

Contact Information

Neighborhood Council: Glassell Park Neighborhood Council

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The Board approved this CIS by a vote of: Yea(7) Nay(1) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/15/2016

Type of NC Board Action: For

Impact Information

Date: 11/17/2016

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 15-1006

Agenda Date:

Item Number:

Summary: The Glassell Park Neighborhood Council voted 7 in favor, 1 against, with 1 abstention.

We, the GPNC, fully support the efforts of Mayor Garcetti to implement his vision of Great Streets and the utilization of Vision Zero to provide safe streets.

Members of our board have spoken with Deputy Chief Robert Green and Officer Troy Williams of the LAPD Valley Bureau about this very issue. Our writeup is attached to this submission and includes our full CIS.

Further, Glassell Park has only one traffic officer for our entire neighborhood. As you can imagine, speeding is rampant within our community and rarely enforced.

We ask:

- The Los Angeles City Council funds speed surveys on streets identified by LAPD, LADOT, and the communities that need immediate attention for public safety.
- The Mayor combines Great Streets and the Vision Zero Los Angeles programs so that the two programs can create mutual goals of safety and great streets.
- More traffic officers need to be deployed to Glassell Park immediately.

For these reasons, the Glassell Park Neighborhood Council SUPPORTS this motion.



GLASSELL PARK NEIGHBORHOOD COUNCIL

GlassellParkNC.org | GPNC@EmpowerLA.org
3750 Verdugo Road, Los Angeles, CA 90065



Council File: 15-1006

Issue: *Traffic Studies and Speeding*

- Deputy Chief Robert Green and Officer Troy Williams of the LAPD Valley Bureau presented on the current state of our streets in regards to safety and speeding.
- Traffic studies are valid for 10 years. After that 10 years, they cannot be simply renewed. The road has to be restudied for a new traffic study to be valid. Currently, 80% of all Los Angeles traffic studies are expired.

What are they?

- Traffic studies are conducted by engineers and consist *only* of scientific data. This data is used to create speed limits. The law changed in 2009 that now requires the state to more-accurately mark speed limits whereas, previous to 2009, speed limits were set 5mph below the rounded-down recommended data point set by the traffic study.
 - **Example:**
 - Prior to 2009 law --> Study finds 43mph to be the critical speed for a speed limit. Number would be rounded down to 40mph, then reduced a further 5mph to 35mph. Posted speed limit is 35mph.
 - 2009 law to present day --> Study finds 43mph to be the critical speed for a speed limit. Number is rounded down to 40mph. Posted speed limit is 40mph.
- This usually means that posted speed limits will rise.
 - This is often met with protests and causes the legislation (adopting the speed limit) to stall. Surveys are expiring faster than they are being renewed as a result.

What does that mean?

- Streets with an expired survey are no longer enforceable for speeding.
 - The number of traffic citations has fallen 83% since 2010 as a result.
 - There has been a 20% increase in traffic fatalities since 2010.
 - Police will not even bother attempting to stop speeders because they can not issue tickets. Some police have handed in their speed detectors in protest.
 - Their hands are tied and they are asking for help.
- School zones are exempt from the traffic survey rule IF there are children present. If the children are actually within the school and not on the sidewalks/streets, the traffic survey rule exists and no citations may legally be issued.



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Why are things like this?

- LADOT has had significant staffing and funding reductions over the past decade.
 - There are not enough staff members to conduct the studies.
 - Studies are expiring faster than the renewal rate.
- As a result of a massive 48-state engineering traffic study, it has been found that drivers will often determine their own reasonable safe speed regardless of the posted speed limit.
 - Even if a street's speed limit is changed, traffic will always go the same speed (+/- 1mph).
So the argument against raising the speed limit is in contradiction with the studied science.

The GPNC asks:

- A. The Los Angeles City Council immediately funds speed surveys on streets identified by LAPD, LADOT, and the communities that need immediate attention for public safety.
- B. The Mayor combines Great Streets and the Vision Zero Los Angeles programs so that the two programs can create mutual goals of safety and great streets.