



**CITY OF HUNTINGTON BEACH**  
**CITY COUNCIL MEETING – COUNCIL MEMBER ITEMS REPORT**

TO: THE HONORABLE MAYOR AND CITY COUNCIL

FROM: DAN KALMICK, CITY COUNCIL MEMBER  
NATALIE MOSER, CITY COUNCIL MEMBER

DATE: NOVEMBER 16, 2021

**SUBJECT: CONSIDER IMPLEMENTING A STUDY TO IDENTIFY STREET SEGMENTS ELIGIBLE FOR SPEED LIMIT REDUCTIONS UNDER AB 43 (FRIEDMAN)**

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Drivers of speeding vehicles are known to increase the deadliness of on-street crashes, particularly when they involve unprotected pedestrians and bicyclists. As communities trend towards more walkable neighborhoods and alternate modes of non-motorized transit, it has become imperative to prioritize the safety of our most vulnerable users (i.e. children, people with disabilities, seniors) over the speed of drivers.

However, the state continues to support and enforce raised limits, based on a guideline known as the 85<sup>th</sup> Percentile Rule. This rule allows traffic engineers to conduct speed surveys and set speed limits at or below which 85 percent of vehicles drive, as opposed to the speed that facilitates safe non-motorized travel in and around our roadways.

The 85<sup>th</sup> Percentile Rule has made it difficult for local jurisdictions to lower speed limits and make them enforceable, and State legislators have recently taken notice. AB 43 (Friedman) was recently signed into law, permitting cities to lower speed limits on their own accord and prioritize the safety of vulnerable pedestrians and bicyclists. It also allows the City to maintain and enforce existing safe speed limits and roll back speed limit increases and make them enforceable, regardless of the 85<sup>th</sup> Percentile Rule.

In anticipation of this bill taking effect on January 1, the City has the opportunity to identify street segments that are eligible for speed limit reductions and institute recommendations where reducing vehicular speed limits would promote greater public safety, particularly for non-motorists.

**RECOMMENDED ACTION**

It is recommended that the City Council direct the City Manager coordinate a citywide assessment to identify a list of qualifying streets that are recommended for speed limit reductions, with priority given to streets that have a history of fatal and severe injury collisions.