

TRANSPORTATION COMMITTEE REPORT and ORDINANCE FIRST CONSIDERATION relative to amending the Los Angeles Municipal Code (LAMC) to effect speed limit reductions for certain street segments.

Recommendation for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

PRESENT and ADOPT the accompanying ORDINANCE dated February 10, 2022 amending Section 80.81, Division "P" of Chapter VIII of the Los Angeles Municipal Code (LAMC) to effect speed limit reductions on certain City street segments.

Fiscal Impact Statement: The Los Angeles Department of Transportation (LADOT) reports that it estimates that the manufacturing costs for sign replacement will be \$52,282 and will be paid by General Fund, Account No. 3350 Paint and Sign Maintenance and Repairs. The LADOT will support the procurement and replacement of these signs through the LADOT's regular budget.

Community Impact Statement: Yes

For:

Mid City West Neighborhood Council
South Robertson Neighborhood Council
Sunland-Tujunga Neighborhood Council

Summary:

On February 15, 2022, your Committee considered February 10, 2022 LADOT and City Attorney reports and Ordinance relative to amending the LAMC to effect speed limit reductions for certain street segments. According to the LADOT, it has long supported California Vehicle Code (CVC) speed limit policy reform and greater local control on the ability to set speed limits. Due to standards set at the State level, the City has been forced to raise speed limits on many streets in order to make them enforceable, which undermines the City's safety goals.

State law requires cities, when performing an engineering and traffic survey, to set the speed limit based on the "85th percentile," or the speed at or below which 85 percent of the drivers travel. This methodology means that if as few as one in six drivers speed on a given street, a city may be required to raise the limit on that street. In the last speed limit renewal cycle, the City raised speed limits on nearly 200 miles of streets, in many cases on streets experiencing the highest frequency of fatal or severe injury crashes.

In October 2021, Governor Gavin Newsom signed AB 43 (Friedman). 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. The bill also allows the

City to maintain and enforce existing speed limits and roll back speed limit increases that happened several years ago if the increase was not based on any physical changes to the design of the street. As a member of the Zero Traffic Fatalities Task Force, the LADOT informed the changes enacted by AB 43. AB 43 took effect on January 1, 2022 and made a number of additions and modifications to the CVC that authorize local jurisdictions to set safer speed limits on certain streets.

LADOT prioritized identifying streets that qualify under CVC 22358.8 by reviewing street segments where speed limits increased during their last renewal cycle. LADOT then determined which streets did not have any additional general purpose lanes added to the roadway since the completion of the traffic survey that established the immediately prior speed limit. Of the 197 miles of streets where speed limits increased since 2019, the LADOT found that 10.3 miles (5.2%) were not eligible for reduction because their immediately prior speed limit was not established through an E&TS. An additional 9.9 miles (5%) of streets were not eligible for speed limit reductions due to the addition of general purpose lanes since the traffic survey that established the immediately prior speed limit.

The street segments ineligible for speed limit reductions at this time are detailed in Attachment A of the LADOT report. The LADOT has prepared a list, attached to the LADOT report, of streets recommended for speed limit reductions, which includes 77 street segments totaling 177.2 miles, or 90% of the total miles of streets where speed limits increased in the last cycle. A registered engineer determined that these speed limits are now more than is reasonable or safe, and as such, recommends their immediate reduction.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Ordinance. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee



COUNCILMEMBER VOTE

BONIN:	YES
KORETZ:	YES
BUSCAINO:	YES

ARL
2/15/22

-NOT OFFICIAL UNTIL COUNCIL ACTS-