

LEGALLY REQUIRED OFFICIAL POSTING – PLEASE DO NOT REMOVE UNTIL AFTER BELOW DATE AND TIME



NORTH HILLS WEST NEIGHBORHOOD COUNCIL GENERAL BOARD MEETING AGENDA

Posted 72 hours prior to the meeting - All meetings are open to the Public



Thursday, February 20, 2020, from 7:00 - 9:30 pm

NEW HORIZONS - SAM'S CAFÉ @ 15725 PARTHENIA STREET NORTH HILLS, CA 91343

EXECUTIVE OFFICERS

Dan Gibson - President, Carol Hart- Vice President, Madlena Minasian - Treasurer, Dave Brown - Secretary

BOARD MEMBERS

Heather Hudson Beeber, Jay Beeber, Gil Brenner, Pat Crone, Maggie Elliott, Punam Gohel,
David Hyman, Carlos Pelaez, Kreshell Ramey

**ALL AGENDA ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION BY THE BOARD.
PLEASE NOTE THE PRESIDING OFFICER OF THE BOARD MAY TAKE ITEMS OUT OF ORDER.
ALL SPEAKER CARDS MUST BE SUBMITTED TO THE SECRETARY BEFORE THE MEETING BEGINS.**

The public is requested to fill out a "Speaker Card" to address the Board on any agenda item before the Board takes action. Public comment is limited to 2 minutes per speaker, but the Board has the discretion to modify the amount of time for any speaker.

**Supporting documents available on our website at
www.nhwnc.net**

- 1. Welcome and Pledge of Allegiance.**
- 2. Roll Call, Determination of Quorum, and Voting Eligibility.**
- 3. Announcements and Comments - President.**
- 4. Public Agency Speakers and Announcements.**
- 5. General Public Comments - 2 minutes per Speaker**

The public may provide comments to the Board on non-agenda items within the Board's subject matter jurisdiction. However, please note that under the Brown Act, the Board is prevented from acting on the issue you bring to its attention until the matter is placed on the agenda for discussion at a future public meeting.

6. Discussion and possible action to approve the January 16, 2020, General Board Meeting Minutes.
7. Report from Budget Advocate Glenn Bailey and NHWNC Budget Representative Pat Crone.
8. Discussion and possible action to ratify the President's recommended Chair and Member appointments and changes to Standing and Ad Hoc committees as well as NHWNC Liaisons.
9. Discussion and possible action to approve the January 2020 Monthly Expenditure Report.
10. Discussion and possible action to approve the expenditure of up to the \$2,500.00 requested for a Neighborhood Purposes Grant to the Northridge Hospital Foundation (C.A.T.S) to support the Center for Assault Treatment Services 18th Annual Victory for Victims Walk/Run as recommended by the Budget and Finance Committee. The event will be held on April 25, 2020, at Woodley Park.
11. Discussion and possible action to approve the expenditure of up to \$750.00 to participate as a Lunch Sponsor for the ONEgeneration Senior Symposium to be held on May 16, 2020. The sponsorship includes Booth, Canopy, table with two chairs, and lunch for 2. Also, the NHWNC logo will be displayed on all flyers, banners, programs, and other outreach materials for the event.
12. Discussion and possible action to approve the expenditure of up to \$250.00 to support the VANC 17th Anniversary Mixer to be held March 12, 2020, at CBS Studio Center.
13. Discussion and possible motion to approve the expenditure of up to \$250.00 to New Horizons for an IT/Sound Technician for the NHWNC April 16, 2020, General Board Meeting.
14. Discussion and possible action to approve the expenditure of up to \$50.00 to Fashion Care Cleaners to dry clean the NHWNC 8ft. table cloth.
15. Discussion and possible motion to approve the Rules and Elections Committee's recommendation to revise Article V Governing Board, Section 1: Composition, of the NHWNC Bylaws to change the number of board members in the Residential Stakeholder category from the current number of 7 to 6, and the General Stakeholder category from the current number of 5 to 6. The Community Interest Stakeholder number stays at 1.
16. Discussion and possible action to approve NHWNC staffed Outreach display participation at the Climate Reality Presentation as requested by Senior Librarian

Vicki Magaw. The presentation and Sunday movie screening will be held at the Mid-Valley Regional Branch Library on April 26, 2020, from 12:30-4:30 pm. - proposed by NHWNC Vice President and NC Sustainability Alliance Liaison, Carol Hart.

17. Discussion & possible motion to approve submission of a Community Impact Statement asking the Homelessness & Poverty Committee to act on Council File 19-0602-S1, as made or amended, concerning Homelessness and the Obstruction of Public Right-of-Ways.
18. Discussion and possible action concerning the North San Fernando Valley Bus Rapid Transit Corridor. <https://www.metro.net/projects/north-sfv-brt/>
19. Discussion and possible action to approve a Community Impact Statement regarding Council File 20-0600 recommending that the Mayor and City Council seriously consider recommendations made in the NC Budget Advocates' 2020 White Paper while deliberating the FY 2020-21 Budget.
20. Discussion and possible motion to for the NHWNC to send a letters to the Board of Library Comissioners and CD 12 Councilmember John Lee urging action to enhance the outside apprearence and upkeep of the Mid-Valley Regional Library located at 16244 Nordhoff St.
21. Discussion and possible action to approve a Community Impact Statement supporting in part, and opposing in part, Council Files 19-0002-S9 and 20-0002-S1, concerning LADOT'S 2020 Legislative Proposals.
LADOT has requested Council approval of their 2020 Legislative Proposals. A number of LADOT's Legislative Proposals are highly controversial and NHWNC may wish to support or oppose these proposals:
 1. Setting and Enforcement of Speed Limits not based on a traffic and engineering survey as currently required.
 2. Use of Automated Speed Enforcement Ticketing Cameras
 3. Enactment of "Vulnerable Road User Laws" imposing higher penalties for injuring "vulnerable road users".
 4. Regulation of Urban Aviation and Autonomous Vehicles
 5. A Pilot program to regulate Local Transportation Network Companies
 6. Use of Automated License Plate Recognition to ticket drivers parked in transit only lanes.
 7. Reform California Disabled Parking Placard program to reduce fraudulent use of disabled placards.

The two council files both contain the same proposals and can be found at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=19-0002-S9>

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0002-S1>

Additional documentation can be found at <https://www.nhwnc.net/agendas-minutes/minutes-and-agendas/>

22. Discussion and possible action to approve adjustments to the 2019-2020 NHWNC Budget and Administrative Packet.

23. Committee and Liaison Reports

24. Board Member announcements and requests for future agenda items.

25. Adjournment

The North Hills West Neighborhood Council Agenda is posted for public review at the following North Hills West locations: Uncle Joe's Donuts - 8704 Woodley Avenue and on our website at www.nhwnc.net

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS – The public is requested to fill out a “Speaker Card” to address the Board on any item on the Agenda PRIOR to the Board taking action on an item. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments on other matters, not appearing on the Agenda that are within the Board’s subject matter jurisdiction, will be heard during the Public Comment on Non-Agendized Items period.

THE AMERICAN WITH DISABILITIES ACT - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, and other auxiliary aids or services may be provided upon request. To ensure the availability of services, please make your request at least three business days (72 hours) prior to the meeting you wish to attend by contacting Dan Gibson, Board President, via email at dgibson.nhwnc@gmail.com or by phone 818-903-2259.

RECONSIDERATION PROCESS - Reconsideration of a vote by the Board may be called as a Motion by the Board members that voted on the prevailing side of the decision.

GRIEVANCE PROCESS - A stakeholder or group of stakeholders may present a grievance concerning the legality of actions by the Board during public comment. Substantive grievances will be examined by a panel set by the Board, and the decisions may be appealed to the Department of Neighborhood Empowerment.

PUBLIC ACCESS OF RECORDS - In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority of all of the Board in advance of a meeting, may be viewed at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Dan Gibson, Board President, via email at dgibson.nhwnc@gmail.com, by phone 818-903-2259 or mail to NHWNC – PO Box 2091 – North Hills – CA – 91393.

NHWNC BYLAWS - Please be advised that the Bylaws of the North Hills West Neighborhood Council provide a process for reconsideration of actions as well as a grievance procedure. For your convenience, the Bylaws are available during every meeting.

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR AL CONCEJO VECINAL 3 DÍAS DE TRABAJO (72 HORAS) ANTES DEL EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR CONTACTE A DAN GIBSON, PRESIDENTE DE LA MESA, POR EMAIL A dgibson.nhwnc@gmail.com O POR TELEFONO 818-903-2259.

Please Do Not Remove Before February 21, 2020

Neighborhood Council Funding Program

APPLICATION for Neighborhood Purposes Grant (NPG)



This form is to be completed by the applicant seeking the Neighborhood Purposes Grant and submitted to the Neighborhood Council from whom the grant is being sought. All applications for grants must be reviewed and approved in a public meeting. The Neighborhood Council (NC), upon approval of the application, shall submit the approved application along with all required documentation to the Department of Neighborhood Empowerment.

Name of NC from which you are seeking this grant:

North Hills West Neighborhood Council

SECTION I - APPLICANT INFORMATION

1a)	Northridge Hospital Foundation (C.A.T.S.)	23-7444901	CA	April 1975
	Organization Name	Federal I.D. # (EIN#)	State of Incorporation	Date of 501(c)(3) Status (if applicable)
1b)	8210 Etiwanda Avenue	Reseda	CA	91335
	Organization Mailing Address	City	State	Zip Code
1c)	18300 Roscoe Blvd	Northridge	CA	91335
	Business Address (if different)	City	State	Zip Code
1d) PRIMARY CONTACT INFORMATION:				
	Joni Novosel	818-718-5936	joni.novosel@dignityhealth.org	
	Name	Phone	Email	
2) Type of Organization- Please select one:				
☐ Public School (not to include private schools) or ☒ 501(c)(3) Non-Profit (other than religious institutions)				
Attach Grant Request on School Letterhead		Attach IRS Determination Letter		
3)	Northridge Hospital Foundation Center for Assault Treatment Services	Van Nuys	CA	91405
	Name / Address of Affiliated Organization (if applicable)	City	State	Zip Code

SECTION II - PROJECT DESCRIPTION

- 4) **Please describe the purpose and intent of the grant.**
 The purpose of this request is to support the Center for Assault Treatment Services (CATS) 18th annual Victory for Victims Walk/Run. This event is to raise awareness of sexual and domestic violence while raising funds to continue to provide all services at CATS free of charge to victims. CATS is dedicated to treating children and adults affected by violence. Cats has served the valley since 1997 serving over 17,700 victims of violence. Located at the Family Justice Center with other partners who are col-located under one roof with one goal in common to dedicate our organizations to the prevention of child maltreatment, domestic violence, and sexual assault and abuse. Your support will continue to provide for the uncompensated care provided to victims and to support us in carrying out our mission. "The Center for Assault Treatment Services' (CATS) mission is to provide compassionate, comprehensive care to child and adult victims of domestic and sexual assault and abuse through a coordinated collaborative effort where victims can begin the healing and recovery process.
- 5) **How will this grant be used to primarily support or serve a public purpose and benefit the public at-large.**
(Grants cannot be used as rewards or prizes for individuals)
 In fiscal year 2018 services were provided to 1,500 victims of sexual assault, domestic violence, and child physical assault. In addition to being the only 24/7/365 days a year Sexual Assault Response Team (SART) and Domestic Assault Response Team (DART) member providing forensic interviews and medical exams staff also provide outreach and prevention education in the community. Our certified Forensic Nurse Examiners and Social Worker provides information about prevention of abuse, the different types of abuse, the indicators of abuse, the importance of reporting abuse, and the short and long-term consequences of failing to report abuse through free workshops. Through our concerted community outreach education has been provided to thousands of teachers, childcare providers, medical professionals, police departments, and community members every year. This past year prevention efforts were extended y offering free 8 week sessions to adolescents on Safe Dates an anti dating violence curriculum. The Center for Disease Control reports that 1 in 4 youth are victims of verbal, emotional, physical, or sexual violence by a dating partner. This funding will benefit the public by both being there to support victims of abuse through the best possible evidence collection methods and to also educate our youth so that we can change the culture of sexual and domestic violence in our communities.

