice; that is, after the notice has received its official outcome or resolution. Photographic or related data not resulting in a notice of violation is retained for up to five days. Confidential Information received from the Department of Motor Vehicles for the purposes of issuing notices is retained for up to 120 days after the final disposition of the notice of violation. Restricted Information, Internal and Open Data, and data that has been aggregated or anonymized are not subject to specific retention periods but are disposed of or retained according to LADOT policy.

Data Incident, Breach, Notification, and Incident Response

A data incident occurs when confidential or restricted information is exposed or shared with unauthorized parties, lost, damaged, stored improperly, disposed of incorrectly, or discovered to be improperly stored or disposed of. Other types of data breaches may also fall under this category.

LADOT maintains a written log of all incidents and reviews each incident, considering the volume and sensitivity of the data, and determines appropriate notifications. If a breach results in unauthorized

disclosure of Restricted or Confidential Information containing Personal Information, LADOT notifies affected individuals as required by local, state, and federal laws, including the California Consumer Privacy Act (CCPA).

Data Sharing

Third Party Data Sharing

Data that has been aggregated or anonymized may be shared publicly and with other City departments to promote transparency, accountability, and community benefits. This data is only released after applying de-identification or other safeguards to ensure no individual can be identified.

LADOT and its Contractors will not share personally identifiable program data with commercial or private entities. Contractor agreements include confidentiality provisions prohibiting any use beyond the Authorized Use defined in this Policy. Program data may not be sold, published, exchanged, monetized, or disclosed for commercial purposes.

Access to Processed or Appended Data, including Restricted Appended Data, by local and federal law enforcement or other government agencies is not allowed except in the unusual case of a court order, subpoena, or other legal requirement. Such legal requirements do not supersede the retention guidelines noted above. LADOT and its Contractors will not share specific citation events with local external law enforcement agencies and will only provide data as required by law. In the event that the Contractor improperly shares, discloses, or otherwise distributes data, LADOT reserves the right to immediately terminate the contract.

Public Information & CCPRA

Under the California Public Records Act (CPRA, Government Code §§ 6250–6276.48), City records are generally public unless exempted by law. AB 645 specifies that photographic and administrative records from Systems are confidential. These records are not subject to public disclosure and may only be used for authorized purposes or to evaluate system performance. However, certain aggregated data, such as the number of violations issued or vehicle speeds for which violations were issued, is not considered confidential. Such program outcome data is not protected from disclosure under the law and can be disclosed in response to a public records request.

Requests for Public Information are reviewed by the LADOT Program Administrator, with select requests submitted to the City Attorney. All releases follow the Open Data Policy and CPRA while ensuring compliance with AB 645 protections.

Accountability, Oversight, and Auditing

At the direction of LADOT's General Manager, the City and designated staff will regularly conduct audits of the System and all relevant processes, including but not limited to the technology, data processing, data review, and citation processing and adjudication.

Contractors will provide monthly audit logs of overall usage of speed safety camera systems, including:

1. Number of violations detected;
2. Number of violations for which the City issued citations;
3. Geographic distribution of violations detected and issued;
4. Of the violations detected where a citation was not issued, the vendor shall report the reason for non-issuance (e.g., vehicle not actually speeding, license plate unidentifiable or read incorrectly);
5. Any malfunctions, days not in service due to malfunction, and days not in service due to other reasons; and
6. Date and time when Systems were last inspected.

LADOT will establish a clear feedback loop to ensure the Use Policy and System operations are followed, transparent, and continuously improved. A simple reporting process will allow the public, program partners, and staff to raise concerns or suspected violations, all of which will be documented and reviewed. On a regular basis, LADOT will also conduct an independent, third-party audit to assess compliance by LADOT and its contractors, review administrative appeals and outcomes, and identify improvements. Audit findings will inform updates to system operations and the Use Policy to reduce errors, improve fairness, and strengthen public trust over time. Summaries of audit findings will be publicly released.

Enforcement, Violations, Fines, and Appeals

Enforcement and Violations

Under AB 645, Systems issue civil penalties for detected speeding violations rather than criminal charges. A violation occurs when a vehicle exceeds the posted speed limit, and fines are assessed according to the following schedule in Table 2.

