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:

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.

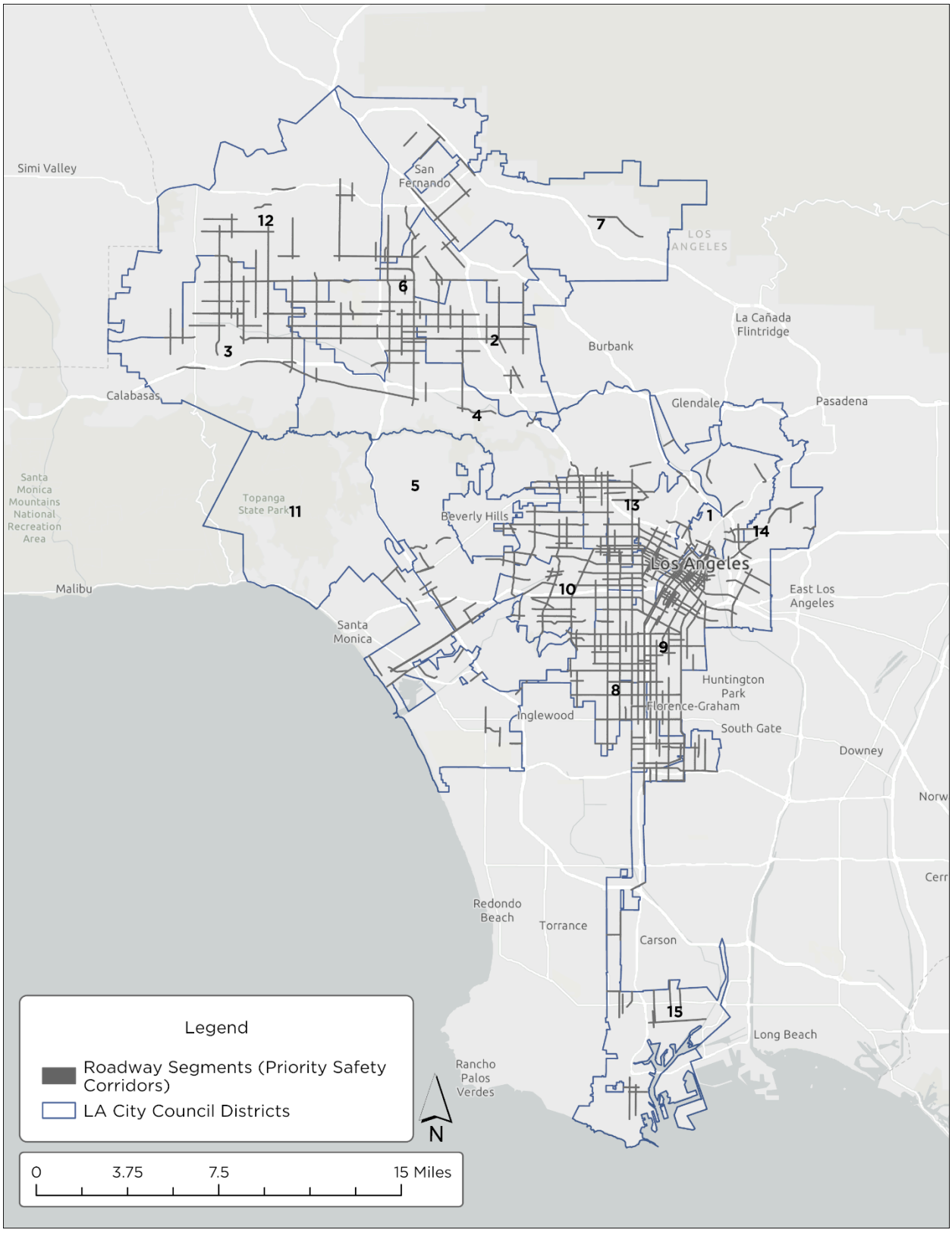
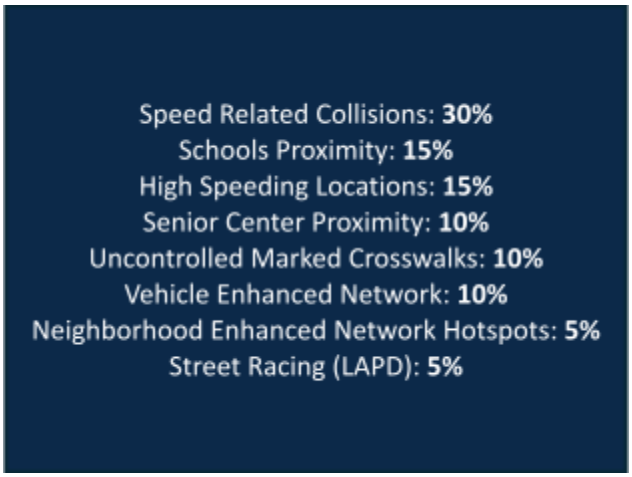