SECTION III - PROJECT BUDGET OUTLINE

6a) Personnel Related Expenses	Requested of NC	Total Projected Cost
N/A Salaries are supported by Northridge Hospital	0	\$723,000

6b) Non-Personnel Related Expenses	Requested of NC	Total Projected Cost
uncompensated care of victims and outreach materials	\$2,500	\$85,000

7) Have you (applicant) applied to any other Neighborhood Councils requesting funds for this project?

☐ No ☒ Yes, please list names of NCs: Arleta, Lake Balboa, Northridge West, Reseda & Northridge East

8) Is the implementation of this specific program or purpose described in box 4 above contingent on any other factors or sources or funding? (Including NPG applications to other NCs) ☐ No ☒ Yes, please describe:

Source of Funding	Amount	Total Projected Cost
Victory for Victims Walk Run	\$155,000	\$85,000
Hospital underwrites salaries	\$723,000	\$723,000

9) What is the TOTAL amount of the grant funding requested with this application: \$2,500

10a) Start date: April 25, 2020 10b) Date Funds Required: April 25, 2020

10c) Expected completion date: Dec. 31, 2020 (After completion of the project, the applicant must submit a follow-up form to the Neighborhood Council and the Department of Neighborhood Empowerment)

SECTION IV - POTENTIAL CONFLICTS OF INTEREST

11a) Do you (applicant) have a former or existing relationship with a Board Member of the NC?

☒ No ☐ Yes - Please describe below:

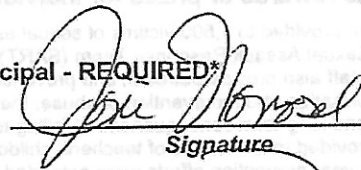
Name of NC Board Member	Relationship to Applicant

11b) If yes, did you request that the board member consult the Office of the City Attorney before filing this application? ☐ Yes ☒ No *(Please note that if a Board Member of the NC has a conflict of interest and completes this form, or participates in the discussion and voting of this NPG, the Department will deny the payment of this grant in its entirety.)

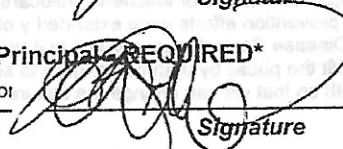
SECTION V - DECLARATION AND SIGNATURE

I hereby affirm that, to the best of my knowledge, the information provided herein and communicated otherwise is truly and accurately stated. I further affirm that I have read Appendix A, "What is a Public Benefit," and Appendix B "Conflicts of Interest" of this application and affirm that the proposed project(s) and/or program(s) fall within the criteria of a public benefit project/program and that no conflict of interest exist that would prevent the awarding of the Neighborhood Purposes Grant. I affirm that I am not a current Board Member of the Neighborhood Council to whom I am submitting this application. I further affirm that if the grant received is not used in accordance with the terms of the application stated here, said funds shall be returned immediately to the Neighborhood Council.

12a) Executive Director of Non-Profit Corporation or School Principal - REQUIRED*

Joni Novosel Director  1/16/2020
PRINT Name Title Signature Date

12b) Secretary of Non-profit Corporation or Assistant School Principal - REQUIRED*

Priscilla Lomeli Administrative Coordinator  1/16/2020
PRINT Name Title Signature Date

* If a current Board Member holds the position of Executive Director or Secretary, please contact the Department at (213) 978-1551 for instructions on completing this form



CINCINNATI OH 45999-0038

In reply refer to: 0248367576
July 25, 2017 LTR 4168C 0
23-7444901 000000 00

00018347
BODC: TE

NORTHRIDGE HOSPITAL FOUNDATION
% RANDY BRADLEY
18300 ROSCOE BLVD
NORTHRIDGE CA 91325

027259

Employer ID Number: 23-7444901
Form 990 required: YES

Dear Taxpayer:

This is in response to your request dated July 14, 2017, regarding your tax-exempt status.

We issued you a determination letter in April 1975, recognizing you as tax-exempt under Internal Revenue Code (IRC) Section 501(c)(3).

Our records also indicate you're not a private foundation as defined under IRC Section 509(a) because you're described in IRC Section 509(a)(3) as a Type I supporting organization. A Type I supporting organization is operated, supervised, or controlled by one or more publicly supported charities.

Donors can deduct contributions they make to you as provided in IRC Section 170. You're also qualified to receive tax deductible bequests, legacies, devises, transfers, or gifts under IRC Sections 2055, 2106, and 2522.

In the heading of this letter, we indicated whether you must file an annual information return. If a return is required, you must file Form 990, 990-EZ, 990-N, or 990-PF by the 15th day of the fifth month after the end of your annual accounting period. IRC Section 6033(j) provides that, if you don't file a required annual information return or notice for three consecutive years, your exempt status will be automatically revoked on the filing due date of the third required return or notice.

For tax forms, instructions, and publications, visit www.irs.gov or call 1-800-TAX-FORM (1-800-829-3676).

If you have questions, call 1-877-829-5500 between 8 a.m. and 5 p.m., local time, Monday through Friday (Alaska and Hawaii follow Pacific Time).

CONCERNS REGARDING LADOT'S 2020 LEGISLATIVE PROPOSALS

by Jay Beeber, Executive Director - Safer Streets L.A.

Background and Summary

LADOT has requested Council approval of their 2020 Legislative Proposals. At least two of the proposals, those regarding the setting of speed limits and the use of Automated Speed Enforcement Ticketing Cameras are based on discussions held at the statewide Zero Traffic Fatalities Taskforce, of which this author was a member. The composition and conduct of the Taskforce was profoundly problematic and yielded less than objective results. This occurred because over 80% of the participants entered into the process with a clear and unequivocal bias against the current requirements for setting speed limits in the State of California. Further, the Task Force was conducted almost exclusively to solicit the members' opinions, not as a fact-finding group tasked with reviewing the scientific data and literature related to the proper setting of speed limits and how that relates to roadway safety. Therefore, relying on the Taskforce's recommendations to craft legislative proposals would be inadvisable.

Therefore, a number of LADOT's Legislative Proposals are highly questionable and should be more fully vetted by the City Council prior to granting approval. Giving the city's Sacramento lobbyist authority to lobby on behalf of these proposals without city officials fully examining these issues and giving direction as to the specifics to be included or excluded in any legislation is fraught with peril. These proposals are too complex and controversial for the city to express support without first engaging with all stakeholders, including LAPD and the general public. The following LADOT Legislative Proposals should temporarily be removed from consideration until the City Council can obtain more information:

1. Setting and Enforcement of Speed Limits
2. Automated Speed Enforcement (ASE)
3. Vulnerable Road User Laws
6. Automated License Plate Recognition

The following proposal has been recommended by the Mayor's Working Group on Parking Reform and should be approved:

7. California Disabled Parking Placard Reform

We express no opinion on the following proposals:

4. Urban Aviation and Autonomous Vehicles
5. Local Transportation Network Company Regulatory Pilot

General Comments

LADOT claims that their Legislative Proposals for 2020 are simply a continuation of proposals approved in previous years. However, the speed limit proposal has been greatly expanded to include a number of additional proposals encompassing school zones and statutory speeds in other areas of the city. The proposal on vulnerable road users is entirely new this year. In addition, it should be noted that while LADOT sought approval for Automated Speed Enforcement and allowing for the use of an alternative speed setting methodology last year, this authority was not granted by Council.

LADOT claims that approval of the Legislative Proposals is needed at this time in order for the city's lobbyist to find a sponsor in the legislature. However, the speed limit and speed camera proposals already have likely sponsors. Assemblymember Laura Friedman, author of the bill creating the Zero Fatalities Task Force, has introduced legislation to extend the duration of speed surveys up to 10 years or longer under certain circumstances. She has indicated that she will amend the bill to incorporate many of the other proposals recommended by the Zero Fatalities Task Force. Previously, Assemblymember David Chiu has authored bills authorizing use of speed cameras in California. His office has indicated that they are likely to do so again this session. Further, the deadline for introducing legislation is Friday, February 21st. Even if the Council were to approve these items on Wednesday, there would not be enough time to find a sponsor for this session. Therefore, there is no urgency to approve these proposals. Once specific bills are introduced, Council can consider those specific proposals and decide whether they warrant support.

During the Rules, Elections, and Intergovernmental Relations Committee meeting on February 7th, LADOT claimed that they have had discussions with LAPD regarding these proposals and were "unaware of" any objections. However, a subsequent conversation with Chief Michel Moore indicates that he was not informed of these proposals. While we are in no way speaking for Chief Moore, it is advisable that he and the department be consulted prior to approving any legislative proposals of this type.

Objections to Specific Proposals

1. Setting and Enforcement of Speed Limits

While we would all like to believe that simply setting a lower speed limit on a roadway would make that roadway safer, this is unfortunately not the case. It is well known that motorists' travel speeds in free-flow conditions are based on the roadway geometry, roadside development, weather conditions, and other observable factors, not the posted speed limit. In fact, setting an inappropriately low speed limit can cause unintended consequences and reduce safety.

Virtually every before and after study of roadway speeds subsequent to an increase or decrease in the posted speed limit has shown that the mean and 85th percentile speeds of traffic remain

virtually unchanged. At best, travel speeds might adjust approximately 1.0 mph. This is true regardless of the magnitude of the speed limit change.

In fact, the research synthesis commissioned as part of the work of the Zero Fatalities Task Force concedes this point, stating, “only a small fraction of the speed limit change is transferred to mean speed change” (1-2 mph). However, even this may overstate the case. A study commissioned by the UK government of the effect of a 10 mph speed limit reduction on local roadways found a mere 0.8 mph reduction in mean speeds. Numerous other studies confirm these results. In some studies, it was even found that speeds actually increased when the speed limit was reduced.