Table 2: Schedule of Fines

Fine	Violation
Fifty dollars ($50)	Speeds 11 to 15 miles per hour over the limit
One hundred dollars ($100)	Speeds 16 to 25 miles per hour over the limit
Two hundred dollars ($200)	Speeds 26 miles per hour or more over the limit
Five hundred dollars ($500)	Speeds of 100 miles per hour or more

For a first violation involving exceeding the posted speed limit by 11 to 15 miles per hour, a warning ticket must be issued. In cases where multiple System devices record violations within a 15-minute period, the violation with the highest civil assessment will be issued. Subsequent violations within the same 15-minute interval will result in warnings. No civil penalty will be assessed if the individual is already subject to criminal penalties for the same act, such as being issued a citation in person by an officer for the same speeding event.

Notices are mailed to the registered vehicle owner only, based on rear license plate images. Each notice must include details on the recorded speed, location where the violation occurred, and instructions for contesting the violation. These violations do not add points to the driver's DMV record and generally do not affect insurance. For the first 60 days after a new System is activated, only warning notices will be issued.

Equity Considerations and Alternative Programs

Individuals meeting specific income criteria may be able to pay reduced fines. Those below the federal poverty level may have their citation fines reduced by up to 80%. Individuals with incomes up to 250% of the federal poverty level may have fines reduced by up to 50%.

LADOT will provide a diversion program for eligible individuals, allowing community service in lieu of paying the civil penalty associated with a Systems violation. The program may also offer the option to pay fines over time through a monthly payment plan and income-based discounts, consistent with the income criteria set forth in the Government Code (Section 68632), with eligibility demonstrated through proof of household income at or below applicable thresholds or participation in means-tested public assistance or disability benefit programs recognized under state law.

Due Process and Appeals

AB 645 ensures that vehicle owners have the right to challenge a violation through a clear, transparent process:

- **Review of Evidence**: Vehicle owners may access photographic and event evidence related to the violation.
- **Initial Review**: Vehicle owners may request an initial review of a notice of violation within 30 calendar days of the notice being mailed, using phone, mail, electronic, or in-person methods.
- **Administrative Hearing**: If not satisfied with the outcomes of the initial review, vehicle owners may contest the violation in an administrative hearing within 21 calendar days of the review decision before a neutral decision-maker.
- **Deadlines**: The notice will clearly specify deadlines for submitting a contest or appeal.
- **Transparent Decision Criteria**: Decisions regarding appeals are made using predefined and publicly available standards to ensure fairness.

This process ensures that all Systems enforcement is transparent, accountable, and consistent, while providing drivers with the opportunity to exercise their rights and seek review if they believe a notice was issued in error. Language support is available through the Contractor administering the citation.

ATTACHMENT C

Los Angeles Speed Safety System

Engagement Summary Report

January 2026

Introduction & Overview

LADOT and the project team conducted an extensive stakeholder engagement process to ensure that the Los Angeles Speed Safety System Program design received critical feedback from relevant organizations in Los Angeles. Organizations collaborating with LADOT on this effort represented a wide variety of communities and topic areas, each poised to ensure that the pilot program thoughtfully considered the needs and concerns of their constituents. This document outlines three key areas related to this process:

(1) The engagement development process, including what is required by legislation, what the stakeholder selection process entailed, and expectation of stakeholders.

(2) The engagement activities completed as a part of receiving feedback on the program.

(3) Key takeaways from engagement events and how they informed the development of the Use Policy and Impact Report

Engagement Development Processes

Engagement Requirements

The legislation authorizing this pilot program, Assembly Bill No.645 was codified in Article 3 of the California Vehicle Code (commencing with Section 22425), includes directives to conduct a stakeholder engagement process to collaborate with local organizations that represent the interests of racial equity, privacy protections, and economic justice. The stakeholder engagement process is intended to ensure that the Speed Safety System Draft Use Policy and Draft Impact Report are informed by meaningful input from local stakeholders.

> *The governing body of the designated jurisdiction shall consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing the Speed Safety System Use Policy and Speed Safety System Impact Report.*
>
> *AB 645, Section 22425 (6)(h)(3)*

Selection Process

The project team identified stakeholders for this pilot program following the requirements set out in CVC 22425 as well as additional criteria to ensure substantial opportunities for public input. To be considered a candidate for the stakeholder engagement program, organizations had to represent at least one of the following categories:

- **Racial Equity:** Groups that represent or advocate for communities of color, immigrant populations, or historically marginalized communities (required by CVC 22425).
- **Privacy Protection:** Organizations and experts focused on data security, surveillance oversight, and digital civil liberties (required by CVC 22425).
- **Economic Justice:** Groups representing low-income communities, tenants, workers, or organizations advocating for affordability and equitable access to services (required by CVC 22425).
- **Geographic Representation:** Organizations based in and/or representing residents of neighborhoods located in or adjacent to Safety Corridors.

