

IT'S OUR NEIGHBORHOOD. LET'S BUILD A COMMUNITY.



West Hills Neighborhood Council

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FINAL
September 1, 2016
MEETING MINUTES
De Toledo High School (DTHS)
22622 Vanowen Street, West Hills, CA 91307

ATTENDANCE:

Present: Aida Abkarians, Sandi Bell, Simone Best, Thomas Booth, Dan Brin, Bob Brostoff, Margery Brown, Carolyn Greenwood, Bonnie Klea, Olivia Naturman, Steve Randall, Reeyan Raynes, Charlene Rothstein, Barry Seybert, Ron Sobel, Bobbi Trantafello, Joan Trent, Alec Uzemeck, Ed Young and Joanne Yvanek-Garb

Absent: Anthony Brosamle, Bill Rose and Michael Teitelbaum

OPENING BUSINESS:

President and Co-Chair Dan Brin called the meeting to order at 7:06 p.m. Acting Secretary Carolyn Greenwood called roll. Co-Chair Charlene Rothstein led the Pledge of Allegiance.

Approval of the meeting Minutes of August 4, 2016, were tabled until the next meeting.

COMMENTS FROM THE CHAIR

Dan Brin spoke of a meeting he attended with the presidents of the other neighborhood councils in Councilmember Mitchell Englander's office. He said he was surprised to hear that some of the councils were having trouble filling their boards and having enough board members present to establish quorums to hold meetings. Mr. Brin stated that he was happy to say that in West Hills we have not had any of these problems. In fact we currently have two vacancies on the board and to date we have 18 applications to fill those positions.

Mr. Brin stated he is very proud of this Board and its members' dedication to the service of West Hills.

ANNOUNCEMENTS

There were no representatives present from Council District 12 or California Senate District 27.

CERTIFICATE OF APPRECIATION

A Certificate of Appreciation was presented to Ms. Nicole Flessati for her participation on the West Hills Neighborhood Council, both as a member and as its secretary.

A Certificate of Appreciation was presented to Mr. Dennis Sherman of the Warner Center Kiwanis Club for his continued assistance to the Beautification Committee in its cleanup projects.

COUNCIL ANNOUNCEMENTS

Ad Hoc Vacancy Committee – Mr. Steve Randall advised that we currently have 18 applicants for the two vacant board positions. He advised that he and the committee are very impressed with this group of applicants. Some of the applicants were present and introduced themselves.

Budget Advocates – Ms. Joanne Yvanek-Garb gave an overview of the position of Budget Advocate and the duties of the position.

Special Events – Fall Fest will be on October 29, 2016 from 10 a.m. to 2 p.m. We will also be collecting items to assist the homeless on that date. The information will be on our website.

Emergency Preparedness – The committee is continuing its work on Map Your Neighborhood. Information is on the website.

Zoning & Planning – Will meet next Tuesday, September 13 at Fairwinds West Hills. Everyone is encouraged to attend. The committee will discuss the Lederer property and a CIS (Community Impact Statement) from the Government Relations Committee.

Streets & Transportation – The requested left turn signal at Sherman Way and Shoup has been approved but is added to the “Unfunded Projects” list until funding for signal design and construction can be found. We have been successful in having many of West Hills’ “worst” streets paved during the last month.

Beautification – Next beautification project is September 17th at 8:30 a.m. at Candlewood and Platt. There will be a major cleanup event on November 5 with hundreds of volunteers from the Church at Rocky Peak. More information to follow.

Public Health – Zika is the big issue presently as it can cause horrible birth defects. We do have the type of mosquito here that carries the virus but there are no reported cases. Currently, health officials are talking about producing genetically modified mosquitos to eliminate the Zika-spreading ones, but that has produced a whole new conversation about eliminating a sub-species through genetic modification.

Homelessness – The committee will be doing a presentation on October 10th at 7 p.m. at the Topanga Station. On Monday, September 12th from 7 to 8:30 p.m., Councilmembers Bob

Blumenfield and Mitchell Englander will hold a Homelessness Town Hall at the Canoga Park Senior Citizen Center.

Education – Partial demolition of the Highlander School site has begun. However, before the demolition is completed, the Fire Department will be using the site to conduct training. So don't be alarmed if you see a large fire presence.

Senior/Community Center – The committee is looking for ways to raise funds and a speaker will address the subject at the committee's next meeting on September 20th.

PUBLIC COMMENT

Ms. Janis Risch, from the Platt Branch of the L.A. Public Library, stated that thanks to information appearing on the West Hills Facebook pages, tutors have volunteered for the library's adult English literacy program. Ms. Risch advised that a new online high school career program enables people to earn an accredited high school diploma and a career certificate. Information is available at www.lapl.org/cohs.

Ms. Mary Crescenzo stated she teaches classes for older adults in our area. The classes are offered at Pierce College and in the new Calabasas Senior Center. The title for the classes in Calabasas is "Savvy Seniors."

Ms. Christina Walsh gave an update on having the Santa Susana Field Labs site declared a national monument. Ms. Walsh explained that the national monument status would occur only after the cleanup.

