



Letter of Support for Council File: 23-0600-S121
Vision Zero Program / Independent Evaluation / Los Angeles
Department of Transportation Evaluation and Safety Plan

December 2, 2025

City of Los Angeles
Bicycle Advisory
Committee

www.Labikecommittee.org

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Honorable Members of the Los Angeles City Council,

On December 2, 2025, The City of LA's Bicycle Advisory Committee voted unanimously to support council file: 23-0600-S121.

In Council File [23-0600-S121](#), the City Administrative Officer (CAO) and Los Angeles Department of Transportation (LADOT) provided a [joint report](#), dated April 11, 2025, relative to an Independent Evaluation of the Vision Zero Program and a revised LADOT Vision Zero Evaluation and Safety Plan. Based on the findings in the two evaluations, this joint report outlined 14 recommendations by the CAO and LADOT to relaunch the Vision Zero Program with a more deliberate and collaborative approach. In addition to lending our support to the City Council's adoption of those 14 recommendations, the Los Angeles Bicycle Advisory Committee (LABAC) wishes to emphasize our support for the City Council's adoption of the CAO's and LADOT's recommendations #3, #4, #5, and #12 for the following reasons.

Recommendation #3, traffic enforcement strategies to improve compliance with traffic safety laws, and an implementation plan that prioritizes compliance on the streets in the City of Los Angeles with the highest rates of crashes that result in severe injury and death.

On page 8 of the joint report, describing the KPMG's Independent Evaluation, the report states: "Since speeding is the most significant factor that determines the severity of any crash, and significantly increases the risk of death to pedestrians and bicyclists who are more physically vulnerable during a crash, the enforcement of traffic safety laws that reduce speeding must be prioritized on streets with the highest rate of traffic fatalities and serious injuries. Especially on [High Injury Network] HIN streets, illegal speeding and moving violations that contribute to collision characteristics must be adequately enforced and prioritized over other moving violations that do not directly reduce the frequency and severity of crashes. This is in line with the City's goals to limit pretextual stops, reduce the interaction between drivers and armed officers, and focus limited resources on driving behavior that has the highest safety consequences."

Recommendation #4, improving data collection and reporting for all types of collisions, including near-misses, to better understand the volume of crashes and specific road design interventions needed to advance Vision Zero.

On page 11 of the joint report, the report states: “Accurate and consistent data collection is required to effectively measure the impact and direct enforcement activity. In 2021, the [Los Angeles Police Department] LAPD stopped collecting and analyzing minor crash data. The LAPD is required to file reports when a traffic collision involves one or more of the following: fatality, suspected serious injury, hit-and-run injury, City property involved with possible City liability, and driving under the influence.”

On June 17, 2025, Philip Armstrong spoke with Officer Jonathan Maldonado (ID Number 37398) at the LAPD Central Traffic Detective Desk regarding Report No. 24-02-12449 (Transportation Injury Mapping System Case ID 9732987; copy attached) for a collision between a Metro bus and a bicyclist that he observed on Vermont Avenue near Beverly Boulevard on July 30, 2024. On June 24, 2025, Officer Maldonado told Philip that he was filing a Narrative/Supplemental report (copy attached), based on Philip’s statement, that includes a change request to the primary collision factor. He said the reason they took the initial report in this case is that LAPD has a contract with Los Angeles County Metropolitan Transportation Authority. The officers who took this report are not investigators, he said, and the only narrative in the report will be Philip’s statement.

In light of Philip’s experience, we agree with KPMG’s recommendation as reported on page 11 of the joint report: “that LAPD improve the crash data collection and reporting processes so that the crash data is complete and available for analysis. With updated crash data, the LAPD and LADOT could re-prioritize enforcement activities and the implementation of Vision Zero projects, respectively, in the areas with the highest need. It is recommended that data collection and reporting be improved for all types of collisions, as well as near-misses, which will allow LADOT to identify contributing factors to severe and fatal crashes and appropriate mitigation measures. While the Safety Study used available data to develop collision profiles and pair them with appropriate countermeasures, this more robust data moving forward will better inform decision-making and design.”