Through collaborative brainstorming and research, the consultant team, working with LADOT, identified fifty-eight candidate stakeholder organizations using these criteria. The project team then assessed each organization on four factors, detailed in **Table 1**. To align with the format of expected engagement activities, the team set a goal of selecting seven to ten organizations for this process. The scoring process placed greater emphasis on organizations that serve the greater LA area than those who focused on a specific area or neighborhood given the targeted size of the stakeholder group and the citywide nature of the program.

Table 1: Criteria, descriptions, and scoring involved in selecting stakeholder organizations for engagement.

Criterion	Description	Scoring Basis
CVC 22425 Categories Represented	Organization's mission aligns with one or more of the categories specified in CVC 22425: racial equity, privacy, economic justice	Number of categories the organization is aligned with
Interest & Influence	Organization is known advocate for or opposed to installation of automated safety enforcement (ASE) and/or organization mission is safety-related	Interest in ASE and/or transportation safety
Trust & Relationship	Organization has worked collaboratively and thoughtfully with LADOT or team members on past projects	Whether the organization had successfully collaborated with LADOT on previous projects
Geographic Diversity	Organization covers the greater Los Angeles area and/or mission aligns with at least one relevant key category	Geographic coverage and mission alignment in at least one category.

After scoring, the project team recruited the top thirteen organizations, representing all the categories outlined in CVC 22425. Most of the recruited organizations had a citywide reach with three focusing on South LA and one in the San Fernando Valley. Of the recruited organizations, seven moved forward with participating in this effort and were provided with direct compensation for their time toward the program.

After recruiting these seven organizations, the project team identified a gap in representation for the privacy category, as required by CVC 22425. To address this gap, the project team conducted additional outreach to several privacy-focused organizations to ensure this topic area received appropriate representation in the stakeholder feedback. In response to the additional outreach, representatives of the LA County Public Defenders' Office and the University of California Los Angeles (UCLA) Luskin School of Public Affairs agreed to provide feedback on the draft Use Policy and Impact Report. As these institutions are public agencies, no compensation for their time was provided.

The full list of recruited and participating organizations is provided in the Appendix.

Engagement Expectations

The project team communicated the following roles and responsibilities to stakeholders:

- **Represent the priorities and concerns** of the organization and the community therein.
- **Closely review the project background packet, the draft Use Policy Report, and the draft Impact Report**. The project team requested thoughtful written and verbal feedback.
- **Attend three engagement meetings in November 2025, focused on the Use Policy, Impact Report, and other key project components.** Each meeting was scheduled for 1.5 hours and was available in both virtual and in-person formats.
- **Share information on the Speed Safety System pilot program** within their organization and broader community.

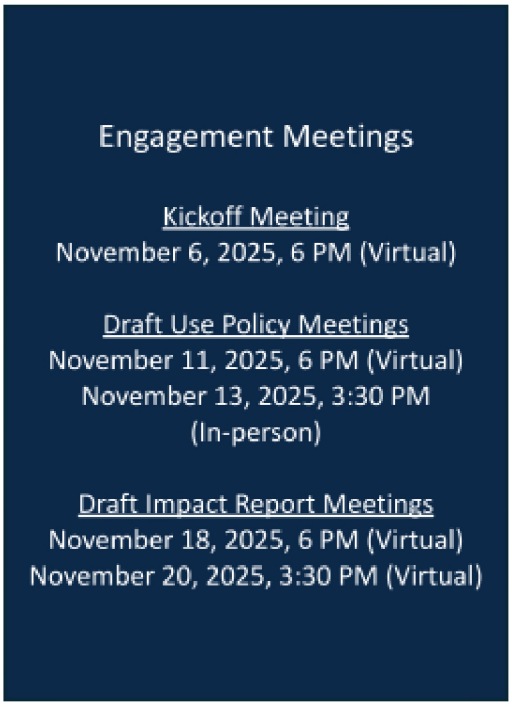
Engagement Activities

LADOT and the project team asked the original seven participating stakeholders to attend engagement events and provide feedback on key program documents. This section describes the three engagement meetings facilitated by the project team, including the materials reviewed and feedback requested.