Mr. Alec Uzemeck advised that the SSFL CAG received funding from the Department of Energy. Mr. Uzemeck thanked the Board for its resolution supporting a reasonable cleanup.

OLD BUSINESS

16-0066 – Discussion and possible action regarding the approval of the WHNC's July 2016 spending reports

Motion for approval of July 2016 spending reports passed with 19 ayes, 0 noes, 3 absent board members and 1 board member ineligible to vote.

NEW BUSINESS

Board Member Bobbi Trantafello left at 8:20 p.m.

16-0073 – Discussion and possible action regarding the approval of the WHNC's August 2016 spending report

Tabled until our regular meeting in October.

16-0074 – Discussion and possible action regarding the approval of first and second signers on the WHNC bank account for the 2016-2017 fiscal year.

Ms. Simone Best moved that Bobbi Trantafello be the first signer and Dan Brin be the second signer. Motion seconded by Joann Yvanek-Garb. Motion passed with 19 ayes, 4 absent board members and 0 noes.

16-0075 – Discussion and possible action the appointment of a WHNC secretary

It was moved and seconded that Carolyn Greenwood be appointed secretary. Motion passed unanimously.

16-0076 – Discussion and possible action on request for funding for WHNC brochures in the amount of \$305.21

Motion passed with 18 ayes, 0 noes, 4 absent board members and 1 ineligible board member.

16-0077 – Discussion and possible action on CIS re CF 15-0467-S6 on Citywide Urban Forestry

The recommendation is from the Beautification Committee for a CIS in support of motion made by Councilmember Paul Krekorian requesting the Los Angeles Urban Forestry Department do a study. Recommendation passed with 19 ayes, 0 noes, 4 absent board members and no abstentions.

16-0078 – Discussion and possible action on CIS regarding CF15-1006 “Enforcing Safe Travel Speeds” in Los Angeles

The recommendation from the Streets and Transportation Committee for a CIS in support of the motion made by Councilmembers Mitchell Englander and Mike Bonin that the LADOT and the LAPD report to the City Council’s Transportation and Public Safety Committees on the current impediments to agile and effective speed enforcement and recommendations for how to enhance Los Angeles’ ability to enforce safe travel speeds. Recommendation passed with 18 ayes, 0 noes, 4 absent board members and 1 abstention.

16-0079 – Discussion and possible action on allocating \$5.00 for payment to de Toledo High School for use of its facilities for one year

Recommendation passed with 18 ayes, 0 noes, 4 absent board members and 1 board member ineligible

16-0080 – Discussion and possible action on joining other Neighborhood Councils in contributing \$100 to sponsor an election forum on Oct. 20 in Canoga Park

After some discussion, recommendation passed with 18 ayes, 0 noes, 4 absent board members and 1 board member ineligible.

Meeting adjourned at 9:15 p.m.

CASH Status Analysis							
Category Identifier	Budget Category	Budget (A)	Cash Deposited to Date (B)	Undeposited Funds (C) = A - B	Cash Spent to Date (D)	Cash In-Bank Remaining Balance (E) = B - D	Uncommitted Budget Balance (F) = A - D
100	Operations	\$16,555.37	\$3,943.17	\$12,612.20	\$66.00	\$3,877.17	\$16,489.37
200	Outreach	\$8,310.27	\$1,979.52	\$6,330.75	\$640.36	\$1,339.16	\$7,669.91
300	Community Improvement	\$750.00	\$178.92	\$571.08	\$0.00	\$178.92	\$750.00
	NPG	\$11,384.36	\$2,711.92	\$8,672.44	\$0.00	\$2,711.92	\$11,384.36
500	Elections	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL	\$37,000.00	\$8,813.53	\$28,186.47	\$706.36	\$8,107.17	\$36,293.64

NEIGHBORHOOD COUNCIL DECLARATION			
<p>We, <u>Bobbi Trantafello</u> (Treasurer Name) and <u>Dan Brin</u> (Signer Name), declare that we are the Treasurer and Signer, respectively of the <u>West Hills</u> Neighborhood Council (NC) and that on <u>SEPT 1, 2016</u> (date adopted), a Brown Act noticed public meeting was held by the <u>West Hills</u> NC with a quorum of <u> </u> board members present and that by a vote of <u> </u> (number) yes, <u> </u> (number) no, and <u> </u> (number) abstentions the <u>West Hills</u> NC adopted the Monthly Expenditure Report for the month of <u>JULY</u> (month), 2016 (year).</p>			
Treasurer Signature		Signer's Signature	
Print Name	BOBBI TRANTAFELLO	Print Name	DANIEL BRIN
Date	9/1/2016	Date	9/1/2016
NC Additional Comments	BANK BALACE FORWARD WAS \$15.89		