A study by the FHWA, *Effects of Raising and Lowering Speed Limits on Selected Roadway Sections* (Publication No. FHWA-RD-97-084), concluded the following¹:

- ...for the group of sites where speed limits were lowered by 15 or 20 mph, the average change in 85th percentile speed was a 0.1 mph decrease. ...the largest decrease in 85th percentile speed at an individual site was 1 mph.
- ...major reductions, 5 mph or more, in the 85th percentile speeds did not occur even for large reductions in the posted speed limit.
- Also, major increases in the 85th percentile speeds did not occur at sites where the speed limits were raised.
- ...before and after differences in the mean, standard deviation, and 85th percentile speed were generally less than 2 mph.
- ...when speeds were reduced by 10 mph, the slowest drivers (1st percentile) increased their speed approximately 1 mph.
- There were no changes in the highest speed drivers (99th percentile);
- **The findings of the current study, as well as the results of previous research, indicate that changing the posted speed limit did not have a major effect on driver behavior on the urban and rural nonlimited access highway sections that were studied.**

The following chart show the relationship of speed limit changes to the mean or 85th percentile travel speeds in various studies. Note that the largest change in speed was a 2.7 mph *reduction* when the speed limit was *increased* by 25 mph.

¹ See “*Setting Safe, Rational, & Legal Speed Limits in California*” attached, for a full list of findings from this study.

	Speed Limit Change										
	+ 25mph	+ 20mph	+ 15mph	+ 10mph	+ 5mph	- 5mph	- 10mph	- 15mph	- 20mph	- 25mph	- 30mph
Change in Mean or 85th Percentile (mph)	- 2.7 ⁴	- 1.3 ⁴	- 0.2 ⁴	+ 1.7 ⁴	+ 1.6 ⁴	- 0.5 ⁴	- 1.7 ⁴	- 0.9 ⁴	- 1.6 ⁴	- 1.6 ⁴	+ 1.0 ⁴
			+ 0.8 ¹³	+ 0.8 ¹³	+ 0.2 ¹³	0.0 ¹³	+ 0.1 ¹³	+ 0.1 ¹³	+ 0.1 ¹³		
			+ 0.5 ¹³	+ 0.5 ¹³	- 0.2 ¹³	- 0.3 ¹³	+ 0.1 ¹³	- 0.1 ¹³	- 0.1 ¹³		
			- 2.0 ¹⁶	+ 0.4 ¹	- 0.2 ³	+ 0.1 ⁶	+ 1.1 ¹	- 1.0 ¹¹			
				+ 0.7 ³	+ 0.2 ³	- 1.3 ¹¹	0.0 ²				
				- 0.3 ³	+ 0.3 ³	- 2.0 ¹²	+ 0.8 ⁹				
				+ 1.4 ³	- 1.5 ⁷	- 1.2 ¹²	- 0.5 ⁹				
				- 0.5 ⁵	+ 0.7 ⁸	+ 1.1 ⁸	- 1.7 ¹⁰				
				+ 0.5 ⁹	+ 0.4 ⁸	0.0 ¹⁵	- 2.2 ¹²				
				+ 0.3 ⁹	- 0.4 ¹¹	0.0 ¹⁵	- 0.7 ¹⁴				
				- 1.6 ¹²	+ 2.0 ¹¹		- 1.0 ¹⁶				
				+ 1.0 ¹⁷	0.0 ¹⁷						
				0.0 ¹⁷	0.0 ¹⁷						
				- 1.0 ¹⁷							
				+ 1.0 ¹⁷							
1. Spitz (1984)											
2. Dudek and Ullman (1986)											
3. Avery											
4. Rowan											
5. Kessler											
6. Elmborg				Up							
7. Roberts				Down							
8. Ogawa				No change							
9. Massachusetts											
10. Minnesota											
11. Washington											
12. Michigan											
13. Parker (FHWA) Averages											
14. UK DOT											
15. Boston											
16. Megge (Michigan State Police)											
17. Ann Arbor											

In almost all cases, the magnitude of the change was insignificant, well within the margin of error of a speed survey.

Negative Consequences

Although lowering the speed limit much below the 85th percentile does not result in lower speeds, it can have other negative consequences. First, the vast majority of roadway users become violators. In the UK study, while only 9% of drivers on residential roads were violators prior to the 10 mph speed limit reduction, after the change over 53% were deemed to be violators. In other words, a 0.8 mph reduction in speed was traded for a 490% increase in violations. On another class of roadways, 85% of drivers became violators after the speed limit change. Understand that this was not due to a change in drivers' speed, but rather the change in the standard used to measure compliance - the speed limit.

Creating roadways where the vast majority of roadway users are deemed violators creates another set of problems for the public as well as law enforcement. When speed limits are set too low, law enforcement must concentrate on a much greater number of drivers exceeding the speed limit. This decreases safety as the worst offenders can escape detection while police are concentrating on other, less dangerous drivers who have simply exceeded the posted number on the sign by some arbitrary amount, but may otherwise be driving at a reasonably safe and prudent speed.

Further, as the California Appellate Court, in *People vs. Goulet* noted:

Enforcement of laws which are widely perceived as unreasonable and unfair generates disrespect and even contempt toward those who make and enforce those laws”.

This is especially true in marginalized communities, where making everyone on the roadway a violator will create a situation ripe for claims of unfair targeting of minority populations. Regardless of whether or not true, this will set up the community and law enforcement for inevitable conflict.

Other safety concerns of setting arbitrarily low speed limits include:

1. An increase in speed variation which has been shown to contribute to an increase in collisions.
2. Forcing drivers to hyper-focus on their speedometer rather than pay attention to the entirety of the driving task can lead to distracted driving, putting vulnerable road users at increased risk.

Drivers Don't "Choose" Their Speed

Although we think about motorists "choosing" their speed, speed is less a conscious choice and more a response to the signals coming in to the human autonomic nervous system. Drivers do not so much consciously choose their speed as react to their surroundings. The following factors play a determining role in what speed motorists will drive at:

- Roadway geometry (Width, Curvature, Sight Distance)
- Surface Condition of Roadway
- Roadside development
- Weather conditions
- Type and comfort of Vehicle
- Other observable factors (Presence of Pedestrians & Bicyclists, parked cars, etc.)

All of these factors contribute to the phenomenon of motion parallax² which involuntarily determines a driver's perception of speed. Drivers can no more control what speed feels appropriate on a particular roadway as they can control the feeling of traveling very slowly while traveling in an airplane at 30,000 feet.

Therefore, it is fundamentally unfair for the government to design and build a roadway which leads drivers to travel at a speed higher than desired, and then post a significantly lower speed limit, criminalizing virtually everyone who simply travels at the speed the road was designed for. Even one ticket for traveling at the design speed of the roadway and not directly putting anyone in danger, can lead to a more than \$400 ticket and significant financial hardship. At a time when working families are struggling and housing is unaffordable, putting this extra burden on otherwise law-abiding residents will increase poverty and homelessness.

More discussion of this proposal is necessary before moving forward with lobbying.

2. Automated Speed Enforcement (ASE)

The city's experience with the failed Red Light Camera Program should provide a cautionary tale against rushing headlong into a policy that could have disastrous financial and public relations consequences. While the technology of speed cameras might have some limited applicability to curtail wildly excessive speeds such as those associated with street racing, using ticketing cameras to enforce generalized speeding will likely prove difficult and breed contempt from the public.

Considering the overwhelming evidence that speed limits don't determine drivers' speeds, coupling speed cameras with speed limits not based on the 85th percentile speed of the roadway will unquestionably be seen as unreasonable and unfair. Similar to Red Light Cameras, speed cameras would likely target technical violations, not truly dangerous behavior. For example, LADOT supports using cameras to ticket those traveling 10 mph above the speed limit. But if employed on a roadway designed for 45 mph, but posted at 35 mph (or even 30 mph) as would be permissible under the LADOT's speed limit proposal, everyone traveling at that road's design speed would be subject to a very expensive automated ticket.

An additional problem with speed cameras is that the majority of tickets written on city streets are for violations of CVC 22350, the basic speed law. Contrary to popular belief, this law is not a requirement to strictly adhere to the speed limit, but rather a prohibition on traveling at an unsafe speed. The speed limit is only one factor in determining whether a driver's speed is

² See "*Setting Safe, Rational, & Legal Speed Limits in California*" attached, for a full explanation of this phenomenon.

unsafe. Law enforcement must show how that speed contributed to an unsafe condition at the time and place of the alleged violation. But with only a short video showing a limited view of the incident, this would be virtually impossible. Further, any driver wishing to defend their actions would likely not remember the incident when receiving a ticket days or weeks later.

Additionally, ticketing cameras typically remove police discretion that would otherwise be exercised out on the roadway. Cameras create an “all or nothing” scenario, eliminating the judgment officers employ when dealing directly with the public. Further, officers interacting with drivers send a much stronger message to violators than does receiving a ticket in the mail.

Speed Cameras Not Particularly Effective

Contrary to the claims made by camera supporters, there is little evidence that speed cameras used for generalized speed enforcement have a positive effect on safety³.

- Although an Insurance Industry for Highway Safety (IIHS) study (IIHS member auto insurers profit from increased premiums paid by ticketed drivers) claimed a 40% reduction in collisions in Montgomery County, Md., further analysis of the data showed that accident rates declined equally on roadways with or without speed cameras.
- A report by the Baltimore Sun showed that Baltimore City experienced an almost 5% increase in traffic accidents from 2009 to 2012. In that four year time period Baltimore City put approximately 50 speed cameras online and issued 1.5 million speed camera tickets.
- Accident rates have not improved in Washington, DC after issuing \$500 million in speed and red light camera tickets (see <http://www.thenewspaper.com/news/45/4511.asp>)

In addition to their lack of effectiveness, speed cameras have been shown to produce faulty tickets.

- An audit in Baltimore, Maryland found over 36 percent of speed camera tickets issued to be questionable or obviously bogus (see <http://www.thenewspaper.com/news/43/4317.asp>)
- Xerox admitted that several of its cameras in Baltimore, Maryland issued tickets to innocent motorists 5.2 percent of the time (see <http://www.thenewspaper.com/news/39/3976.asp>)
- More than 4000 illegally issued tickets had to be refunded in Waldorf, Maryland (see <http://www.thenewspaper.com/news/41/4176.asp>)

Corruption

Then there is the corruption continually associated with automated enforcement companies.

A Federal Bureau of Investigation into the practices of Redflex Traffic Systems revealed that the firm delivered bribes to politicians in Chicago, Illinois, and Columbus and Cincinnati, Ohio. The

³ See “Do Studies Show Speed Cameras are Effective” attached.

company admitted its US operation lied to public officials, and the firm's executive vice president admitted that bribes were also issued in other states, including Arizona, California, Colorado, Florida, Georgia, Massachusetts, New Jersey, New Mexico, Tennessee, Virginia and Washington in a process that was institutionalized at the company. Karen Finley, former head of US operations for Redflex, was charged with nine counts of mail fraud, three counts of wire fraud, three counts of bribery and one count of conspiracy to use bribes to win and expand a lucrative red light camera contract with Chicago, Illinois. Outcome: she was found guilty, fined \$2 million and was released from federal prison in 2018. Numerous other Redflex and government officials also spent time in Federal prison as a result of the corruption.

