



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
34.		Other	Perry Goldberg	Please see attached letter.
		Item Total	1	
Grand Total			1	

Comment re Agenda Item 34, Board Meeting on May 12, 2026

Subject: Comment regarding Settlement/Correction Action Plan for *Magnelia Camacho v. County of Los Angeles* – Demand for Proactive Safety Standards

To the Honorable Board of Supervisors:

I am writing to comment on the proposed \$750,000 settlement in the wrongful death matter of *Magnelia Camacho v. County of Los Angeles*. While I recognize the need to resolve this tragic case, I am profoundly concerned that the "Summary Corrective Action Plan" provided by the Department of Public Works is entirely insufficient to prevent future fatalities and escalating legal exposure.

The "corrective action" listed is merely "continued adherence" to existing inspection and maintenance protocols. This "business as usual" approach is unacceptable for several reasons:

1. The Shift from Negligence to Recklessness

In this case, the County argued that a 3-inch pavement drop-off was not a "dangerous condition." However, by authorizing a \$750,000 settlement and acknowledging the specific hazard of unpaved shoulder erosion, the County is now on formal notice that these conditions exist and are lethal. If the County continues to rely on infrequent grading rather than structural fixes, the next plaintiff will argue that the County was not just negligent, but reckless. By ignoring proven safety technologies after being alerted to the danger, the County risks punitive findings and even larger jury awards in future litigation.

2. Failure to Adopt Industry Safety Standards

Other jurisdictions have moved beyond the reactive "grading" cycles used in this case. To effectively eliminate the "trap" created by vertical drop-offs, the County should be directing Public Works to adopt one or more of the following proven standards used by peer agencies and recommended by safety experts:

- **SafetyEdge Technology:** Many state DOTs and counties now utilize "SafetyEdge" during paving, which creates a 30-degree wedge at the asphalt's edge. This eliminates the vertical drop-off and allows a vehicle to safely re-enter the roadway without the "tire scrubbing" effect that contributed to this head-on collision.
- **Paved "Recovery Zones":** Rather than relying on dirt shoulders that are prone to rapid erosion, standard practice in many safety-conscious jurisdictions is to pave an additional two feet beyond the edge stripe to provide a stable "recovery zone" for motorists.

- **Soil Stabilization:** In areas where paving is not feasible, other counties utilize chemical stabilizers (such as polymer emulsions) or geogrids to harden the shoulder material, preventing the 3-inch "traps" from forming between maintenance cycles.

3. Fiscal and Moral Responsibility

Between the \$750,000 settlement and the \$341,000 in attorney fees and costs, the County has spent over \$1 million on this single incident. This is an incredibly inefficient use of taxpayer funds. Investing these dollars upfront in safer roads would not only save lives but would eliminate the recurring legal drain on the Department of Public Works' budget.

I urge the Board to reject the "continued adherence" model and instead direct the Department of Public Works to provide a report on the feasibility and cost-savings of implementing technology adopted by other comparable departments in California.

Respectfully submitted,

Perry Goldberg (District 5)