

TRANSPORTATION COMMITTEE REPORT relative to streets recommended for speed limit reduction.

Recommendations for Council action, as initiated by Motion (Bonin – Koretz – Krekorian):

1. DIRECT the Los Angeles Department of Transportation (LADOT) to report with a list of streets recommended for speed limit reduction, with priority given to streets with a history of fatal and severe injury collisions.
2. REQUEST the City Attorney to work with the LADOT to prepare and present an Ordinance that would reduce speed limits on appropriate streets, with priority given to those streets with a history of fatal and severe injury collisions, consistent with AB 43 (Friedman).

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On November 2, 2021, your Committee considered a Motion (Bonin – Koretz – Krekorian) relative to streets recommended for speed limit reduction. According to the Motion, in 2015, the Mayor Eric Garcetti signed *Executive Directive No. 10: Vision Zero*, committing the City to eliminate fatalities and serious injuries from traffic collisions by 2025. Since that time, the LADOT has taken aggressive action to address the leading causes of collisions on the City's most dangerous streets by improving pedestrian crossing locations, controlling turning movements, and encouraging slower vehicle speeds through street design. However, State laws have undermined these efforts and limited their effectiveness by forcing the City to raise speed limits on many of these same dangerous streets due to an outdated and unsupported methodology for setting speed limits. Speed limit reform has been a top legislative priority for the City for more than half a decade.

The Governor has signed AB43 (Friedman), a long overdue and commonsense change to the way in which cities are allowed to set speed limits. For the first time, this bill allows cities to consider the safety of vulnerable road users and its Vision Zero goals when setting speed limits on streets with a history of collisions, with special attention to places where people are more likely to walk and bike. It also allows the City to maintain and enforce existing safe speed limits and roll back speed limit increases that happened several years ago when those speed limit increases were not based on any physical changes to the design of the street. In anticipation of this bill taking effect, LADOT should immediately identify street segments that are eligible for speed limit reduction and recommend where reducing speed limits would promote greater public safety, particularly for people walking and biking. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion, as

amended and detailed above. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

Handwritten signature of Aldo Bonin in black ink.

**COUNCILMEMBER VOTE**

BONIN: YES  
KORETZ: YES  
BUSCAINO: YES

ARL  
11/2/21

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**