A second Illinois bribery prosecution is currently underway. Last week, State Senator Martin A. Sandoval, chair of the Senate Transportation Committee, pled guilty to taking bribes to assist automated enforcement vendors, including Safespeed. Sandoval will now testify against others involved in camera industry corruption in return for a reduction in his sentence.

For a laundry list of criminal and ethical violations by the automated enforcement industry visit <http://thenewspaper.com/news/26/2649.asp>

Proposal Not Vetted

The Zero Fatalities Taskforce's tepid support to "explore the use of" speed cameras comes after little debate and discussion. The entire review of this subject consisted of a presentation by a speed camera supporter who oversaw Arizona's now defunct highway speed camera program. This was followed by an hour discussion among taskforce members after which their stated opinions were included in the Taskforce report. No vetting of this issue was done and jurisdictions should not rely on the report for any valid conclusions about the benefits of automated speed enforcement. Even Assemblymember Friedman has stated that speed cameras are "too controversial".

Considering the potential pitfalls associated with such a program, it would be ill-advised to approve this legislative proposal without substantial additional review.

3. Vulnerable Road User Laws

The main objection to these types of proposals is that it creates an "us against them" conflict between roadway users and elevates the value of one particular category of persons above others. Every life is precious and important, and it is insulting to suggest that one person's life is more valuable than another, simply based on their chosen mode of transportation. If lawmakers believe that the penalties for causing harm to another roadway user are insufficient, then those penalties should be increased for harming anyone, regardless of whether they are in a car, on

foot, on a bike, on a motorcycle, or on a horse. Creating a separate penalty for harming “vulnerable road users” contradicts notions of equality and equity. It should be noted that legislation regarding “vulnerable road users” has been attempted previously in Sacramento and failed to pass out of committee. The city should not waste valuable resources on pursuing this proposal.

6. Automated License Plate Recognition

Using this technology, again for automated ticketing, is technically problematic. The cameras generally do not distinguish well between parked cars, those loading and unloading passengers, or those turning into or out of driveways and side streets. The use of these systems in other places should be evaluated to determine whether they are a viable option for Los Angeles before tasking the city’s lobbyist with advancing this proposal. In addition, it is unknown how this proposal would be received by SEIU, the union representing traffic officers who might be displaced by this technology.

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Setting Safe, Rational, & Legal Speed Limits in California

Jay Beeber

Executive Director, Safer Streets L.A., Member ITE

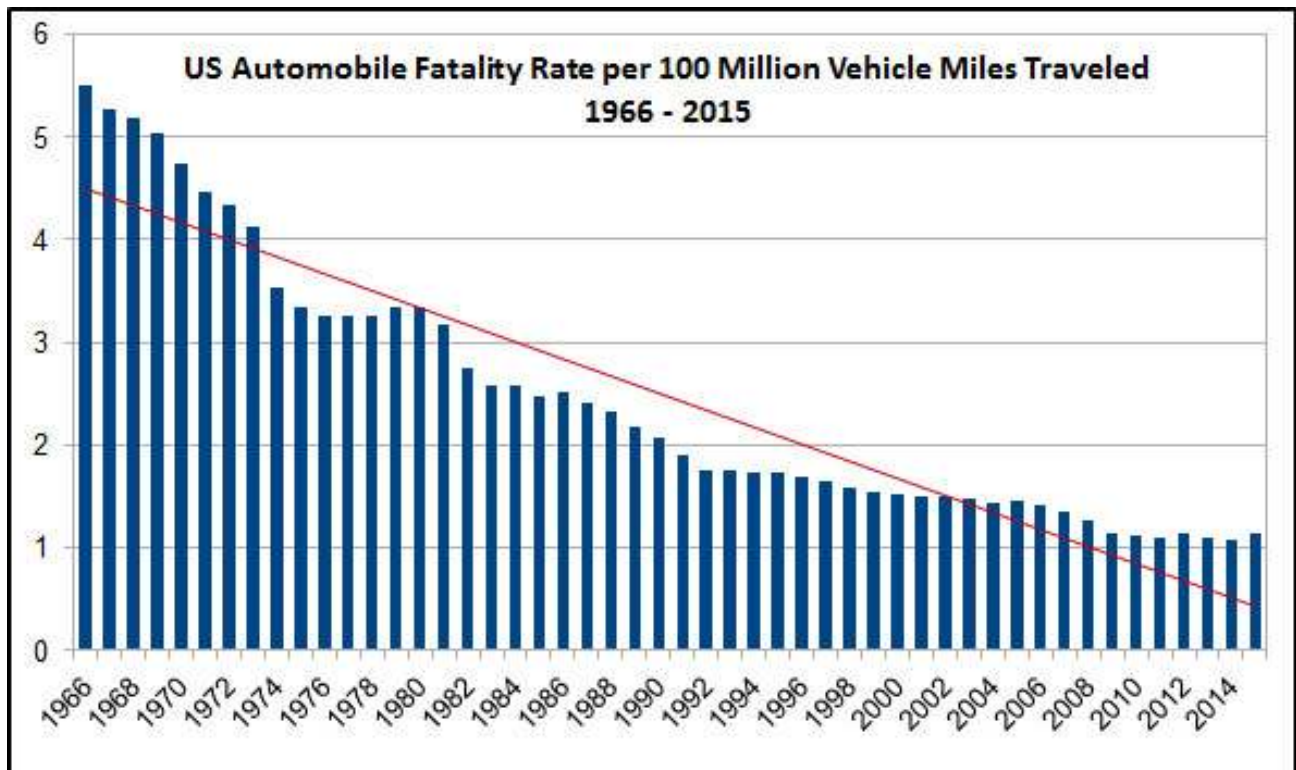
“Traffic rules account for most of the contact by average citizens with law enforcement and the courts. Enforcement of laws which are widely perceived as unreasonable and unfair generates disrespect and even contempt toward those who make and enforce those laws”. - The California Appellate Court, in People vs. Goulet.

Background

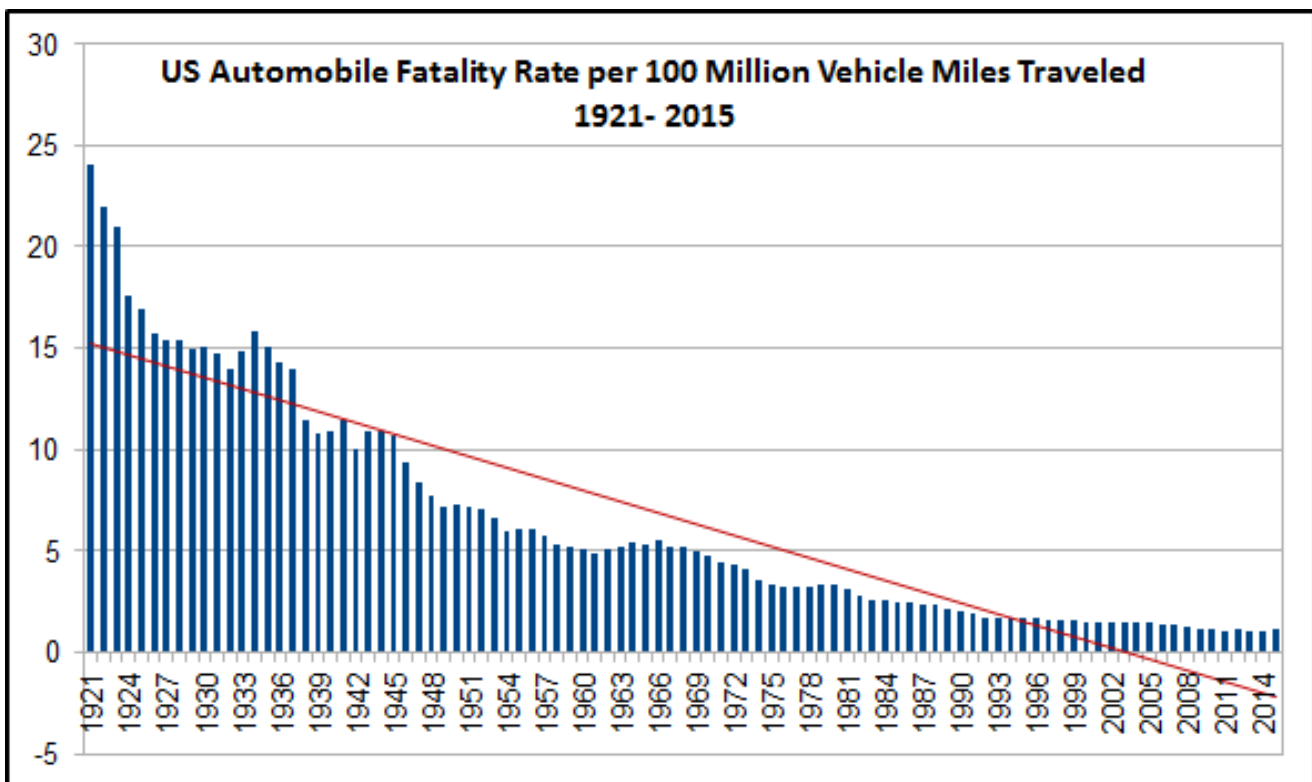
A fundamental principle deeply rooted in our American system of government and law is that most people behave in a reasonable manner as they go about their daily lives. This truth extends to our system of traffic laws and the behavior of the vast majority of motorists. Although many members of the public express the belief that others on the road routinely behave in a reckless and dangerous manner, they almost universally believe that they themselves behave safely and reasonably. The fact is that regardless of what we might think of others, the vast majority of drivers conduct themselves in a safe and reasonable manner as demonstrated by their consistently favorable driving records. Additional evidence of societal wide safe and reasonable motorist behavior is the relatively few collisions that occur each year. Although the quantity of collisions and fatalities that occur on our roadways may seem high in absolute numbers, our roadways are relatively safe and getting safer each decade considering the enormous number of vehicle miles traveled each year. In the City of Los Angeles alone, over 46 million vehicle miles are traveled *each day*. That's 17 billion vehicle miles traveled each year. And yet, the vast majority of people who get into their car and go someplace, get there safely. They haven't hurt or killed themselves or others along the way. And they haven't driven like a maniac, leaving a path of carnage and destruction in their wake.

So why does the public perceive that our roadways are filled with dangerous, speeding drivers? One reason is that we remember the unusual and don't notice the common. We remember the one outlier who speeds past us, cutting in and out of traffic, and we fail to notice the thousands of other drivers, just like us, who are behaving rationally and safely. Another reason is that the media reports on mostly bad news, and tragic traffic collisions make for good headlines, as does reporting on a “crisis” of bad drivers and increased roadway deaths.