Revision Date 9-18-14

West Hills N.C. 2016 - 2017

Profit & Loss

July 2016

Cash Basis

	<u>Jul 16</u>
Income	
4000 · Grant Funds & Other Revenues	
4051 · D.O.N.E. OPERATING GRANTS	8,813.53
Total 4000 · Grant Funds & Other Revenues	<u>8,813.53</u>
Total Income	8,813.53
Expense	
5500 · Office Expense-Functional Costs	
5521 · COPIES FOR BOARD MEETING	78.04
5571 · BANK CHARGES	66.00
7105 · MEETING REFRESHMENTS	28.33
Total 5500 · Office Expense-Functional Costs	<u>172.37</u>
6000 · Office Facility-Occupancy Costs	
6080 · Web Hosting & Maintenance	
6080.1 · THE WEB CORNOR	525.00
Total 6080 · Web Hosting & Maintenance	<u>525.00</u>
Total 6000 · Office Facility-Occupancy Costs	525.00
6500 · Communications & Outreach	
6537 · BUDGET COMMITTEE	8.99
6551 · MEMORIAL DAY PARADE	0.00
Total 6500 · Communications & Outreach	<u>8.99</u>
Total Expense	<u>706.36</u>
Net Income	<u><u>8,107.17</u></u>

Agenda Item 16-0066

MOTION

Los Angeles depends on a thriving urban forest. Aside from the natural beauty and recreational benefits that trees provide for our neighborhoods, trees are a critical bulwark against the heat island effect and the impacts of climate change on our neighborhoods.

The Urban Forestry Division of the City's Bureau of Street Services is responsible for the stewardship of the urban forest in Los Angeles. This work includes maintenance of existing City trees, assessing the overall health of the tree population in Los Angeles, and making recommendations as to best management practices for the health of city trees.

There are several challenges facing the health and sustainability of the City's street trees. For example, the xylella disease renders many trees nonviable and in need of replacement; the City's comprehensive sidewalk repair program will necessitate the removal of many mature trees; and new construction often impacts the urban canopy within a neighborhood.

The Council and the Board of Public Works have sought to address these concerns and others in the development of street tree policies and the programs that support them, with a focus on ensuring that neighborhoods in Los Angeles continue to enjoy the benefits that trees provide. Given the challenges facing the City's street trees and overall urban canopy, it is time to revisit those policies and programs with a focus on a long-term sustainable urban forestry program in Los Angeles.

For several months, the Urban Forestry Division, along with the Board of Public Works and the Mayor's office, have been grappling with these questions, both in the context of sidewalk repair and in the context of a more sustainable urban forest. With the upcoming implementation of the Comprehensive Sidewalk Repair Program, the Council should begin in earnest to develop a more robust and comprehensive program for urban forestry management.

I THEREFORE MOVE that the Council INSTRUCT the Urban Forestry Division to report on the implementation of the City's tree removal and replacement policies and the programs that support them, as well as an accounting of the net losses and increases in tree canopy as a result of those programs.

I FURTHER MOVE that the Council INSTRUCT the Urban Forestry Division to develop and report to Council with an urban forestry management plan, backed by relevant data, that will result in a more sustainable urban forest with greater diversity and resiliency, encourage increased plantings in the neighborhoods of the City that are lacking in tree cover, and produce a significant net increase in tree canopy throughout the city over time.

Presented by: Paul Krekorian
PAUL KREKORIAN
Councilmember, 2nd District

Seconded by: Joe Brun

AUG 05 2016

ORIGINAL

Community Impact Statement Recommendation

To: West Hills Neighborhood Council Board

From: Beautification Committee

Date Approved by Committee: 8/23/16

For Board Consideration on: 9/1/16

RE: 15-0467-S6, State of City of Los Angeles's Urban Forestry

Motion or Recommendation of committee:

The Beautification Committee recommends a Yes vote on CF 15-0467-S6.

Summary:

The Council File recommends that the Urban Forestry Division of the Bureau of Street Services to report on the implementation of the City's tree removal and replacement policies and the programs that support them, as well as an accounting of the net losses and increases in tree canopy as a result of those programs to the City Council.

In addition, the Urban Forestry Division to develop and report to Council with an urban forestry management plan, backed by relevant data, that will result in a more sustainable urban forest with greater diversity and resiliency, encourage increased plantings in the neighborhoods of the City that are lacking in tree cover, and produce a significant net increase in tree canopy throughout the city over time.

Fiscal Impact: None

VOTE BY BOARD

Quorum: _____


For	
For if amended	
Against	

Against unless amended	
No Position Council file discussed but NC could not muster enough votes either way	
Neutral Position	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: October 7, 2015

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

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

Subject: **ENHANCED SPEED ENFORCEMENT AND TOOLS TO REDUCE SPEEDING
(COUNCIL FILE NO. 15-1006)**

SUMMARY

Council Motion 15-1006 (Englander-Bonin) asked the Los Angeles Department of Transportation (LADOT), in consultation with the Los Angeles Police Department (LAPD), to provide a report on the current state of speed enforcement in the City of Los Angeles, and make recommendations to more effectively enforce safe travel speeds. Additionally, the departments were asked to report on pilot projects that could be implemented quickly to reduce speeding.

The process of setting speed limits in California can present challenges for municipalities. With Vision Zero, proper perspective on the issue of speed as it relates to motor vehicle injuries, guides a path forward.

