

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: February 10, 2022

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **SPEED LIMIT ADJUSTMENTS UNDER ASSEMBLY BILL 43**

SUMMARY

In response to the direction received by Council in October 2021 (CF 21-1223), this report provides an initial list of streets recommended for speed limit reduction under Assembly Bill (AB) 43, with priority given to streets with a history of fatal and severe injury collisions. The speed limits on these streets were increased in their last cycle and qualify for reduction under the new California Vehicle Code (CVC) 22358.8.

RECOMMENDATION

That the City Council RECEIVE AND FILE this report.

BACKGROUND

The Department of Transportation (LADOT) has long supported 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, LADOT informed the changes enacted by AB 43.

DISCUSSION

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. The most immediate opportunity for the City to set safer speed limits under this new law is below:

- CVC 22358.8 - This new provision allows local governments to resist the consistent increase in speed limits over time, known as “speed creep,” often caused inadvertently by the state’s 85th percentile law (CVC 22358.6). It specifically states:
 - If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic study and if a registered engineer has evaluated the section of highway and determined that *no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit*.
 - A local authority is not authorized to reduce a speed limit by more than five miles per hour (mph) from the current speed limit nor below the immediately prior speed limit.
 - A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 mph or less for the first 30 days that a lower speed limit is in effect.

AB 43 also enacted other speed limit changes to the CVC, listed below. The first provision requires additional guidance from Caltrans and cannot be implemented at this time. LADOT will continue to evaluate speed limits and identify any additional streets which qualify for a reduction based on these CVC changes.

- CVC 22358.7 - Allows local governments to lower speed limits by an additional 5 mph on streets identified as “safety corridors” or near places where people walking or biking congregate, especially those from vulnerable groups, such as children, seniors, persons with disabilities, and the unhoused. Caltrans is responsible for defining “safety corridors” and this definition will be released in the next revision of the California Manual of Uniform Traffic Control Devices. Per this law, LADOT and other local governments ***may not lower a speed limit under this section until June 30, 2024***, or until California’s courts implement a new online tool for adjudicating infraction violations statewide, whichever is sooner.
- CVC 22358.9 - Allows local governments to set a speed limit of 20 mph or 25 mph on streets contiguous to a “business activity district,” zoned to prioritize commercial land uses. This new law will require LADOT to review a number of criteria for streets in a business activity district. The street must have four or fewer traffic lanes, and the speed limit immediately before and after the business activity district must not be more than 5 mph higher. In addition, a business activity district must meet at least three of the following four requirements:
 - Have no less than 50 percent of the contiguous property fronting the street consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the street;
 - Have parking spaces located alongside the street, including parallel, diagonal, or perpendicular spaces;
 - Have traffic signals or stop signs located at least every 600 feet; or
 - Have marked crosswalks not controlled by a traffic control device

- CVC 22358 (Amendment) - The State or a local government may post a speed limit of 20 mph or 15 mph where a traffic survey finds that to be appropriate. The previous minimum was 25 mph.

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, 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 attached to this report as Attachment A.

The department prepared the attached list 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. The final list of locations and their speed limits is attached to this report as Attachment B.

LADOT has provided the City Attorney's Office with this list in order to draft an ordinance and present it to Council for approval. Following adoption, thirty days after the Mayor signs the ordinance, LADOT will begin replacing speed limit signs along these streets and notifying LAPD of the new speed limits. AB 43 requires that drivers traveling 10 mph or less over the speed limit only be subject to a warning citation until 30 days after the lower speed limit is in effect.

Twenty-eight (28) of these street segments (37%) are on the Vision Zero High Injury Network where the highest concentrations of traffic deaths and severe injury crashes occur. The department will prioritize these streets for sign replacement with the goal of completing this work within one month of the ordinance effective date. Following this, LADOT will work on all other locations and anticipates the entire list will be completed within three months of the effective date.

FISCAL IMPACT

LADOT estimates that the manufacturing costs for sign replacement will be \$52,282 and will be paid by General Fund, Account #003350 Paint & Sign Maintenance and Repairs. LADOT will support the procurement and replacement of these signs through the department's regular budget.

SJR:DM:tc/jg

Attachment

ATTACHMENT A

Streets ineligible for speed limit reductions per CA Vehicle Code Section 22358.8