But the truth is that, notwithstanding a small uptick in collisions in the last two to three years, our roadways are safer than they have ever been. As the chart below indicates, back in the mid-1960's, we had a fatality rate of almost 6 per 100 million vehicle miles traveled. Compare that to the fatality rate in most recent years which is now down to almost 1 per 100 million vehicle miles traveled. This is an astonishing safety improvement – an 80% decrease in the rate of traffic fatalities.

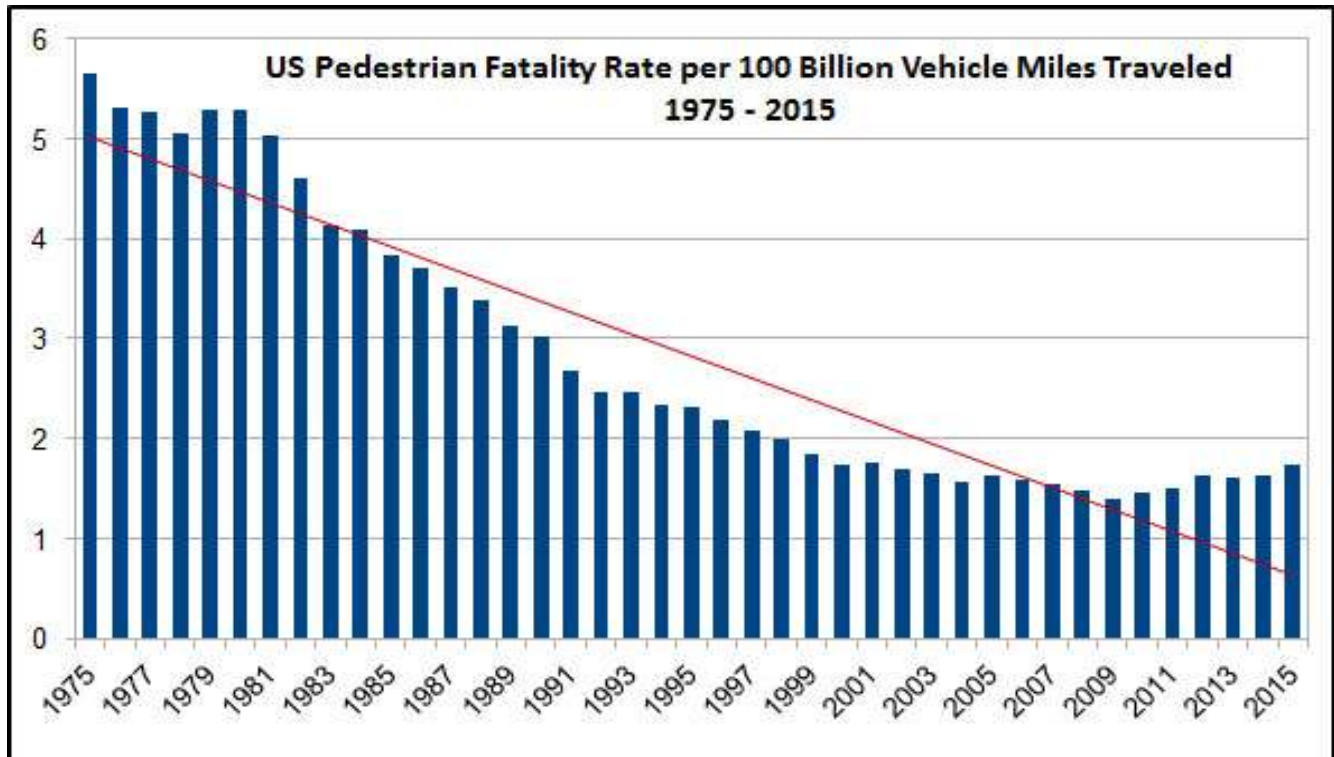


Looking even further back in history to the beginning of the modern motorized vehicle era, the safety improvement on our roadways is even more dramatic.



Even considering the slight increase in the fatality rate in 2015 and 2016, the fatality rate is now down by over 95%.

As for pedestrian fatalities, that rate is also down dramatically. (Note: fatality rate in billion VMT)



While it is true that there has been a small uptick in roadway fatalities in the past two years or so, this represents a small increase from what has been the lowest fatality rate in US history. This uptick will likely reverse as have other small increases and the overall downward trend will almost certainly continue. This is especially likely as the technology that will eventually lead to fully automated cars becomes more ubiquitous in our vehicles.

Setting Speed Limits at or Near the 85th Percentile Speed

Similar to our general laws, traffic regulations are based upon observations of the behavior of groups of reasonable motorists under various conditions. Generally speaking, traffic laws that reflect the behavior of the majority of motorists are found to be successful. Laws that arbitrarily restrict the majority of drivers encourage wholesale violations, lack public support and usually fail to bring about desirable changes in driving behavior. This is especially true of speed zoning.

For decades, traffic engineers have relied on a measurement of the 85th percentile speed of free-flow traffic in determining the speed limit to set on urban and rural nonlimited access highways. The 85th percentile speed represents the first standard deviation from the average speed on the roadway. In other words, this is the speed that 85% of drivers on the roadway don't exceed. The 85th percentile measures how the built environment affects drivers' perception of their speed and is a measurement of the careful and competent actions of the vast majority of reasonable persons.

Provided that there is no excessive collision history on a roadway, setting the speed limit within about 5 mph of the 85th percentile speed has been shown to be both safe and equitable as it reduces speed variation among drivers and doesn't require the driver to hyper-focus on maintaining an unnaturally low speed. Additionally, setting the speed limit near the 85th percentile speed does not unduly create violators out of the vast majority of motorists. And as we've shown, the vast majority of motorists behave in a reasonable and safe manner.

Misconceptions

Various misconceptions exist with regards to setting speed limits. These include the mistake belief that:

- Lowering the speed limit will result in lower speeds
- Raising the speed limit will result in higher speeds
- Drivers usually drive 10 mph over the speed limit
- Lowering the speed limit will make the roadway safer
- Drivers choose their speed; we just need to get them to comply

All of these notions have been proven to be wrong. Relying on them to set public policy leads to wasted time and effort, a false sense of security for roadway users, roadways that are *less safe*, and inequitable treatment of the public.

Changing the Speed Limit Does Not Change Drivers' Speeds

It is well known that motorists travel speeds in free-flow conditions are based on the roadway geometry, roadside development, weather conditions, and other observable factors, not the posted speed limit. All credible studies have shown that raising or lowering the posted speed limit has minimal effect on the travel speeds of the vast majority of roadway users.

For example, a study by the FHWA, *Effects of Raising and Lowering Speed Limits on Selected Roadway Sections* (Publication No. FHWA-RD-97-084), concluded the following*:

- ...for the group of sites where speed limits were lowered by 15 or 20 mph, the average change in 85th percentile speed was a 0.1 mph decrease. ...the largest decrease in 85th percentile speed at an individual site was 1 mph.
- ...major reductions, 5 mph or more, in the 85th percentile speeds did not occur even for large reductions in the posted speed limit.
- Also, major increases in the 85th percentile speeds did not occur at sites where the speed limits were raised.
- ...before and after differences in the mean, standard deviation, and 85th percentile speed were generally less than 2 mph.
- ...when speeds were reduced by 10 mph, the slowest drivers (1st percentile) increased their speed approximately 1 mph.
- There were no changes in the highest speed drivers (99th percentile);
- **The findings of the current study, as well as the results of previous research, indicate that changing the posted speed limit did not have a major effect on driver behavior on the urban and rural nonlimited access highway sections that were studied.**

*See Appendix A for a full list of findings from this study.

The extensive nature of the above study should provide definitive evidence that raising or lowering speed limits does not have a major effect on driver speeds and is therefore not an effective safety countermeasure. Additional studies provide further proof:

- **Avery** - Speed limits were raised from 30 to 35 mph and from 30 to 40 mph. Speed changes were small and not related to the amount that the limit was changed.
- **Ogawa et al.** - examined raising the speed limit by 5 mph in two towns. No significant difference in speeds where speed limits were raised. A small increase in speed occurred where the speed limit was lowered.
- **Roberts** - Raising the speed limit from 35 to 40 mph on a four-lane urban street did not significantly change the mean, 85th percentile, or 10-mph pace.
- **Rowan and Keese** - Studies at 186 locations. Speed limits changed from 60 to 30 mph and from 30 to 55 mph in 5 mph increments. Speed limit signs had little influence on drivers' speeds.
- **Dudek and Ullman** - Speed limits were lowered from 55 to 45 mph on six urban fringe highway sites. No significant changes in speeds or the speed distributions.
- **Avery and Elmborg** - Few changes in the mean, standard deviation, and percentage of vehicles in the pace when speed limits were changed to more closely match the 85th percentile speed.

Recently, in testimony before the Transportation Committees of the Michigan Senate and House of Representatives, Lt. Gary Megge of the Michigan State Police presented evidence of the 85th percentile speeds on a roadway where the speed limit was reduced from 55 mph to 45 mph. In this example, the 85th percentile speed barely changed, going from 52 mph to 51 mph. Further, on a roadway where the speed limit was raised by 15 mph, the 85th percentile speed actually decreased from 73 mph to 72 mph. (See <https://www.motorists.org/wp-content/uploads/2015/06/11Spring.pdf> -pg 7-8)

How Do Motorists “Choose” What Speed to Drive At?

Although we think about motorists “choosing” their speed, speed is less a conscious choice and more a response to the signals coming in to the human autonomic nervous system. Drivers do not so much consciously choose their speed as react to their surroundings. The following factors play a determining role in what speed motorists will drive at:

- Roadway geometry (Width, Curvature, Sight Distance)
- Surface Condition of Roadway
- Roadside development
- Weather conditions
- Type and comfort of Vehicle
- Other observable factors (Presence of Pedestrians & Bicyclists, parked cars, etc.)

Note again that the posted speed limit has little to no lasting effect on drivers' speeds and no amount of additional enforcement will change this fact, as speed is determined primarily by the above factors.

Motion Parallax and the Perception of Speed

Motion parallax is a type of depth perception cue in which objects that are closer appear to be moving faster than objects that are further away. Therefore, as humans are in motion, for example in a moving vehicle, the vehicle will appear to be moving faster in relation to closer objects than to more distant objects. This is a major factor in our perception of speed.

Most have experienced this phenomenon when flying in an airplane. Although one might be cruising at 600 mph at 30,000 feet, it feels as if we are barely moving, and the ground below us also appears to be moving slowly. In contrast, on take-off and landing, when we are actually moving slower, we feel as though we are moving extremely fast because the ground and surrounding buildings are much closer.

The same is true when driving in a motor vehicle. This is why motorists tend to drive faster on wide, multi-lane streets compared to narrow neighborhood streets; tree-lined with parked cars and houses next to the travel lane. What feels like a reasonable speed at 25 mph on a narrower roadway feels uncomfortably slow on a wider road where the surrounding objects are significantly further away.