BACKGROUND

Vision Zero and the High Injury Network

The Mayor's Executive Directive No. 10, issued on August 24, 2015, commits the City to eliminate traffic fatalities by 2025. Fundamental to the Vision Zero principles and goals is a discussion on vehicle speeds since speed is a primary indicator of whether or not a person will survive a crash. According to the Federal Highway Administration (FHWA) and the Insurance Institute of Highway Safety, speeding was a contributing factor in about 30% of crash fatalities nationwide in 2013.¹

Additionally, speed is a fundamental predictor of crash survival. Research has shown that increasing vehicle speed from 20 mph to 40 mph increases the likelihood of a pedestrian death when hit, from 10% to 80%. Slower speeds also increase a driver's field of vision and allow for more time to react to unexpected situations.

Work on the Vision Zero initiative has led to the identification of the High Injury Network (HIN). The HIN (Attachment A) is the network of streets with the highest incidence of severe and fatal collisions, accounting for 65% of all fatalities and severe injuries involving people walking. The HIN covers 6% of the City's street miles. Therefore, the HIN includes areas where speeds should be more closely scrutinized.

¹ www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/overview-of-fatality-facts

California Speed Laws

The Los Angeles Department of Transportation (LADOT) has authority to establish certain speed limits, by ordinance, on City streets, as prescribed in State law and the Los Angeles Municipal Code (LAMC). LADOT must follow the guidelines and requirements of the California Vehicle Code (CVC) and the California Manual of Uniform Traffic Control Devices (MUTCD) when establishing speed limits.

The following is a summary of the key provisions of speed laws in California:

- **Basic speed law (CVC 22350):** No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.
- **Prima Facie Speed Limits (CVC 22352):** The State establishes prima facie speed limits. The State establishes a prima facie speed limit of 15 mph at certain railroad crossings, at uncontrolled “blind” intersections and on alleys. A prima facie speed limit of 25 mph applies to streets, not designated as State Highways, in any business or residence district, a school zone or near a senior center.
- **CVC 22349:** For all other roadways, the speed limit where no signs are posted is 65 mph, except for two-lane undivided highways with one lane in each direction, where the speed limit is 55 mph.
- **CVC 22357 & 22358:** Whenever a local authority determines by conducting an Engineering and Traffic Survey (ETS) that a speed greater than the 25 mph prima facie speed limit or lower than the 65 mph speed limit, as described above, would facilitate the orderly movement of vehicular traffic and would be reasonable and safe, the local authority may declare a prima facie speed limit of five mile-per-hour increments between 25 mph and 65 mph. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice are erected and shall not be revised except upon the basis of an ETS.
- **School slow zones (CVC 22358.4):** The school zone speed limit of 25 mph described above may be reduced to 20 mph and 15 mph as the vehicle approaches the school on streets with a maximum of two lanes and a maximum posted speed limit of 30 mph prior to and after the school.
- **Engineering and Traffic Survey (CVC 627):** A survey of highway and traffic conditions in accordance with methods determined by California Department of Transportation (Caltrans) for use by state and local authorities to determine speed limits. Further explanation is given below.
- **CVC 21400(b):** To determine the speed limit, local authorities are to round the 85th percentile speed of free-flowing traffic to the nearest 5 mph increment. However, if this indicates rounding up, the local authority may instead round down to the nearest 5 mph increment, but shall not reduce the speed limit any further for any reason.
- **CVC 22358.5:** Width, curvature, grade and surface conditions, or any other condition readily apparent to the driver would not indicate a need to further lower the speed limit, as the Basic Speed Law is sufficient to address such conditions.
- **CVC 40802:** Defines a “speed trap”.

Engineering and Traffic Surveys

An engineering and traffic survey (ETS), as mandated in CVC 627, is an engineering study that is used to determine speed limits. The California MUTCD directs the methodology that municipalities shall follow in determining appropriate speed limits. The Traffic Surveys section in LADOT collects the necessary

data and prepares the necessary documents for each segment to be studied and submits it to the local LADOT district office for review.

An ETS involves the collection and analysis of the following information and data:

- Field investigations of roadway geometry, conditions, curvature, grade, driveways, traffic controls, signs, parking, and roadside development
- Vehicle counts conducted at various points in the segment to determine average daily traffic (ADT)
- Spot speed studies at various locations in the segment. The speed of 100 vehicles in each direction is measured. Locations should be midblock and measure the speed of free flowing traffic (uninhibited by controls).
- Collision data to determine if there is an unusually high collision rate for the type of facility under study

The speed limit determination begins by using the spot speed data, collected in an unmarked vehicle, and ranking the speed of the 100 vehicles. The critical speed, also called the 85th percentile speed, is the speed at which 85% of the drivers are driving at or below. Speed limits should be posted to reflect the maximum speed that is considered safe and reasonable by the majority of drivers. The majority of motorists select a speed that they feel is safe based on the conditions presented to them. Research has shown that the upper region of acceptable risk to motorists is in the vicinity of the 85th percentile speed.

