

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: March 20, 2026

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

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



**SUBJECT: SPEED SAFETY SYSTEM PILOT PROGRAM (AB 645) 30 DAY PUBLIC REVIEW UPDATE**

This letter provides a summary of public comment provided in Council File (CF) 23-1168, in accordance with the state mandated 30 day public comment period.

On February 11, 2026 the Los Angeles Department of Transportation (LADOT) released the Speed Safety System Impact Report and Use Policy, as well as the list of 125 locations where speed safety cameras are recommended for placement. These policy documents and locations were made available for public review and comment for a minimum of 30 days, as required by the California Vehicle Code as amended by California Assembly Bill (AB) 645. This letter summarizes the comments received as of March 13, 2026.

The City of Los Angeles received 174 individual comments directly to CF 23-1168, and an additional 19 comments that were emailed to LADOT. Of the 193 communications, 127 (66%) voiced support for the speed safety system program while 63 (33%) expressed concerns. The remaining 4 comments received were perceived as neutral or unrelated to the program.

Among the 66% of comments that expressed enthusiasm for the program, its policy documents, and recommended locations, were requests for additional locations, program expansion, and considerations for the future of the program. Many of these comments also included personal anecdotes of how constituents are impacted by speeding on city streets or how they or loved ones have been impacted by traffic violence. Overall, these comments underscore the need for additional safety tools, like speed safety cameras, to reduce speeding and increase traffic safety in the City. Specifically, these comments expressed concern over pedestrian safety, neighborhood quality of life, and the number of crashes on city streets. They offered appreciation that the program is moving forward and an eagerness to see it move as quickly as possible.

Among the 33% of comments that expressed concerns over the speed safety camera pilot program policy documents and recommended locations, comments generally focused on privacy and equity. Concerns about equity centered around the risk of disproportionately impacting people of color. As required by state law to implement the program, LADOT minimized this potential impact in the

distribution of the cameras, as addressed in the draft Speed Safety Impact Report, by prioritizing placement based on a variety of factors, primarily the number of speed related collisions and the proximity to vulnerable populations. The program also distributes systems geographically across the city. Each of the 15 City Council Districts received at least 8 systems, with 5 districts receiving 9 systems. As a result, less than 50% of the final system placements are within equity areas as defined by the Department of City Planning's [Community Health and Equity Index](#).

Other comments raised concerns about personal privacy and the program protections against surveillance. The law authorizing the program, along with LADOT's draft Speed Safety Use Policy outline clear provisions that protect privacy and forbid unauthorized access to data. In the case that these provisions are violated by the 3rd party vendor involved with the program, the Department reserves the right to terminate the vendor's contract. Furthermore, both the Use Policy and AB 645 have strict data disposal requirements following the final disposition of citations from this program.

Other comments encouraged the City to focus its resources on improving and redesigning roadways. The speed safety systems pilot program expands the City's Vision Zero and Active Transportation programs, which prioritize streets to redesign for traffic calming and public safety. Speed safety cameras provide a viable, cost-effective, and timely countermeasure in the effort to reduce severe and fatal crashes on Los Angeles' streets, and they can be installed without impacting other work including signals or corridor reconfigurations on the same segments. As required by state law, any revenues beyond cost recovery will be invested in traffic calming treatments.

A select few comments urged the City to increase enforcement by the Los Angeles Police Department (LAPD) in-lieu of the speed safety system pilot program, or do not agree that speeding is an issue on City streets.

Based on the comments received during the 30 day period, LADOT does not recommend any further changes to the speed safety system pilot program, its policy documents, or the recommended locations. Once these are approved by Council and the Mayor, LADOT will launch a 60 day public information campaign to inform residents and motorists about the locations where cameras will be installed. For a 60 day period following camera installation, motorists will receive warnings rather than citations to encourage safer driving while minimizing penalties at the launch of the program. As required by State law, LADOT will evaluate the program after the five year pilot phase to identify any changes that may be necessary for the continuation of the program.

LRC:TC:cr