Segment	Existing Speed Limit (mph)	Prior Speed Limit (mph)	Reason
Avenue 28 between Cypress Av and Figueroa St	30	25	Immediately prior speed limit not established through an E&TS*
Balboa Bl between Victory Bl and Burbank Bl	45	40	General purpose lane(s) added
Chandler Bl between Lankershim Bl and Vineland Av	40	35	Immediately prior speed limit not established through an E&TS
Chautauqua Bl between Sunset Bl and Pacific Coast Hwy	35	30	Immediately prior speed limit not established through an E&TS
Devonshire St between De Soto Av and Topanga Canyon Av	40	35	Immediately prior speed limit not established through an E&TS
Harry Bridges Bl between 200' e/o Broad Av and Figueroa St	45	35	General purpose lane(s) added
Huntington Dr between City Limit and Van Horne Av	40	35	Immediately prior speed limit not established through an E&TS
Mountaingate Dr (WB) between Sepulveda Bl and Canyonback	40	35	General purpose lane(s) added
Mountaingate Dr (EB) from Canyonback Rd to Ridge Rd	40	35	General purpose lane(s) added
Nordhoff St between De Soto Av and Topanga Canyon Bl	40	35	Immediately prior speed limit not established through an E&TS
Overland Av between Pico Bl and 300' s/o Coventry Pl	40	35	General purpose lane(s) added
Overland Av between Palms Bl and Washington Bl	35	30	Immediately prior speed limit not established through an E&TS
Parthenia St between Van Nuys Bl and Sepulveda Bl	40	35	Immediately prior speed limit not established through an E&TS
Plummer St between Woodman Av and Van Nuys Bl	40	35	Immediately prior speed limit not established through an E&TS
Sepulveda Bl between Skirball Center Dr and Getty Center Dr	45	40	General purpose lane(s) added
Sesnon Bl between Balboa Bl and Neon Way	40	35	Immediately prior speed limit not established through an E&TS
Sesnon Bl between Neon Way and Longacre Av	40	30	Immediately prior speed limit not established through an E&TS
Valley Circle Bl between Calenda Dr and Avenue San Luis	40	35	General purpose lane(s) added
Woodley Av between Victory Bl and Burbank Bl	45	40	General purpose lane(s) added
Reseda Bl between Country Club Pl and Winford Dr	40	35	Immediately prior speed limit not established through an E&TS

*E&TS: Engineering & Traffic Survey

ATTACHMENT B

Speed Limit Changes to LAMC as authorized per CA Vehicle Code Section 22358.8

Segment	Existing Speed Limit (mph)	Prior Speed Limit (mph)	Date of E&TS for Prior Speed Limit	Proposed Speed Limit (mph)
223 rd St between Normandie Av and Western Av	40	35	10/07/2005	35
Arleta Av between Devonshire St and Roscoe Bl	45	40	11/24/2008	40
Avenue 60 between CL e/o Hellman Av and Figueroa St	35	30	3/20/2001	30
Balboa Bl between Rinaldi St and Victory Bl	40	35	10/02/1997	35
Bell Canyon Rd between Valley Circle Bl and CL w/o Overland Dr	45	35	12/18/1996	40
Beverly Glen Bl between Ventura Bl and Sumac Dr	35	30	3/05/2009	30
Beverly Glen Bl between Sumac Dr and Mulholland Dr	40	35	3/05/2009	35
Brand Bl between CL e/o Acala Av and Sepulveda Bl	45	40	1/26/2008	40
Broadway between Manchester Av and CL s/o 120 th St	40	35	10/02/2009	35
Burbank Bl between CL at Clybourn Av and San Diego Fwy	40	35	10/21/1999	35
Cahuenga Bl East between Barham Bl and Pilgrimage Bridge	45	40	7/06/2011	40
Centinela Av between Santa Monica Bl and Ocean Park Bl	35	30	7/08/2004	30
Central Av between Florence Av and CL s/o 120 th St	40	35	8/10/2006	35
Century Park East between Olympic Bl and Pico Bl	40	35	3/21/2003	35
Chandler Bl between Lankershim Bl and Coldwater Cyn Av	40	35	6/10/1994	35
Chandler Bl between Coldwater Cyn Av and Van Nuys Bl	40	35	1/16/2002	35
Chatsworth Dr between Chatsworth St and Golden State Fwy (5)	45	40	1/30/2011	40
Clybourn Av between Strathern St and Cohasset St	40	35	1/15/1998	35
Clybourn Av between Vanowen St and Victory Bl	40	35	1/30/2009	35
Colfax Av between Moorpark St and Ventura Bl	40	35	5/29/2001	35
Corbin Av between Roscoe Bl and Ventura Bl	40	35	5/11/1995	35
Deep Canyon Dr between Mulholland Dr and Hutton Dr	35	30	8/07/2003	30
Foothill Bl between Lowell Av and Sunland Bl	40	35	5/19/2003	35
Gladstone Av between Maclay St and Polk St	35	30	3/20/2009	30

A registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.