Speed limits that are set near the 85th percentile speed are more consistent and result in a predictable traffic flow. Studies have shown that artificially lowering speed limits below what is required by the MUTCD has little effect on actual speeds. Additionally, collisions have been shown to increase with artificially lowered speed limits, due to the greater variation in vehicle speed that typically results.² The Federal Highway Administration (FHWA) has reported that speed limits that are set too high or too low can increase the risk of collisions.³ An artificially low speed limit would cause a higher number of drivers to be in violation of posted speed limits and would require constant enforcement.

LADOT follows these guidelines in determining speed limits as required by the State of California. The current MUTCD allows two options for modifying the indicated speed limit. A high collision rate (calculated as collisions per million vehicle miles) as compared to the average for the type of roadway, would justify the additional lowering of the speed limit under Option 1 and indicates that there may be conditions not readily apparent to the driver. Other non-apparent conditions include traffic generators that are not visible to the motorist. Non-apparent conditions may not be used to lower the speed limit more than 5 mph in total. Rounding down from the nearest 5 mph increment to the critical speed is allowed (Option 2), as long as no further reductions are taken due to conditions that are not readily apparent (non-apparent) to the driver.

Examples are shown in the following table:

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² FHWA publication No. FHWA-RD-92-084

³ FHWA publication No. FHWA-RD-98-154

Critical Speed (mph)	<u>Indicated Speed Limit</u> Nearest 5 mph Increment	<u>Speed Limit - Option 1</u> Can reduce the nearest 5 mph increment by 5 mph based on conditions not readily apparent to the motorist	<u>Speed Limit - Option 2</u> Can round down to the nearest 5 mph increment from the critical speed, if no further reductions are taken for non-apparent conditions
35	35	30	35
34	35	30	30
33	35	30	30
32	30	25	30
31	30	25	30
30	30	25	30

Conditions such as width, curvature, and poor surface conditions are readily apparent to the driver and cannot be used to lower the speed limit (per CVC 22358.5).

LADOT generally sets the speed limit as low as is practical and allowed by these guidelines. Based on these principles, a renewed speed survey could result in the increase of the speed limit at certain locations. Justification of the speed limit based on the ETS will allow for enforcement of the speed limits by electronic means. Changes in speed limits will require an ordinance to the LAMC authorizing the change.

Enforcement and Speed Traps

Speed traps cannot be used to determine speed and enforce a speed limit. A speed trap is clearly defined in the CVC (40802). The first definition states that a jurisdiction cannot use the time it takes to traverse a particular section of roadway in order to determine a vehicle’s speed.

The second definition states the circumstances under which jurisdictions are allowed to use electronic means to determine vehicle speed. This definition of a speed trap involves the use of radar, laser, or other electronic equipment that measures the speed of a moving object. If the posted speed limit is not justified by an Engineering and Traffic Survey conducted within the five years prior to the date of the alleged violation, then enforcing the speed limit electronically becomes a speed trap. The five year period can be extended to seven years if the officer shooting the radar/laser is properly certified in the use of the equipment and the electronic device used was calibrated within three years of the alleged violation. Additionally, if a registered engineer determines that no significant changes have occurred on the roadway after seven years, the Engineering and Traffic Survey can be extended for an additional three years.

While electronic methods (radar/laser) cannot be used to enforce speed limits if the ETS is expired, speed limits can be enforced using other methods, such as pacing. In cases of very excessive speed, such as reckless driving and street racing, an ETS is not necessary to cite the violator.

The definition of a speed trap does not apply to a local street or school zone. A local street in this section is defined as a road with a width of not more than 40 feet, not more than one-half mile of uninterrupted length and not more than one traffic lane in each direction, as stated in CVC 22352. No ETS is necessary to enforce the 25 mph speed limit with radar/laser under such conditions.

Current Backlog of Engineering and Traffic Surveys

Currently, the Traffic Surveys section in LADOT has only two full-duty employees that complete the data collection and field investigations for ETS for the entire City. This is down from seven employees a few years ago. Consequently, production of ETS is below the rate at which the surveys are expiring. We estimate that we should survey an average of 200 miles of streets annually in order to keep all ETS current. In the current year, we will renew or extend about 75 miles of speed surveys throughout the City.

Attachment B summarizes the current status of ETS in the City. There are approximately 655 total ETS segments in the City, representing approximately 1224 miles of City streets. While all the miles are enforceable, only approximately 28% of the ETS miles are enforceable by radar or laser. About 408 of the 1224 miles are on the HIN. Of those 408 miles, only 19% can be enforced today with the use of radar/laser, and 81% need renewal or extension.

Tools to Reduce Speed

Speed and speeding are complex issues. Regardless of how the speed limit is determined, there are tools that can be used to reduce the critical speeds. These tools can reduce the prevailing speeds over a period of time and can have permanent lasting effects, while others only provide short-term speed reduction. These can include:

- Speed trailers and speed feedback signs
- Increased police presence
- Road diets (removal of traffic lanes)
- Lane narrowing
- Physical improvements (bump outs, roundabouts, median islands, roadway narrowing)
- Speed humps and speed tables (on residential streets)
- Signal timing techniques
- School slow zones
- Automated red light cameras
- New vehicle technologies
- Automated speed enforcement (ASE)

ASE is currently not allowed in the State of California. Many communities across the country use ASE (136 communities as of June 2012). 12 states currently prohibit the use of speed cameras. If legislation were passed to allow for ASE in California, the experience of these other jurisdictions can help frame a program for Los Angeles.

