

MOTION

TRANSPORTATION

In 2022, over 300 people were killed by traffic violence in the City of Los Angeles, and over 1,500 people were severely injured. These numbers increased over the previous two years, with a six percent rise in the number of people killed compared to this time last year. We must do everything in our power to reverse and reduce this tragic trendline.

According to the City’s Vision Zero Safety Study, speeding is the most common violation category among collisions, contributing to 35% of all fatal collisions citywide. Vehicle speed aggravates the severity of crashes. When a driver traveling at 40 miles per hour strikes a person walking, that person only has a 10% chance of survival. Those that do survive often experience severe, debilitating injuries with negative health and mobility impacts for the rest of their lives.

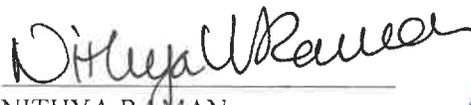
Currently the City does not have any formal programs to implement speed mitigation measures on Arterial Streets (with classifications of Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in Mobility Plan 2035, the City of Los Angeles’ Circulation Element of the City’s General Plan). The only existing speed mitigation program, the Residential Speed Hump program, operates on Local and Collector streets in residential areas. Industrial or commercial areas and roads that pass through open space are not included. Despite “Target Operating Speeds” of 35 mph for Boulevards I and II, Avenue I (and all other street classifications, including other Arterials, less than that) being built into the Complete Streets Design Guide, Arterial streets are not programmatically designed to hit those Target Operating Speeds, or to lower speeds in general.

For the past three years, the Department of Transportation (LADOT) has been piloting locations for “speed tables” on Arterial streets. Speed tables are longer than speed humps, allowing the the front and rear axles of the average car to pass over the table with reduced risk of scraping the chassis on the pavement below. They are also lower and flatter than humps, allowing cars to safely pass over them at a higher rate of speed. Speed tables are compatible with emergency vehicles.

While these pilot speed table installations have shown positive results, the City needs to create an annual traffic safety program focused on engineering our Arterial and non-residential Local and Collector streets so that each street achieves its Target Operating Speed or less and that excessive speeds are mitigated. The City also needs to create a data-driven methodology for prioritization. Existing pilot locations offer a starting point for such a program, and they should be evaluated fully.

I THEREFORE MOVE that the City Council instruct the Department of Transportation to report back in 90 days, with an evaluation of previously installed pilot speed table locations, including staffing resources expended, capital expenditures, and effectiveness.

I FURTHER MOVE that the City Council instruct the Department of Transportation to report back, within 120 days, on the creation of an annual speed safety program for Arterial and non-residential Local and Collector street speed mitigation, including proposed program criteria, scale, treatments, community engagement, evaluation metrics, and any necessary staff resources and funding needed to implement the program.

PRESENTED BY: 
NITHYA RAMAN
Councilmember, 4th District


BOB BLUMENFIELD
Councilmember, 3rd District

SECONDED BY: 

ORIGINAL

PK

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