Kickoff Meeting – Background and Introduction

The project team launched the engagement process with a virtual kickoff meeting on November 6th, 2025, at 6 PM. The purpose of the meeting was to provide information on several items:

- An introduction to the program's goals, schedule, and key milestones
- An overview of the details and requirements in CVC 22425
- A detailed explanation of stakeholder engagement expectations
- An opportunity for stakeholders to share concerns and initial feedback on the program and engagement process



Draft Use Policy

The project team held two meetings after the kickoff to review and gather feedback on the draft Use Policy. The meetings were held virtually on November 11, 2025, at 6 PM and in-person on November 13, 2025, at 3:30 PM at LADOT headquarters. These meetings aimed to:

- Review the key elements of the Use Policy
- Collect questions, concerns, and comments on the Use Policy
- Provide additional details on the privacy, equity, and economic justice implications of this project
- Clarify expectations for stakeholders' comprehensive review of the Use Policy

The project team requested stakeholders feedback on the draft Use Policy to LADOT by December 10, 2025.

Draft Impact Report

The final two engagement meetings focused on presenting the draft Impact Report and requesting feedback. The project team conducted these virtual meetings on November 18, 2025, at 6 PM and November 20, 2025, at 3:30 PM. During these sessions, the project team:

- Reviewed key elements of the drafted Impact Report
- Gathered stakeholder questions, concerns, and comments on the Impact Report
- Provided a status update on the development of the Speed Safety Systems Program
- Clarified expectations for stakeholders' comprehensive review of the Impact Report

The project team requested stakeholders' feedback on the draft Impact Report by December 12, 2025.

Key Themes & Takeaways

The project team collected feedback from stakeholder engagement and used it to inform the project's Use Policy and Impact Report. The following sections provide an overview of the key themes and takeaways that stakeholders brought up during this process and how they were used to make updates to the Use Policy and Impact Report.

Emphasizing Public Transparency

Stakeholders emphasized the need for robust public communication and opportunities for public input throughout the process.

- Stakeholders noted that the public should know why and where cameras are being placed and should be able to weigh in on the selection process. This includes the ability to contest or request a camera installation. Likewise, clear communication about why the methodology prioritizes some sites over others is important if community-requested locations are not selected as pilot locations. LADOT must build trust in the scoring process used for site selection.
- All public facing information should be up to date, easy to navigate, and clearly written. Communications should be kept simple, with minimal use of industry jargon. All public facing information should be translated into multiple languages, including Spanish and other widely spoken languages in Los Angeles.
- The public information campaign about the program should be robust. LADOT should supplement traditional outreach methods (e.g., mailers) with workshops, news and social media announcements, and connections with community organizations to spread the word.
- After completing contract negotiations, LADOT should publicly share all costs associated with the program.

Revisions based on feedback:

- Use Policy:
    - The project team revised the Use Policy by removing technical jargon and adding footnotes to enhance clarity.
- Impact Report:
    - In response to stakeholder concerns about specific locations , LADOT and the consultant team revised the initial scoring and weighting method used to prioritize eligible roadway segments for installation of speed safety systems. The project team presented the revised scoring and weighting scheme to the stakeholders that attended the November 20 meeting and informed other stakeholders of this change through follow-up communications. The project team extended the deadline for submitting written comments to accommodate the revised analysis and engage with Council District offices.
    - The project team added a more detailed description of the Vehicle Enhanced Network (VEN) to the table summarizing the revised scoring and weighting scheme.

- Based on stakeholder feedback, the project team revised the site selection process. Each Council District office was asked to select seven locations from among the highest-ranked fourteen locations within each District, with the remaining locations to be selected by the LADOT Vision Zero team in consultation with District engineers.

Address Equity & Privacy Concerns

Stakeholders emphasized the importance of clearly communicating how the program protects individual privacy, especially in light of public concerns around over-policing and government monitoring. Stakeholders emphasized that the public should feel secure that:

- LADOT must assure the public that collected data is strictly limited to the confines of the program and secure. Information may not be shared with other government agencies, except under specific legal circumstances that should be clearly defined and shared.
- The selected vendor must have protocols, training, and other safeguards in place to protect collected information as well as capacity to make quick repairs should anything happen to the equipment to jeopardize data collection.
- Messaging should emphasize that the information gathered is limited, not targeted toward any group or neighborhood, and that the program is safety focused, rather than punitive in design.
- LADOT's site selection methodology must avoid disproportionate impacts on disinvested populations. Cameras should not be installed on predominantly low income or disadvantaged areas in ways that may reinforce inequality. The data driven results should have these considerations baked into the process in a way that communities can easily understand. Per CVC 22425, the Impact Report must clearly explain any over representation of deployment in low-income neighborhoods.

