

AB 43 Traffic Safety and Speed limit Reforms - Quick Summary

- **AB 43 was originally enacted in 2021.** AB 1938 was later enacted in 2022 to clarify AB 43 text and intent.
- **Greater Local Control-** Allows cities to lower speed limits below standard preset levels on streets with high injury rates and vulnerable road users.
- **Safety-Based Approach-** Enables speed limit adjustments based on safety studies and collision data rather than just traffic flow.
- **Business District Flexibility-** Permits 20 mph speed limits in business districts when supported by traffic safety studies.
- **Protected Zones-** Authorizes lower speed limits near areas with high concentrations of pedestrians, seniors, and other vulnerable road users.

AB 43 Steps for Implementation

1

Conduct Traffic Counts and Safety Study

Collect and analyze traffic count data, collision data, document presence of vulnerable road users, and assess current traffic patterns in target area

Traffic Counts are nearly complete. LRSP and recent collision data can/will be used as part of this step.

2

Document Justification

Prepare report demonstrating high injury rates or presence of protected groups (seniors, pedestrians, etc.) that warrant speed reduction

3

Determine Priority Areas which will contain the Reduced Speed Limits (20 mph)

Map out Business Districts, locations with high concentrations of vulnerable users (i.e. senior centers, schools, parks, transit stops and other popular walking or cycling routes)

4

Secure Council Approval

Present findings to City Council for official approval of speed limit change. A Resolution or Ordinance is required by the California Vehicle Code.

5

Implementation Plan

Schedule installation of new signage, plan public communication, and coordinate with law enforcement for education period

6

Monitor and Evaluate

Track safety metrics after implementation to document effectiveness and make adjustments if needed