Humans cannot control these perceptions as they are primarily a function of the autonomic nervous system. If a motorist tries to drive “too slow” on a wide multi-lane roadway designed and built for higher speeds, they will quickly begin to experience increased stress and anxiety manifested in increased blood pressure and heart rate and a general feeling that “something is wrong”. While drivers may be able to tolerate these stressful conditions for short distances, by necessity, they will eventually begin to increase their speed to alleviate the uncomfortable sensations they are experiencing.

This is not to suggest that some drivers aren’t outliers, who consciously choose to drive faster than is reasonable and prudent under some circumstances. But the 85th percentile speed is a measure of the other, non-outlier drivers, not the ones going significantly faster than the vast majority of others on the roadway. This is why enforcement generally targets motorists driving at least 5 mph over the posted speed limit.

Setting Unreasonably Low Speed Limits Decreases Safety for All Road Users

Since roadway speeds have little relationship to the posted speed limit, no safety benefits are gained by lowering the speed limit much below the 85th percentile speed. On the other hand, safety can be decreased by pursuing this option. Previous studies have shown that drivers operating at much lower and much higher speeds than the majority of drivers were involved in a disproportionately high number of crashes. Although these studies have been criticized by certain advocacy groups as being “outdated” and “not applicable to all road types”, no study has yet refuted the findings.

Additional evidence that forcing drivers to hyper-focus on their speed rather than pay attention to the entirety of the driving task comes from a recent study from the University of Western Australia, *“Lowering Thresholds For Speed Limit Enforcement Impairs Peripheral Object Detection And Increases Driver Subjective Workload”*. In this study, drivers were forced to concentrate more heavily on not exceeding the speed limit in a scenario where the threshold for enforcing the speed limit was lowered to essentially zero. The researchers posited that since human information-processing capacity is limited, “Emphasizing speed monitoring may therefore reduce resource availability for other aspects of safe vehicle operation”.

The results generally confirmed this hypothesis as “stricter speed enforcement led to greater subjective workload and significant decrements in peripheral object detection”. In other words, when drivers had to put a greater emphasis on maintaining their speed, they missed seeing other roadway hazards (e.g. potentially pedestrians and bicyclists) and safety decreased. The researchers also concluded that, “It is likely these results under-estimate the impact of stricter speed enforcement on real-world drivers who experience significantly greater pressures to drive at or above the speed limit”.

By causing drivers to hyper-focus on their speed rather than take a more holistic approach to the driving task, as would occur when speed limits are set much lower than the perceived safe and comfortable speed, roadway safety could be significantly decreased. This is similar to the effects of distracted driving on roadway safety.

Finally, when speed limits are set too low, law enforcement must concentrate on a much greater number of drivers exceeding the speed limit. This decreases safety as the worst offenders can escape detection while police are concentrating on other, less dangerous drivers who have simply exceeded the posted number on the sign by some arbitrary amount, but may otherwise be driving at a reasonably safe and prudent speed.

Lower Speeds Require Changes to the Built Environment

As shown, motorists will maintain a speed that is compatible with the way the roadway is built. Therefore, where lower speeds are necessary, some physical changes to the roadway must be implemented in order to achieve the desired result. Once that is accomplished, a new speed survey can be conducted to measure the reduced 85th percentile speed and a lower speed limit might be warranted. The following examples highlight some effective countermeasures to reduce a roadway's natural operating speed:

- Speed feedback signs
- Narrower lanes
- Trees!!!
- Raised medians
- Bulb outs
- Lane markings, e.g. converging chevrons, transverse lines, longitudinal lines
- Speed humps and speed tables
- Roundabouts

A more comprehensive list can be found at https://safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/

Note that in the section regarding lowering speed limits by , 5, 10, or 15 mph, the FHWA shows a change in travel speeds of only 0.1 - 0.3 mph. By comparison, a relatively inexpensive rubber pedestrian island plus an in-roadway Yield to Pedestrian Crossing Sign resulted in a 6 mph reduction in speeds.

Certainly, not all countermeasures are applicable to all types of roadways, but a review of the list at the above link shows many countermeasures that provide a much greater speed limiting effect than lowering the speed limit.

By employing proven speed reduction techniques, roadways can be made “self enforcing” and safety can be improved.

Conclusion - How to Get Safer Roadways

Engineers currently have the tools necessary to set speed limits appropriately using engineering judgment. In addition to measuring the 85th percentile speed, engineers can take into account the collision history of the roadway and other factors not readily apparent to roadway users. They can then

adjust the speed limit accordingly. For local roads and those roadways in residential and business districts, the protocols currently allow for setting the speed limit at 25 mph.

Permitting jurisdictions to lower speed limits beyond what the current protocols allow would not improve safety, but would simply make violators out of the vast majority of motorists. It would be improper for a government to build a roadway which encourages a higher speed, post that roadway at a much lower speed, and then use massive ticketing to try to gain compliance. The more equitable and safe approach would be to make the roadway self enforcing by designing or re-designing it for the desired speed.

There are numerous engineering countermeasures which can improve safety on our roadways for all users. Arbitrarily lowering speed limits by doing away with the 85th percentile protocols is not the answer. Such a proposal will make our roadways less safe, lead to frustration from all roadway users, and impose financial hardship (or worse) on practically everyone who drives in the State of California.

In summary:

- If you want to reduce speeds, you must change the nature of the roadway. Make roadways self enforcing.
- Tailor the solution to the problem – not all problems are related to speed.
- Provide safe places for pedestrians to cross the road.
- Support realistic, rational speed limits set near the 85th percentile speed.
- Allow the police to spend their time catching the worst offenders. Don't waste their time on minor offenses.

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Appendix A
Findings from FHWA study, *Effects of Raising and Lowering Speed Limits on Selected Roadway Sections* (Publication No. FHWA-RD-97-084)

Effects on Speed

- 1) For years, traffic engineering texts have supported the conclusion that motorists ignore unreasonable speed limits.
- 2) Both formal research and informal operational observations conducted over many years indicate that there is very little change in the mean or 85th percentile speed as the result of raising or lowering the posted speed limit on urban and rural nonlimited access highways.
- 3) Lowering or raising the posted speed limits at the experimental sites had little effect on driver behavior as reflected by the 85th percentile speeds.
- 4) Lowering the speed limit by 5, 10, 15, or 20 mph at the study sites did not result in major reductions such as 5 mph or more in the 85th percentile speeds.
- 5) Raising the speed limit by 5, 10, or 15 mph at the study sites also did not result in major increases such as 5 mph or more in the 85th percentile speeds.
- 6) ...for the group of sites where speed limits were lowered by 15 or 20 mph, the average change in 85th percentile speed was a 0.1 mph decrease. ...the largest decrease in 85th percentile speed at an individual site was 1 mph.
- 7) ...major reductions, 5 mph or more, in the 85th percentile speeds did not occur even for large reductions in the posted speed limit.
- 8) Also, major increases in the 85th percentile speeds did not occur at sites where the speed limits were raised.
- 9) ...before and after differences in the mean, standard deviation, and 85th percentile speed were generally less than 2 mph.
- 10) ...when speeds were reduced by 10 mph, the slowest drivers (1st percentile) increased their speed approximately 1 mph.
- 11) There were no changes in the highest speed drivers (99th percentile);
- 12) ...however, when speed limits were lowered by 15 or 20 mph, there was approximately a 1 mph increase in the 95th percentile speed.
- 13) At sites where posted speed limits were raised, generally there was a small increase in speeds below the 75th percentile (less than 1.5 mph).
- 14) The net effects ...indicate that there was a small decrease in the 99th percentile speed when speed limits were raised by 10 or 15 mph.
- 15) For the group of sites where the speed limits were lowered by 15 or 20 mph, average [driver] compliance decreased by two-thirds.
- 16) At sites where speed limits were lowered by 10 mph, there was approximately a 50 percent reduction in compliance.
- 17) Conversely, at the group of sites where speed limits were raised by 10 or 15 mph, there was a fourfold increase in driver compliance.
- 18) Again, it should be noted that these figures do not reflect a change in driver behavior to comply with the new limits, but a change in the standard used to measure compliance, i.e., the posted speed limit.
- 19) Overall, altering the speed limits at the experimental sites had a dramatic effect on driver compliance, but most of the effect was due to how compliance was measured, i.e., percentage of motorists driving at or below the posted speed limit. Changing the speed limit did not alter driver behavior.

- 20) The indirect effects of speed limit changes on a sample of five contiguous and adjacent roadways were found to be small and insignificant. (i.e. no spillover effect)
- 21) Avery conducted before and after studies on 11 arterial streets... Speed limits were raised from 30 to 35 mph on some sections, and from 30 to 40 mph on other sections. Avery found that the speed changes were small and not related to the amount that the limit was changed.
- 22) Ogawa et al. examined the effects of raising the speed limit by 5 mph in two rural towns in Illinois. No significant difference in speeds was found where speed limits were raised; however, a small, but statistically significant increase in speed occurred in one town where the speed limit was lowered.
- 23) Roberts found that raising the speed limit from 35 to 40 mph on a 1.5 mi four-lane urban street in Columbia, South Carolina, did not significantly change the mean, 85th percentile, or 10-mph (16-km/h) pace.
- 24) Rowan and Keese conducted before and after studies at 186 locations to determine the effect of speed limit signs on traffic speeds. Speed limits were changed from 60 to 30 mph and from 30 to 55 mph in 5 mph increments. They found that speed limit signs had little influence on drivers' speeds...
- 25) Dudek and Ullman conducted before and after studies where speed limits were lowered from 55 to 45 mph on six urban fringe highway sites in Texas. No significant changes were found in speeds or the speed distributions.
- 26) Studies conducted by Avery and Elmberg revealed that there were few changes in the mean, standard deviation, and percentage of vehicles in the pace when speed limits were established on the basis of the 85th percentile speed.
- 27) **The findings of the current study, as well as the results of previous research, indicate that changing the posted speed limit did not have a major effect on driver behavior on the urban and rural nonlimited access highway sections that were studied.**

EFFECTS ON CRASHES

- 1) The paired comparison ratios method indicated that there was a statistically significant increase in crashes at the 14 sites where speed limits were lowered by 5 mph. This result must be viewed with caution due to the small number of crashes in the sample.
- 2) The before-and-after method indicated that there was a significant decrease in crashes at the 41 sites where speed limits were raised. This result is contrary to the results of the other methods and may be due to the previously cited limitations of the before-and-after method.
- 3) As the results of the before and after speed analyses indicate, vehicle speed changes at the study sites were small. Accordingly, it is not logical to assume that changing the posted speed limits at the study sites had an effect on crashes.
- 4) **Based on the best information available to date, there is no evidence to suggest that lowering or raising posted speed limits on nonlimited access roadways has an effect on crashes. Reducing the posted speed limit without utilizing other enforcement, educational, and engineering measures does not appear to be an effective safety treatment.**

Do Studies Show Speed Cameras are Effective?
By Jay Beeber, Executive Director - Safer Streets L.A.,
Member - Institute of Transportation Engineers

Numerous claims have been made as to the effectiveness of speed cameras to either reduce accidents or lower speeds. The following is an examination of the claims and the truth about these claims.

