

## MOTION

## TRANSPORTATION

The City of Los Angeles should immediately implement AB 645, in order to save lives and reduce traffic stops that may be affected by implicit bias. On October 13, 2023, Governor Newsom signed AB 645 (Friedman-Santiago-Ting), which authorizes six cities in California - including the City of Los Angeles - to establish a Speed Safety System Pilot Program to reduce speeding in a manner that is reliable, fair, predictable and effective, thereby reducing speed-related traffic fatalities and injuries. The City had previously adopted a Resolution in support of this important safety legislation (CF 23-0002-S55).

In 2022, 312 people were killed in car crashes in the City. These deaths predominantly impact people walking, people biking, people of color, and people from low-income communities. This alarming statistic marked the highest rate of such incidents in over two decades, with car crashes now the leading cause of death for people under thirty in Los Angeles County. Unsafe speed is the primary factor that determines the severity of a crash, and just 5 miles per hour can be the difference between injury and death.

AB 645 requires cities to adopt a comprehensive Speedy Safety System Use Policy, approve a Speed Safety System Impact Report, and administer a public information campaign prior to the implementation and installation of speed safety systems, including the use of automated speed enforcement (ASE) devices. This impact report will provide guidelines concerning the issuance of violation notices while ensuring the protection of individual confidentiality and strictly limits the installation of ASEs for public safety purposes. Additionally, cities are required to create an implementation plan that encompasses traffic-calming measures at sites where speed safety systems are to be installed.

I THEREFORE MOVE that the Department of Transportation (LADOT) be INSTRUCTED to report back by January 5, 2024 with:

1. A draft Speed Safety System Use Policy (Policy) that complies with the requirements of AB 645, and that is developed in consultation and collaboration with traffic, pedestrian, and bicycle safety advocates and organizations;
2. A draft a Speed Safety System Impact Report (Report) that complies with the requirements of AB 645, and that is developed in consultation and collaboration with traffic, pedestrian, and bicycle safety advocates and organizations;
3. Recommended locations for speed safety systems to reduce speeding and improve safety without disproportionately burdening low-income communities of color;
4. Proposed community engagement and public information campaign that complies with the requirements of AB 645 and ensures communities are aware and supportive of these locations;
5. Recommendations for on-going public and Council evaluation and oversight of the Speed Safety System; and

I FURTHER MOVE that LADOT, in coordination with the City Administrative Office (CAO) be INSTRUCTED to report on the staffing and budgetary needs of LADOT and other relevant departments, to implement AB645, including design and installation of traffic-calming measures on streets where speed safety systems are installed.

PRESENTED BY:

  
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SECONDED BY:



OCT 20 2023

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