Senior Transportation Engineer



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Segment	Existing Speed Limit (mph)	Prior Speed Limit (mph)	Date of E&TS for Prior Speed Limit	Proposed Speed Limit (mph)
Glenoaks Bl between Osborne St and Hollywood Wy	50	45	1/11/2000	45
Glenoaks Bl between Foothill Bl and CL s/o Hubbard St	40	35	4/15/1999	35
Hayvenhurst Av between Saticoy St and Victory Bl	40	35	1/26/2001	35
Highlander Rd between Platt Av and Valley Circle Bl	35	30	5/12/2003	30
Hubbard St between Foothill Bl and Laurel Cyn Bl	40	35	2/21/2007	35
John S Gibson Bl between Harbor Fwy NB Ramps and Channel St	40	35	7/30/2008	35
La Tijera Bl between La Cienega Bl and 74 th St	40	35	8/12/1994	35
Lassen St between Woodman Av and Sepulveda Bl	40	35	1/23/2009	35
Lindley Av between Nordhoff St and Ventura Bl	40	35	2/27/2001	35
Mulholland Dr between Topanga Canyon Bl and San Feliciano Dr	40	35	11/07/1996	35
Nordhoff Way between Nordhoff St and Corbin Av	45	40	10/15/2001	40
Normandie Av between 190 th St and City Limit s/o 225 th St	40	35	10/09/2008	35
Obama Bl (formerly Rodeo Rd) between Exposition Bl and La Brea Av	40	35	2/25/2009	35
Obama Bl (formerly Rodeo Rd) between La Brea Av and Jefferson Bl	40	35	4/30/2004	35
Olympic Bl between Century Park East and Centinela Av	40	35	6/06/2005	35
Osborne St between Foothill Bl and San Fernando Rd	45	40	2/01/2007	40
Osborne St between San Fernando Rd and Woodman Av	40	35	2/01/2007	35
Overland Av between 300' s/o Coventry Pl and Palms Bl	40	35	6/21/2005	35
Oxnard St between Clybourn St and Sepulveda Bl	40	35	2/01/2007	35
Oxnard St between De Soto Av and Shoup Av	40	35	5/29/2003	35
Palisades Dr between Calle Arbolada and Avenida de Santa Ynez	40	35	3/28/2002	35
Palisades Dr between Avenida de Santa Ynez and Sunset Bl	50	45	3/28/2002	45
Reseda Bl between Rinaldi St and Devonshire St	45	40	10/5/2008	40
Reseda Bl/Mecca Av between 200' n/o Linnet St and Country Club Pl	40	35	7/16/2009	35

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Segment	Existing Speed Limit (mph)	Prior Speed Limit (mph)	Date of E&TS for Prior Speed Limit	Proposed Speed Limit (mph)
San Fernando Rd between Fox St and Clybourn Av	40	35	7/1/1998	35
San Vicente Bl between Pico Bl and Wilshire Bl	40	35	3/26/2001	35
Sawtelle Bl between Pico Bl and Palms Bl	40	35	4/18/2001	35
Sepulveda Bl between San Fernando Rd and Roxford St	50	45	2/14/2003	45
Sepulveda Bl between Plummer St and Valley Vista Bl	40	35	1/25/2006	35
Sepulveda Bl between Getty Center Dr and CL s/o Cashmere St	45	40	9/09/1999	40
Sepulveda Bl between CL n/o Ohio Av and Venice Bl	40	35	10/10/2008	35
Sepulveda Bl between CL n/o Center Dr and 84 th Pl	45	40	3/28/2002	40
Sepulveda Bl between 84 th Pl and 92 nd St	35	30	3/28/2002	30
Sherman Way between Shoup Av and Platt Av	40	35	11/19/1998	35
Shoup Av between Roscoe Bl and Ventura Bl	40	35	12/16/1997	35
Stadium Way between Riverside Dr and Academy Rd	40	35	8/13/1997	35
Sunland Av between Foothill Bl and Nohles Dr	45	40	4/03/2009	40
Terra Bella St between San Fernando Rd and Nordhoff St	40	35	8/14/2007	35
Valley Circle Bl between Burbank Bl and Calenda Dr	45	40	2/7/1996	40
Vanowen St between Haskell Av and Valley Circle Bl	40	35	2/21/2001	35
Venice Bl between Crenshaw Bl and Cadillac Av	40	35	7/12/1999	35
Venice Bl between Cadillac Av and Bentley Av	40	35	12/14/2007	35
Victory Bl between CL e/o Clybourn Av and San Diego Fwy	40	35	2/15/2007	35
Victory Bl between Shoup Av and Valley Circle Bl	45	40	3/05/2008	40
Vineland Av between Stagg St and Chandler Bl	40	35	10/03/1997	35
Whitsett Av between Roscoe Bl and Riverside Dr	40	35	5/31/2006	35
Whitsett Av between Riverside Dr and Ventura Bl	40	35	7/26/2000	35
Wilbur Av between Tampa Av and Devonshire St	45	40	11/19/1998	40
Wilbur Av between Devonshire St and Nordhoff St	45	40	11/19/1998	40

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Senior Transportation Engineer

2/8/22

Date

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Segment	Existing Speed Limit (mph)	Prior Speed Limit (mph)	Date of E&TS for Prior Speed Limit	Proposed Speed Limit (mph)
Winnetka Av between Devonshire St and Nordhoff St	45	40	10/29/1997	40
Winnetka Av between Nordhoff St and Ventura Bl	40	35	10/29/1997	35
Woodley Av between Balboa Bl and Rinaldi St	35	30	6/28/2002	30
Zelzah Av between Chatsworth St and Nordhoff St	45	40	1/30/2008	40

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