LADOT and LAPD have used many of these tools over the years, and continue to experiment with new ways of calming traffic. These efforts can be controversial, but if applied with community support and at the proper locations, can be very effective. Recent focus has been on road diets, and restriping to narrow pedestrian crossing distances. Data on the effectiveness of various measures is available through the Federal Highway Administration (FHWA).

CONCLUSION

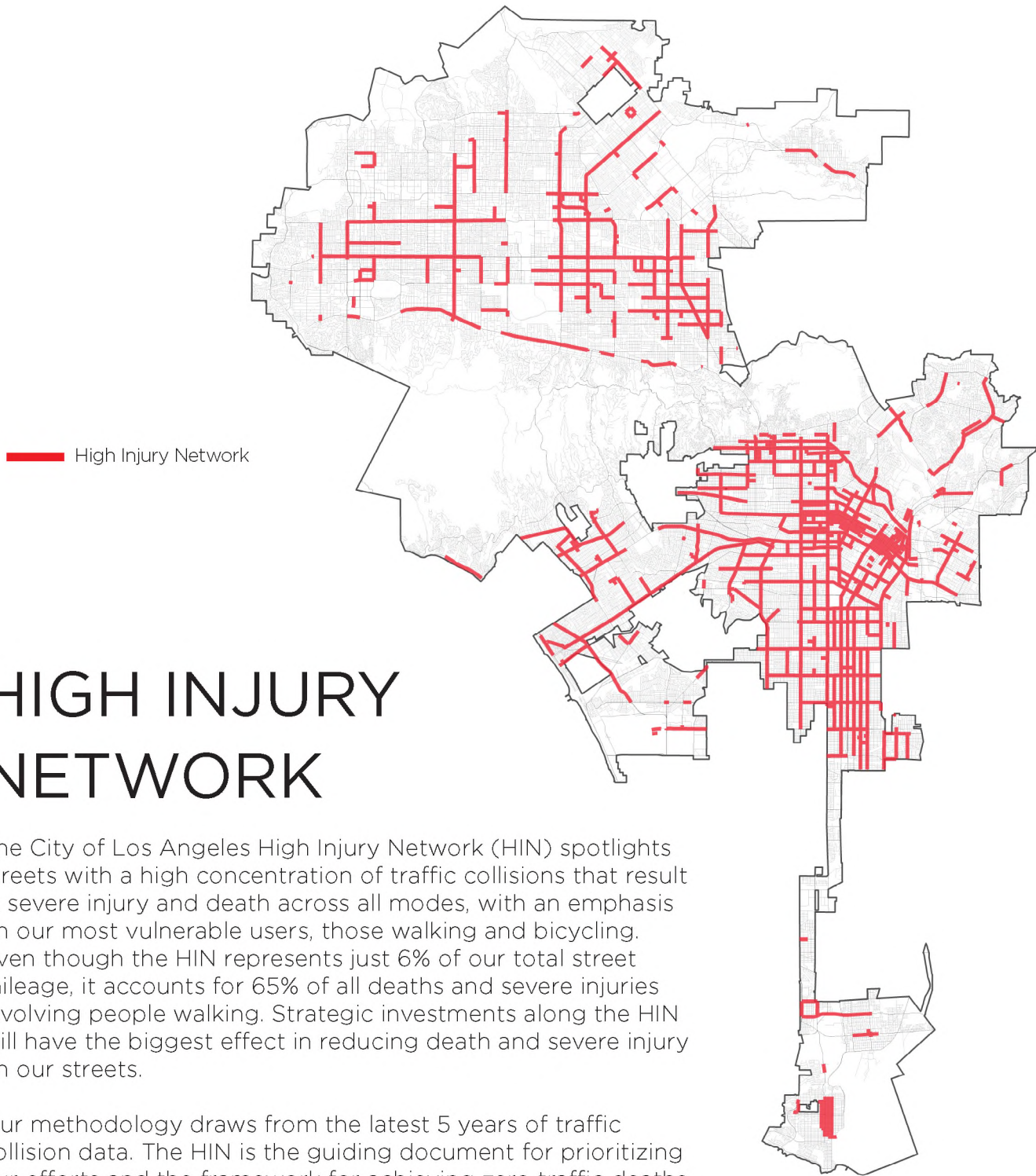
The issues of determining speed limits and speed enforcement can be complex and challenging. Additionally, staffing challenges have resulted in many of the City's speed limits becoming unenforceable by radar. From the new perspective of Vision Zero and the High Injury Network, we can begin to look at strategies to enforce more speed limits and reduce critical speeds, with the goal of eliminating deaths by the year 2025.

SJR:na

Attachments

c: Honorable Mitchell Englander, 12th District
 Honorable Joe Buscaino, 15th District
 Los Angeles Police Department
 City Attorney's Office

Attachment A



HIGH INJURY NETWORK

The City of Los Angeles High Injury Network (HIN) spotlights streets with a high concentration of traffic collisions that result in severe injury and death across all modes, with an emphasis on our most vulnerable users, those walking and bicycling. Even though the HIN represents just 6% of our total street mileage, it accounts for 65% of all deaths and severe injuries involving people walking. Strategic investments along the HIN will have the biggest effect in reducing death and severe injury on our streets.