Figure 1: Priority Safety Corridors

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%**

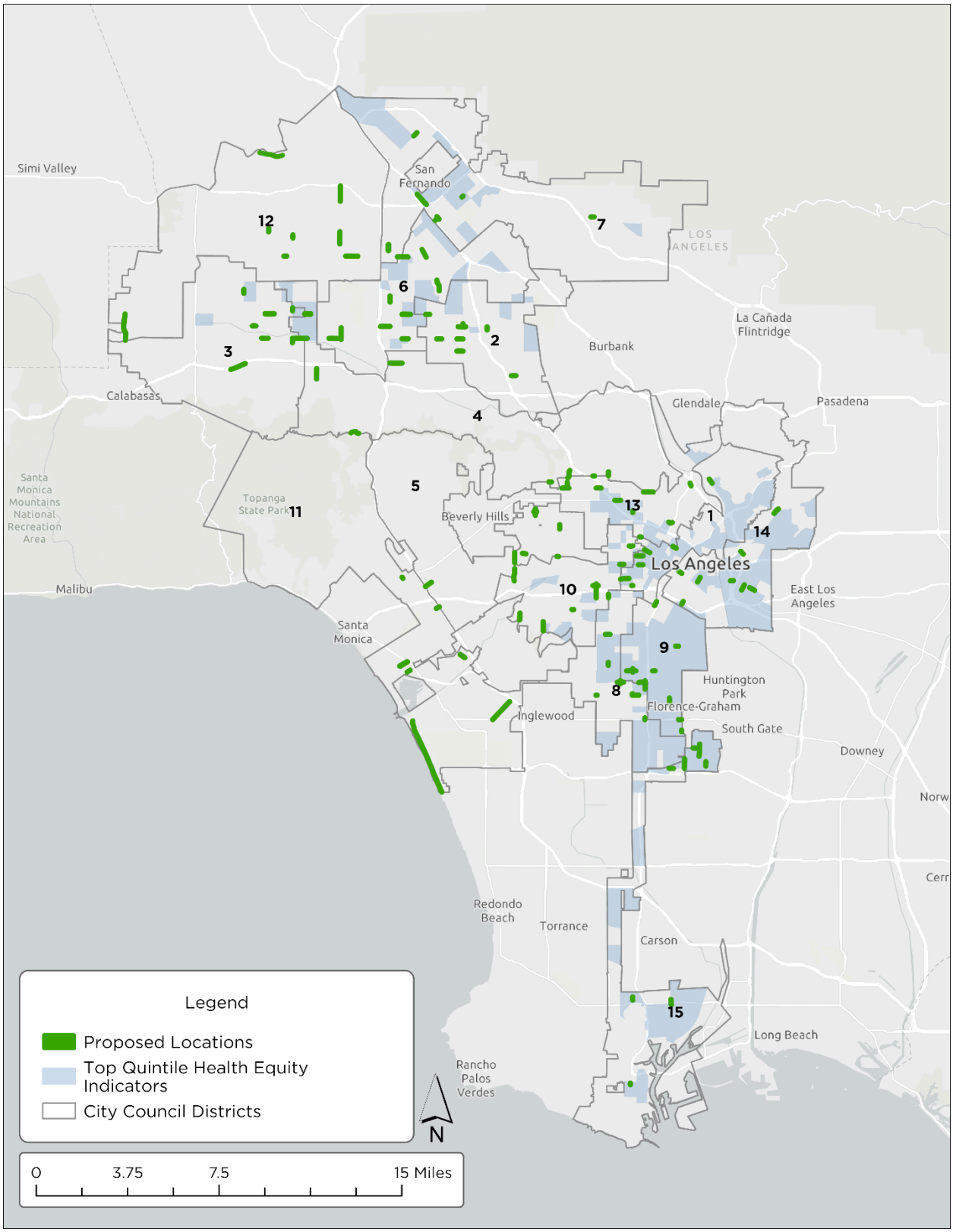


Figure 2 Proposed Speed Safety System Locations

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.

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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