

TRANSPORTATION COMMITTEE REPORT relative to speed limit revisions and additions for various streets in the City of Los Angeles.

Recommendation for Council action:

REQUEST the City Attorney to prepare and present an Ordinance amending the Ordinance dated October 13, 2017, attached to the Council file, amending Los Angeles Municipal Code (LAMC) Section 80.81 to change the speed limit of various in the City of Los Angeles with said Ordinance to make the following changes:

- a. Remove Overland Avenue lying within Council District Five.
- b. Remove the portion of Olympic Boulevard from the eastern boundary of Council District Five to Sepulveda Boulevard .

Fiscal Impact Statement: The Board of Transportation Commissioners reports that there is no impact to the City's General Fund. There may be revenue generated by the subsequent enforcement of the renewed speed limits.

Community Impact Statement: Yes

Against Unless Amended:
Westside Neighborhood Council

Summary:

On October 25, 2017, your Committee considered October 16, 2017 Board of Transportation Commissioners (Board) and October 13, 2017 City Attorney reports and an Ordinance dated October 13, 2017 relative to speed limit revisions and additions for various streets in the City of Los Angeles. According to the Board, on August 25, 2015, Council instructed the Los Angeles Department of Transportation (LADOT), in consultation with the Los Angeles Police Department (LAPD), to provide a report on the state of speed enforcement in the City and to make recommendations to more effectively enforce safe travel speeds (Council File No. 15-1006). At that time, 19 percent of the City's posted speed limits were enforceable due to expired speed surveys. Also, Council directed the LADOT to update its surveys so that the all streets could be enforced electronically.

In order for jurisdictions to legally enforce speed using electronic means, the California Vehicle Code requires that cities establish speed limits (or re-establish them every seven years or ten years following a one-time three-year extension) using factual and impartial criteria. These factors include prevailing 85 percentile (critical) speeds, collision history, and the existence of any conditions not readily apparent to motorists. These criteria are intended to provide an objective basis to set speed limits and preclude speed traps. The LADOT continues to advocate for more local control over the ability to set speed limits. Specifically, engineers should be able to apply engineering judgement and take into account the varying contexts of streets and neighborhoods when evaluating speed limits. Given the very strict standards set at the state level, the City has no choice but to make counter-intuitive changes to speed limits in order for them to be

enforceable.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of Ordinance, as amended, to revise speed limits in the City as detailed in the above recommendation. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER VOTE

BONIN: YES

MARTINEZ: YES

KORETZ: YES

ARL

10/25/17

-NOT OFFICIAL UNTIL COUNCIL ACTS-