Recommendation #5, evaluation of the City’s previous red light camera program, including the potential benefits of red light camera enforcement and an analysis of the concerns that caused City Council to end the City’s red light camera enforcement programs, and any required legislative adjustments to effectively utilize photo red light cameras.

Regarding the Photo Red Light Program, on page 11 the joint report states: “Los Angeles was one of many cities to implement photo red light camera programs in the early 2000s, and in 2010, both the National Traffic Safety Administration and the National Safety Council reported the benefits of these programs, noting a 30 percent reduction in collisions and a 58 percent reduction in red light violations at intersections with cameras.”

At its August 13, 2025 meeting, the Transportation Committee [amended](#) Council File 23-0600-S121 to delete Recommendation #5 without any discussion of the merits for doing so. We strongly encourage the City Council to undo this amendment and to add back Recommendation No. 5 as it provides critical information needed to allow the City to consider implementing [Senate Bill 720](#). The Governor signed SB 720 on October 13, 2025, and it is a red light camera reform bill that aligns the red light camera program with the speed camera program. According to a [report](#) by Damian Kevitt of Streets Are For Everyone (SAFE), “Red light running has become a silent epidemic across our state—claiming lives, shattering families, and leaving behind an enormous financial burden that few ever stop to consider.”

Recommendation #12, implementation and funding strategy for the use of automated speed enforcement in accordance with direction in Council File [23-1168](#).

On page 10 of the joint report, the report states: “On October 13, 2023, the Governor approved AB 645, which will allow the City (and five other cities) to implement a speed camera pilot program to capture a vehicle’s license if the vehicle speed exceeds the speed limit by 11 miles per hour or more and allow the City to impose civil penalties. Based on the City’s population, the City is allowed to install 125 systems, which may be in operation for five years, or until January 1, 2032, whichever date is sooner. LADOT is currently leading this effort (C.F. 23-1168).”

According to the [motion](#) in Council File 23-1168: “In 2022, 312 people were killed in car crashes in the City. These deaths predominantly impact people walking, people biking, people of color, and people from low-income communities. This

alarming statistic marked the highest rate of such incidents in over two decades, with car crashes now the leading cause of death for people under thirty in Los Angeles County. Unsafe speed is the primary factor that determines the severity of a crash, and just 5 miles per hour can be the difference between injury and death.”

On pages 2 and 3 of the [LADOT report](#), dated March 12, 2024, relative to the Speed Safety System Pilot Program to comply with Assembly Bill 645, the report states: “According to the National Transportation Safety Board, speeding accounts for nearly a third of all traffic fatalities, and is the primary factor that determines the severity of a crash. A pedestrian hit by a vehicle going 20 mph has a 90 percent chance of survival. The likelihood of surviving a crash at 40 mph drops to 20 percent. Eight out of ten people hit by a car going 40 mph or higher will die from their injuries. Reducing speeding is the single most effective way to reduce traffic fatalities.” Furthermore, the LADOT report states: “By issuing low-cost tickets every time any vehicle violates the speed limit at a location in the program, rather than issuing high-cost tickets to occasional speeding vehicles, speed safety systems rely on consistent accountability rather than sporadic penalty to improve driver behavior. In the first year of New York City's recently expanded program, only about 20 percent of drivers who received a ticket through the speed safety camera program received a second ticket, and citations overall have dropped by 30 percent, indicating long-lasting behavior change.”

Therefore, in consideration of this information, the LABAC supports the City Council’s adoption of the 14 recommendations in the CAO and LADOT joint report, dated April 11, 2025.

Sincerely,
Rob Kadota

robkadota@gmail.com

310.699.5509

Committee Chair, Mayoral Appointee,

[City of Los Angeles Bicycle Advisory Committee](#)



Attachments:

- Transportation Injury Mapping System Case ID 9732987
- Narrative/Supplemental report, June 24, 2025

CC:

Matthew W. Szabo, City Administrative Officer, Office of the City Administrative Officer

Laura Rubio-Cornejo, General Manager, Los Angeles Department of Transportation

Martha Butler, Senior Director, Countywide Planning Development, Los Angeles County Metropolitan Transit Authority

Emma Howard, Planning Deputy, Los Angeles Councilmember Hugo Soto-Martinez, District 13