Our methodology draws from the latest 5 years of traffic collision data. The HIN is the guiding document for prioritizing our efforts and the framework for achieving zero traffic deaths by 2025.

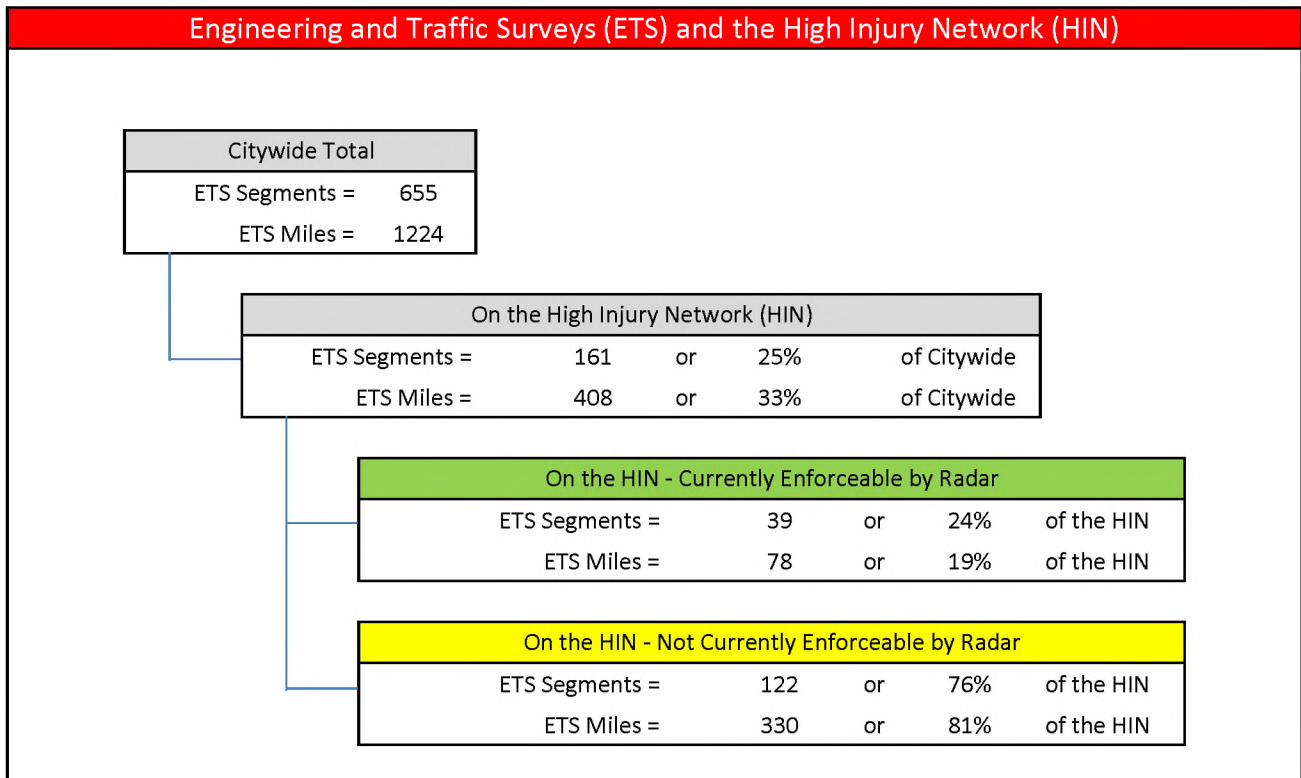
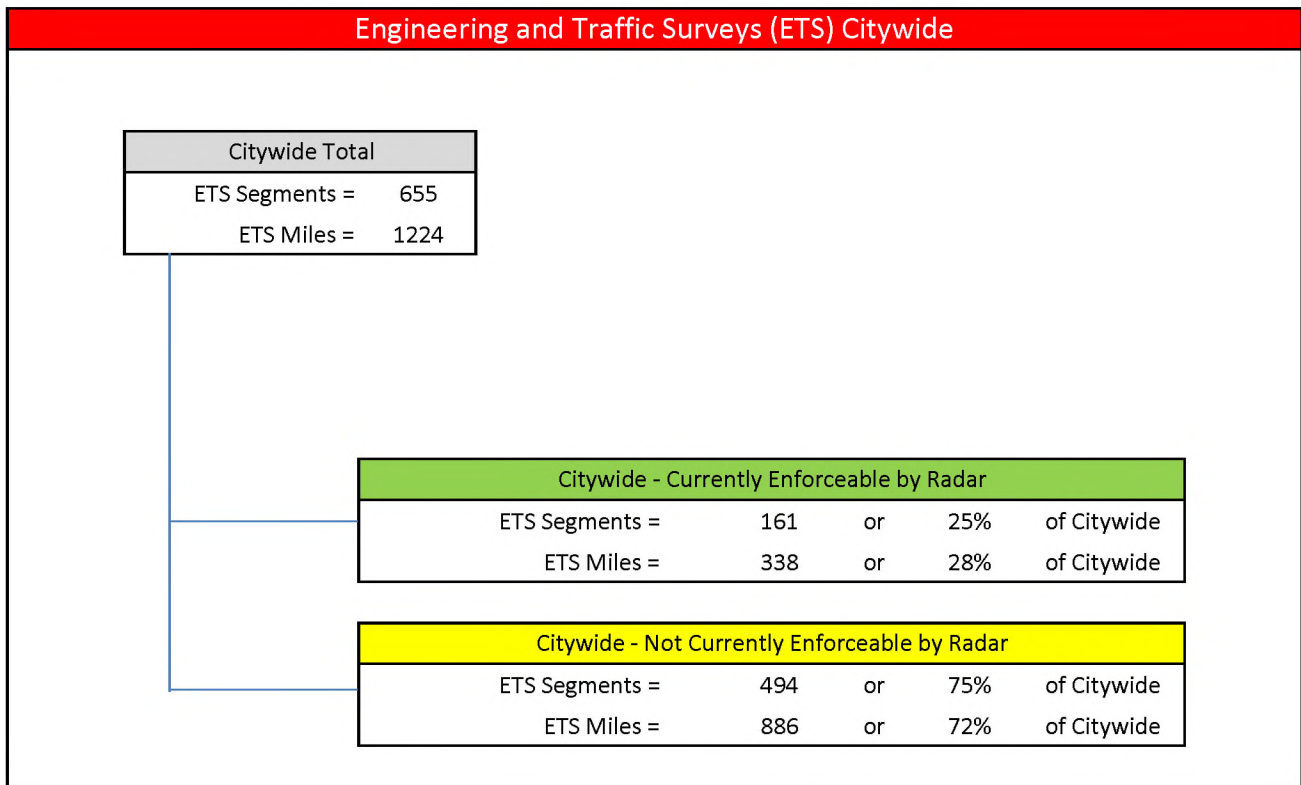
Data Sources: Collision Records, RoadSafe GIS and Statewide Integrated Traffic Records System (SWITRS), January 2009 to December 2013; Streets and City Boundary, Los Angeles September 2015