Cochrane Collaboration Study

Claim: A review published by the Cochrane Collaboration analyzed data from 21 studies and found reductions ranging from 14 to 72 percent for all crashes, 8 to 46 percent for injury crashes, and 40 to 45 percent for fatal/serious injury crashes (Wilson, Willis, Hendrikz, & Bellamy, 2006).

What the study really said/showed:

Quoting from the study itself: “Despite **the quality of the included studies being judged to be weak,** the consistency of reported positive reductions in speed and crash outcomes across all studies suggest that SEDs are a promising intervention for reducing the number of road traffic injuries and deaths.

However, **higher quality studies using well designed controlled trials are needed to confirm this finding.** ... There is a need for consistency in methods, such as standards for the collection and reporting of speed and crash data, so that studies can be compared more easily. Studies should also continue careful data collection for lengthy follow-up periods after the installation of SEDs.”

(Pg 2 PLAIN LANGUAGE SUMMARY)

“...it should be borne in mind that injury crashes are not always necessarily a subset of those that are speed related (assuming such crashes can actually be defined). Most studies analysed crash numbers rather than rates...”

(Pg 21)

“The overall methodological quality was poor. Of the 26 studies only seven studies were scored as being of good quality. Of the remaining 19 studies, ten were scored as fair and nine were scored as poor.”

(pg 24)

“...**studies of a higher quality need to be done,** which are well designed, are more homogenous in nature and have methodological rigour. This is essential to provide a stronger evidence base, necessary to support claims for the effectiveness of automatic speed enforcement.”

(pg 26)

Washington DC

Claim: Washington, D.C. experienced a 73% reduction in traffic fatalities, a decrease from 71 deaths in 2001 to 19 deaths in 2012 and a 34% decrease in traffic related injuries

The truth: **Most of the reduction in fatalities was due to a reduction in DUI related deaths.** There were 68 alcohol related fatalities in 2001 and just 15 in 2012. If you remove the DUI fatalities, Washington, D.C. actually had an **increase** in non-DUI related fatalities from 3 in 2001 to 4 in 2012.

Speed cameras will not stop DUIs and therefore could not possibly have had anything to do with the reduction in DUI fatalities. *Source: <http://www.alcoholalert.com/drunk-driving-statistics-dc.html>*

This is a common tactic that camera supporters like to use. They claim that the cameras "reduce" types of crashes that are not caused by the types of violations that the camera tickets for.

According to District Department of Transportation's own statistics, speed was a factor in only 3.1 percent of accidents. Therefore, even if speed cameras were 100% effective, they could have no more than a 3% effect on collision rates.

Montgomery County, Md.

Claim: *A 2015 study in Montgomery County, Md., found a 40% reduction in collisions. About 7½ years after the speed camera program began, the cameras were associated with a 10 percent reduction in mean speeds and a 59 percent reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit on camera-eligible roads, almost all of which had cameras."*

The truth: These claim has been thoroughly debunked here:

<http://www.mddriversalliance.org/2015/09/insurance-industry-study-shows-same.html>

Accident rates declined equally on roadways with or without speed cameras.

The above referenced study by the Insurance Industry for Highway Safety (IIHS) compared 4 sets of roadways:

1. Montgomery County roads eligible for speed cameras (roads with speed limits of up to 35mph)
2. Montgomery County roads not eligible for speed cameras
3. Fairfax County roads with speed limits of up to 35mph and no speed cameras
4. Fairfax County roads with speed limits over 40mph and no speed cameras

The percentage decline in accidents was almost exactly the same amount in ALL FOUR study groups from 2004 to 2013, both in the categories with speed cameras and without them.

	MoCo Camera Eligible Roads	25-35mph roads in Fairfax (no cameras)	"Spillover" roads in Montgomery (no cameras)	40mph control roads in Fairfax (no cameras)
2004	100.00%	100.00%	100.00%	100.00%
2005	95.72%	97.24%	89.45%	89.76%
2006	94.63%	97.19%	88.90%	89.91%
2007	88.70%	90.78%	86.04%	81.48%
2008	82.23%	83.95%	87.75%	83.51%
2009	82.16%	72.62%	90.42%	81.17%
2010	80.16%	65.13%	83.14%	71.69%
2011	76.08%	68.26%	79.24%	76.66%
2012	70.06%	72.85%	79.13%	82.61%
2013	67.35%	67.45%	69.74%	68.15%
Annual Reported Accidents as a percentage of Baseline Year Rate				

Baltimore

Baltimore City Issued 1.5 Million Camera Tickets As Accident Rates Rose

A report by the Baltimore Sun showed that Baltimore City experienced an almost 5% increase in traffic accidents from 2009 to 2012. In that four year time period Baltimore City put approximately 50 speed cameras online and issued 1.5 million speed camera tickets.

Baltimore's first speed cameras went online in November of 2009, and 2010 was the first full year with speed cameras.

The city defended the program's results by asserting that traffic accidents dropped at six intersections where cameras were used. That data came from only a small fraction of the city's cameras, and was compiled in late 2012 when the city's program was coming under increasing fire over erroneous citations and many other complaints. No data from 2012 was provided. It is unclear why "intersections" were the basis of the city's collision analysis when the cameras involved were speed cameras rather than red light cameras and thus are not necessarily enforcing just in "intersections".

Baltimore's program was shut down in early 2013 after hundreds of erroneous citations were sent out to innocent drivers.

San Jose, CA

Claim: *San Jose, CA had a 15% decline in the proportion of drivers traveling 10 mph over the speed limit prior to the program's termination.*

The truth: San Jose's experience with speed cameras is instructive. The speed camera program ran from 1997 to 2007 and had never been authorized by state law. Eventually, the city chose to eliminate the program. While the 15% decline in the proportion of drivers traveling 10 mph over the speed limit sounds impressive at first glance, when compared to other possible speed reduction countermeasures, the benefits of the San Jose speed camera program pales in comparison.

Numerous studies have been conducted on the effectiveness of speed feedback signs that immediately inform drivers of their speed and remind them to slow down. Field tests utilizing 3M's Driver Feedback Signs and were conducted by the City of Clarksville, Tennessee and the Maine Department of Transportation. <http://bit.ly/2oLI9q>

The City of Clarksville achieved the following results on two arterials in residential areas:

Kirby Drive

- 62%** Reduction in Vehicles Traveling Over 6+ mph
- 15%** Reduction in 85th Percentile Speed (34 to 28 mph)
- 19%** Reduction in Mean Speed (27 to 22 mph)

S. Jordan Drive

- 52%** Reduction in Vehicles Traveling Over 6+ mph
- 18%** Reduction in 85th Percentile Speed (34 to 28 mph)
- 19%** Reduction in Mean Speed (27 to 22 mph)

The Maine DOT test found similar results:

56% Reduction in Vehicles Speeding Over 6+ mph
17% Reduction in 85th Percentile Speed (34 to 28 mph)
23% Reduction in Mean Speed (32 to 25 mph)

Had the City of San Jose employed the use of speed feedback signs rather than their illegal speed camera program, they would have achieved a higher degree of driver compliance and safety on their roadways. And these highly effective speed feedback signs would have been perfectly legal and would still be employed reducing speeds on San Jose roadways to this day. Many other engineering countermeasures to reduce vehicle speeds are effective as well and could be used to improve traffic safety.

Further, an analysis of speed related crashes in San Jose after the cameras were removed shows that the program had no positive effect on roadway safety within the city. The SWITRS database only goes back to 2001, so we compared the collision data for the years with cameras 2001 - 2006 with the years after the cameras were removed 2007 - 2015. If the cameras improved safety, one would expect collisions to have increased after they were removed. This did not happen. In fact, in most categories, collisions went down or remained the same *after the cameras were removed*:

Average number of Collisions per Year	All Collisions	Speed Related Collisions	Ped Inj Collisions	Ped Killed	Speed Related Ped Killed
Years with speed cameras	8447	3584	315	16	0.67
Years after speed cameras	6597	2906	307	17	0.60
% Change	-21.90%	-18.92%	-2.54%	6.25%	-10.45%

Note that after the cameras were removed, all collisions and speed related collisions in San Jose went down about 20%. Collisions in which a pedestrian was killed or injured remained about the same, as the change was not statistically significant. Speed related collisions where a pedestrian was killed went down slightly.

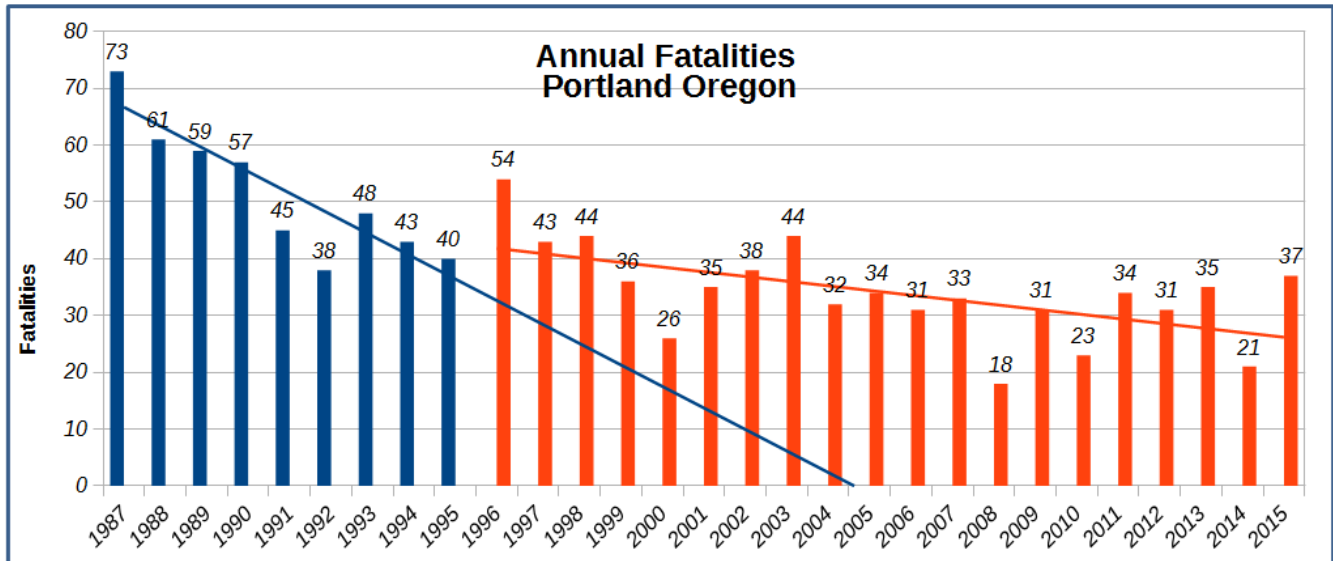
Based on this data, it's clear that the San Jose speed camera program was ineffective in improving roadway safety since after their removal, traffic safety actually improved. Of course, if the statistics were reversed, San Jose would be arguing that their program had been highly effective.

