

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

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The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/18/2021

Type of NC Board Action: For

#### Impact Information

Date: 03/17/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-1223

Agenda Date:

Item Number:

Summary: The South Robertson Neighborhoods Council SUPPORTS CF #21-1223. Cars traveling at high rates of speed can provide a high safety risk to residents, and especially to vulnerable road users outside of the car commuting on foot, by bike, or on a scooter. In the last couple of decades our City has suffered from "speed creep" where we keep raising speed limits on major corridors to be able to enforce them, under the perverted logic of the 85th percentile rule. Statistics have shown that an individual hit by a car traveling under 20 miles per hour has a 95 percent likelihood of surviving, at 30 miles per hour has a 55 percent likelihood of surviving, and at 40 miles per hour has a 5 percent likelihood of surviving. By decreasing speeds in residential areas, we have the ability to save lives, make communities safer for local residents, and can do so in a way that does not lead to increased congestion. With the passage of AB-43, the City of Los Angeles no longer has to choose between enforcing the speed limit and keeping the speed limit elevated based on an outdated traffic study model. Within the South Robertson boundaries, we would encourage the Los Angeles Department of Transportation to evaluate speed reductions at Bagley Avenue, parts of Robertson Boulevard near Hamilton High School, parts of Venice Boulevard near the Culver City Metro Station, Pico Boulevard, Cashio Street, Airdrome Street, and 1st Street. These areas currently have high pedestrian and cyclist traffic, are located on the high injury network, or are near sensitive areas that are heavily visited by children. We encourage the department to conduct a traffic study to measure the impacts on these areas, and to determine if the areas can accommodate lower speeds in a way that balances congestion and increased safety.