visionzero.lacity.org

Attachment B

As of October 1, 2015



MOTION

As the City of Los Angeles commits to eliminating traffic fatalities by 2025, a variety of tools and strategies will be deployed to achieve this goal. Fundamental to this program is the use of enforcement to prevent risky travel behavior. One of the most risky and predictive behaviors leading to severe and fatal injuries is speeding.

Speeding is a fundamental predictor of whether or not a person will survive a crash. A person walking has a 10% chance of death when hit by a vehicle traveling at 20mph. This risk increases to 40% at 30mph, and over 80% at just 40mph.


The current mechanisms for setting speed limits and conducting speed enforcement were developed in an era that did not have Vision Zero as a guiding principle. Additionally, technology has evolved since the traditional methodologies were developed. Speed enforcement should reflect modern policy objectives and technological tools.

I THEREFORE MOVE that the Los Angeles Department of Transportation (LADOT) in consultation with the Los Angeles Police Department (LAPD) report to the Transportation and Public Safety Committees on the current impediments to agile and effective speed enforcement and recommendations for how to enhance Los Angeles' ability to enforce safe travel speeds; and

I FURTHER MOVE that LADOT in consultation with LAPD report back on potential pilot projects that can be implemented quickly to reduce speeding. The analysis should include but not be limited to: innovative speed zoning practices, signal timing, enforcement practices and changes to state legislation.

PRESENTED BY:


MITCHELL ENGLANDER
Councilmember, 12th District


MIKE BONIN
Councilmember, 11th District

SECONDED BY:



ORIGINAL

AUG 25 2015



To: West Hills Neighborhood Council Board

From: Streets and Transportation

Date Approved by Committee: _____

For Board Consideration on: September 1, 2016

RE: CF15-1006, Enforcing Safe Travel Speeds

Motion or Recommendation of committee: The committee recommends a “FOR” vote by the WHNC Board of Directors.

Summary: The community of West Hills has had its share of traffic accidents and deaths due to unsafe streets and speeding. WHNC Streets and Transportation Committee has worked diligently for years to pressure LADOT to do safety surveys of certain suspect streets that are known for their unsafe conditions or speeding that occurs sporadically 24 hours a day.

WHNC is pleased, that with guidance from Councilman Englander and Councilman Bonin’s motion 15-1006, Enforcing Safe Travel Speeds, the City of Los Angeles, LADOT, LAPD and other city agencies have developed *Vision Zero*, a plan to “*Eliminate traffic deaths by 2025*”. We support *Vision Zero*’s efforts and will join with *Vision Zero* to make it work in our community.

Fiscal Impact Report: Nothing submitted by CAO.

VOTE BY BOARD

Quorum: _____

For	
For if amended	
Against	

Against unless amended	
No Position Council file discussed but NC could not muster enough votes either way	
Neutral Position	