Revisions based on feedback:

- Use Policy:
    - Although the Use Policy was not revised, the project team incorporated this input into the planning for the public education campaign.
- Impact Report:
    - The revised Use Policy and Impact Report now better reflect stakeholder concerns about data privacy. LADOT emphasized that the technology limits data collection to speed enforcement and includes safeguards to protect individual's rights and/or liberties.
    - The Impact Report includes more information on program administration, so the public can understand how violations are processed and reviewed.

- The project team revised the section of the Impact Report that explains the location selection process.

Appeals

Stakeholders emphasized that individuals receiving citations must clearly understand that the penalties are civil rather than criminal, and must be informed of their rights and responsibilities, including how to appeal. Stakeholders highlighted that the appeals process should be clear, easy to follow, and respect the time and capacity of the community. The appeals system must prioritize fairness and accessibility, providing assurance that unjust penalties will be reviewed and addressed appropriately.

- Stakeholders suggested extending appeal timelines to allow individuals sufficient time to complete all required steps.

Revisions based on feedback:

- Use Policy:
  - Clarified the description of the appeals process and added detail regarding the initial review and request for administrative hearings.
- Impact Report:
  - The Impact Report now refers readers to the Use Policy for additional detail on the appeals process.

Continuous Improvement & Oversight

Stakeholders noted that there should be clearly communicated mechanisms to improve the program and address challenges as they arise.

- Stakeholders recommended establishing an external committee to provide oversight and monitoring over the program. Stakeholders also suggested the use of a semi-annual audit of the program.
- LADOT should clearly detail the safeguards designed to detect and address misuse of Program data. For example, LADOT should evaluate program elements including training, deadlines, and information systems.
- Stakeholders stressed that LADOT must maintain sufficient staffing and resources to effectively manage the program and preserve public trust.
- LADOT should include educational materials with all warnings and citations, explaining the program's goals, use of revenue, and general information about progress toward Vision Zero in Los Angeles.

- Stakeholders recommended that initial program revenue be dedicated to interventions at locations hosting cameras. Following this, LADOT should publicize the process used to identify future locations.

Revisions based on feedback:

- Use Policy:
    - The Use Policy now includes a provision for the public to raise concerns about program operations and a policy to regularly conduct independent, third-party audits to assess compliance with the Use Policy.
- Impact Report:
    - The project team did not revise the Impact Report but documented this input to inform future public education efforts.

Appendix

Stakeholder Organizations

Organization	Location /Reach	Council District	Key Categories	Participated
ACLU SoCal	Southern California	All	Privacy Racial Equity Advocacy	No
Asian Americans Advancing Justice Southern California	Southern California	All	Racial Equity	No
Catalyst California	California	All	Racial Equity	No
Coalition for Humane Immigrant Rights	Greater LA	All	Racial Equity	No
Community Coalition	South LA	8, 9, 10	Racial Equity Economic Justice	No
Electronic Frontier Foundation	Greater LA	All	Privacy	No
Human Rights Watch	Greater LA	All	Privacy	No
LA County Public Defender's Office	LA County	All	Privacy	Yes
Los Angeles Walks	Greater LA	All	Safety Advocacy	Yes
Pacoima Beautiful	Pacoima	7	Economic Justice Safety	Yes
People for Mobility Justice	Greater LA	All	Racial Equity Economic Justice	No
Prevention Institute	Greater LA	All	Racial Equity	No
Privacy Rights Clearinghouse	Greater LA	All	Privacy	No

ATTACHMENT C

Organization	Location /Reach	Council District	Key Categories	Participated
Streets Are For Everyone (SAFE)	Greater LA	All	Safety Advocacy	Yes
SAFE Families	Greater LA	All	Safety Advocacy	Yes
Streets for All	Greater LA	All	Racial Equity Economic Justice	Yes
TRUST South LA	South Central	9	Economic Justice Safety	Yes
UCLA Center for Policing Equity	Greater LA	All	Privacy Racial Equity	No
UCLA Institute of Transportation Studies	Greater LA	All	Safety Advocacy	No
UCLA Lewis Center for Regional Policy Studies	Greater LA	All	Economic Justice Racial Equity	Yes
Vera Institute of Justice	Greater LA	All	Racial Equity	No