

MOTION

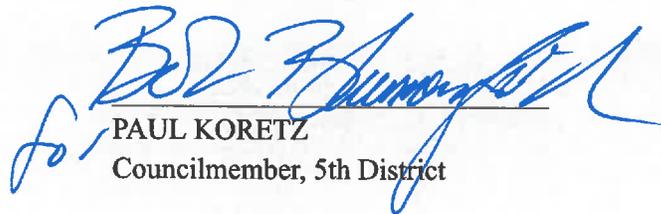
In 2015, Mayor Eric Garcetti signed *Executive Directive No. 10: Vision Zero*, committing the City of Los Angeles to eliminate fatalities and serious injuries from traffic collisions by 2025. Since that time, the Los Angeles Department of Transportation (LADOT) has taken aggressive action to address 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limited their effectiveness by forcing the City to raise speed limits on many of these same dangerous streets due to an outdated and unsupported methodology for setting speed limits.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.

Earlier this month, Governor Gavin Newsom 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.

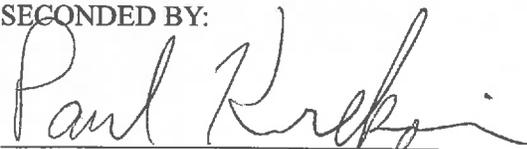
**I THEREFORE MOVE** that the City Council direct the Los Angeles Department of Transportation (LADOT) to report with a list of streets recommended for speed limit reduction, with priority given to streets with a history of fatal and severe injury collisions.

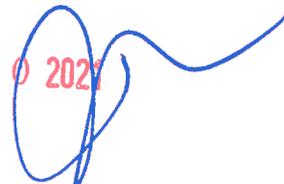
PRESENTED BY:

  
\_\_\_\_\_  
MIKE BONIN  
Councilmember, 11<sup>th</sup> District

  
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PAUL KORETZ  
Councilmember, 5th District

SECONDED BY:

  
\_\_\_\_\_  
Paul Koretz

OCT 20 2021 

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