Portland, OR

Claim: Portland, OR reported a 54% reduction in fatalities.

The truth: First, this figure is apparently the reduction in fatalities for the entire city comparing the period prior to 1995 when the speed camera program began vs fatality figures from 2014, regardless of collision factor. Therefore, the statistic does not report the reduction in fatalities for collisions caused by unsafe speed or exceeding the speed limit. Unquestionably, Portland has introduced many roadway improvements and countermeasures to improve roadway safety over this time period, but the speed camera proponents would have us believe that 100% of the reduction in fatalities is due to the presence of just a handful of mobile speed cameras in the city.

Further, a detailed examination of fatality figures for the period in question shows that traffic fatalities in Portland had been falling dramatically for a decade before the cameras were introduced. And that reduction was steepest prior to the use of speed cameras. The following chart shows the annual traffic fatalities in Portland before and after the speed cameras were installed.



The two trend lines clearly show that in the decade prior to the first speed cameras being introduced in Portland, the traffic fatality rate had been declining at a substantial rate. In the period after speed cameras were employed, fatalities continued to decline, but at a much lower rate. Note also that the percent reduction in the number of fatalities from 1995 to 2015 was 7.5% vs an 89% reduction in the period before speed cameras were used. Undeniably, the use of speed cameras did not result in a 54% reduction in fatalities in Portland.

<http://www.city-data.com/accidents/acc-Portland-Oregon.html>

Scottsdale, AZ

Claim: Scottsdale, AZ had a 88% decrease in vehicles traveling 11 mph or more above the 65 mph limit.

The truth: We could not find a reference for this claim. No information is provided as to where the decrease occurred or for what distance the claimed effect was maintained. Nor is there any information provided about what percentage of vehicles were traveling 11 mph or more above the 65 mph limit or how much over the 11 mph threshold they were traveling. This is important because on highways with reasonably set speed limits, most drivers keep within about 10 mph of the posted limit and relatively few drivers exceed 11 mph over. For example, suppose 100 vehicles were traveling 11 mph or more above the 65 mph limit. 88 were traveling 11 - 12 mph over, 5 were traveling 13 mph over, 4 were traveling 15 mph over and 3 were traveling 20 mph over. If the effect of the speed cameras was to reduce vehicle speeds just 1 - 2 mph, then this small change in speed would be reflected as an 88% decrease in vehicles traveling 11 mph or more above the 65 mph limit, but the effect on safety would be minimal at best.

Other independent studies have shown that any effect of speed cameras is transitory. Researcher Craig Peterson conducted speed surveys near speed vans and fixed cameras on highways in several locations around the metropolitan Phoenix area, including Scottsdale, and found that the cameras were ineffective in reducing speeds. Peterson measured speeds one half mile before the camera and one half mile after the cameras. If the speed cameras were effective in reducing speeds, Peterson argues, one would expect that the after speeds should be noticeably slower; they were not. Peterson found that “the numbers from every site were nearly identical” and that “the cameras had no effect on freeway speeds”. Peterson also found that, “the 85th percentile speed on most sections of Loop 101 [where no cameras were located] was 70 mph, but, “On Scottsdale's portion of Loop 101 where the [speed] cameras were located, it was 73.4 mph”.

Anecdotal claims about the effectiveness of speed cameras from their proponents, or cities generating revenue from their use, should not be used to make major public policy decisions.

Great Britain

Claim: The UK government lauded the benefits of speed cameras based on a police claim that road injury rate that had fallen from 85.9 per 100,000 in 1996 (before cameras) to 59.4 in 2004 (after cameras).

The truth: A British Medical Journal (BMJ) study found that it was not true. By examining hospital records, the study found the road injury rate **increased** slightly from 90.0 in 1996 to 91.1 in 2004. The study attributes the discrepancy to "underreporting" on the part of the police. "The overall fall seen in police statistics for nonfatal road traffic injuries probably represents a fall in completeness of reporting of these injuries," the BMJ study concluded.

Chicago, IL

Claim: Chicago, IL realized a 31% decline in speeding vehicles.

The truth: This claim is provided with no reference or documentation nor does it provide any definition of “speeding vehicles”. However as we previously showed, a greater reduction in speeds is achievable simply through the use of speed feedback signs and other engineering countermeasures.

Even pedestrian safety advocates (who would likely support speed cameras) admit that engineering countermeasures are highly effective in slowing vehicle speeds and saving lives. In an op/ed for the San Francisco Examiner, Nicole Ferrara, executive director of Walk SF, stated, “...streets designed to look and feel like the speed that is appropriate for that street, can and do, save lives”. Ferrara goes on to explain that, “Perhaps the strongest examples of success comes from putting our roads on a “diet” — an easy, low-cost engineering solution... Road diets not only slows speeds, they have been shown to reduce all crashes by as much as 53 percent”. Ferrara gives other examples of engineering solutions that are effective in improving pedestrian safety:

Another street design solution is a bulb-out — when the sidewalk extends at one or more corners of an intersection. Bulb-outs have multiple benefits: First, people driving can see people waiting to cross much sooner because they are no longer hidden behind parked cars. Second, the crossing distance is much shorter, meaning that slower walkers will have an easier time getting across the street. Third, the wider corners naturally slow drivers down as they

make turns through the intersection; the reduced width of the turning lane makes speeding during turns less likely, protecting people walking from one of the top five causes of serious injury and death.

Prior to even considering the use of speed cameras on roadways where speed is claimed to be a problem, cities should re-engineer those streets to make the lower desired speeds “self enforcing”.

DC Speed Cameras Have Not Improved Traffic Safety

Accident rates have not improved in Washington, DC after issuing \$500 million in speed and red light camera tickets. <http://www.thenewspaper.com/news/45/4511.asp>

UK: Injuries And Accident Rise In 20 MPH Zones

Accidents and injuries rise in new 20 MPH zones in England.

<http://www.thenewspaper.com/news/44/4455.asp>

UK: Revised Analysis Finds Accidents Increase With Speed Cameras

Engineer Dave Finney examines Thames Valley, UK speed camera data and finds an increase in injuries after the devices were installed. <http://www.thenewspaper.com/news/44/4433.asp>

Australia: Territory Auditor Blasts ACT Speed Cameras

Government audit of Australian Capital Territory speed camera program finds no safety rationale behind deployment and use of the devices. <http://www.thenewspaper.com/news/43/4365.asp>

Arizona County Dumps Speed Cameras As Ineffective

Photo radar fails to reduce accidents in Pima County, Arizona so board of supervisors cancel program.

<http://www.thenewspaper.com/news/43/4313.asp>

Australia: Report Questions Speed Camera Motivation

Economists measure road safety performance of South Australia and question whether public policy is geared more toward revenue generation. <http://www.thenewspaper.com/news/42/4294.asp>

Saudi Arabia: Speed Cameras Fail To Reduce Accidents

Trauma medicine researcher in Saudi Arabia concludes the single-minded police obsession with speed makes roads more dangerous. <http://www.thenewspaper.com/news/42/4283.asp>

Reports: Speeding Not A Cause Of Child Accidents

Reports from the UK and Washington state suggest speed does not play a major role in child or pedestrian accidents. <http://www.thenewspaper.com/news/42/4214.asp>

UK Government Admits Scotland Speed Camera Stats Were Faulty

UK Statistics Authority report slams government of Scotland for producing misleading speed camera safety claims. <http://www.thenewspaper.com/news/41/4150.asp>

Scotland: Officials Scale Back Inflated Speed Camera Benefit Claims

Scotland delays release of speed camera report after statistics found to be inflated.

<http://www.thenewspaper.com/news/41/4131.asp>

Australia: Report Finds Need For Speed Camera Transparency

New South Wales, Australia parliamentary committee finds state government misleads on speed-related accident data. <http://www.thenewspaper.com/news/41/4123.asp>

UK: Complaint Lodged Against Dodgy Speed Camera Statistics

UK Advertising Standards Authority investigating claims of speed camera efficacy.

<http://www.thenewspaper.com/news/40/4037.asp>

Former Australian Road Safety Official Questions Speed Emphasis

Road safety conference presentation in Australia urged officials to end the obsession with speed enforcement.

<http://www.thenewspaper.com/news/39/3923.asp>

UK Road Fatalities and Injuries Rise Despite Cameras

The UK speed camera enforcement policy has failed to reduce either road injuries or road fatalities.

<http://www.thenewspaper.com/news/12/1210.asp>

Ireland: Whistleblower Exposes Faulty Speed Camera Equipment

Irish television finds speed camera company ignores warnings about faulty equipment and setup procedures.
<http://www.thenewspaper.com/news/43/4375.asp>

Maryland: Audit Finds Thousands Of Inaccurate Speed Camera Citations

Audit finds over 36 percent of speed camera tickets issued in Baltimore, Maryland to be questionable or obviously bogus. <http://www.thenewspaper.com/news/43/4317.asp>

Speed Camera Fines Challenged Worldwide

Officials in Austria, Australia and Italy face the prospect of refunding thousands of inappropriate speed camera fines. <http://www.thenewspaper.com/news/42/4217.asp>

Third Maryland Jurisdiction Forced To Refund Illegal Tickets

More than 4000 illegally issued tickets to be refunded in Waldorf, Maryland. <http://www.thenewspaper.com/news/41/4176.asp>

Australia: Safety Official Seeks Refund Of 987 Speed Camera Tickets

Road safety commissioner in Victoria, Australia finds 987 motorists were tricked in a speed camera trap.
<http://www.thenewspaper.com/news/41/4175.asp>

Maryland: Speed Camera Company Admits 5.2 Percent Error Rates

Xerox admits several of its cameras in Baltimore, Maryland issued tickets to innocent motorists 5.2 percent of the time. <http://www.thenewspaper.com/news/39/3976.asp>

Italy: Top Cop Arrested For Speed Camera Bribery

Hidden cameras catch police commander in Spotorno, Italy for taking bribes from a speed camera company.
<http://www.thenewspaper.com/news/43/4347.asp>

Cop Sues Over DC Speed Camera Program

Police sergeant fights back over speed camera retaliation in Washington, DC.
<http://www.thenewspaper.com/news/41/4193.asp>



INVOICE

January 22, 2020

North Hills West Neighborhood Council

REMIT PAYMENT TO:

ONEgeneration Senior Enrichment Center
18255 Victory Blvd.
Reseda, CA 91335
818-705-2345

2020 Senior Symposium

Item	Amount
Senior Symposium Participation – Booth, Canopy, Table with 2 chairs, and inclusion of logo on flyers, banners, programs and other outreach materials for the May 16, 2020 Senior Symposium	\$750.00
Balance Due	\$750.00

