

Communication from Public

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Comments for Public Posting: I support LADOT's legislative priorities and I'm asking the Rules committee and the full city council to agenda-ize and pass LADOT's legislative priorities. I can't believe that our city keeps raising speed limits simply because of an antiquated state law that requires us to set speed limits based on how fast cars are going versus what's actually safe for the street! I want our city to be able to set its own speed limits and make the street safer for all. Speed cameras are color blind, will also make sure people actually slow down, and will help LAPD better allocate resources. It's important to me that LADOT take privacy into account as well as making sure the cameras don't disproportionately impact lower income neighborhoods. I'm very supportive of increasing legal protections for the most vulnerable road users - if someone crashes into a pedestrian or cyclist out of carelessness or because they're texting while driving, they should face increased consequences as a result of their actions. Including the following (Source: LADOT 11/19/2020 Legislative Proposal: https://clkrep.lacity.org/online/docs/2021/21-0002-s8_rpt_CLA_11-19-2020.pdf) - Bring down speeds on the streets where people are dying. Allow jurisdictions to lower speed limits by five miles-per-hour on streets with the greatest number of fatal and serious injury crashes. - Bring down speeds on more local streets without undue cost. Expand the types of local streets that are eligible for radar-enforceable prima facie speeds without the use of an engineering and traffic survey. - Protect children at school. Modify the requirement for an engineering and traffic survey for school zones and amend the current road geometry conditions that limit flexibility to lower speed limits in school zones. - Protect older adults where they live and where they go during the day. Expand flexibility for school zones to also lower speeds for other vulnerable populations, including near sites such as homeless shelters, senior housing or senior centers, and healthcare facilities. - Match posted speed limits with operating speeds on streets that already show. Allow speeds to be set below 25 miles-per-hour if the current methodology using speed surveys and the 85th percentile justifies a lower speed. - Maintain consistent speed limits over time. Eliminate the requirement to increase speed limits after a speed survey if the roadway conditions have not changed since the last survey. Lastly, we need to reserve our handicap parking spaces for those that truly need it, and it makes sense to reform benefits and increase enforcement accordingly. Please support LADOT's legislative priorities, let's get some laws made in Sacramento, and change things in our City! Thank you, Lionel M. Los Angeles, CA