

TRANSPORTATION COMMITTEE REPORT relative to conducting a feasibility study for a reversible lane on Sunset Boulevard eastbound between Kenter Avenue and the I-405 Freeway.

Recommendation for Council action, pursuant to Motion (Bonin - Blumenfield):

INSTRUCT the Los Angeles Department of Transportation to conduct a feasibility study for a reversible lane on Sunset Boulevard eastbound between Kenter Avenue and the 1-405 Freeway to reduce congestion during peak travel periods to include:

- a. Examining directional flows
- b. Constraints on left-turn movements
- c. Optimal hours of operations
- d. Potential impacts to surrounding streets and neighborhoods
- e. Consideration of temporary versus permanent reversible lane installations and their estimated costs

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On February 22, 2017, your Committee considered a Motion (Bonin - Blumenfield) relative to conducting a feasibility study for a reversible lane on Sunset Boulevard eastbound between Kenter Avenue and the I-405 Freeway. According to the Motion, Sunset Boulevard from Kenter Avenue to the I-405 Freeway experiences high levels of congestion, most notably in the eastbound direction during the evening traffic peak period. This traffic congestion results in extreme gridlock, as there are no east/west corridors north of Sunset Boulevard, nor northbound through streets to offer alternative options for motorists.

The City and Caltrans are partnering in an effort to use technology to improve access to the I-405 Freeway from the I-10 to the US-101 Freeways. Comparable efforts should be undertaken to improve the surrounding traffic flow. One relatively low-cost option to reduce congestion may be to implement a reversible lane on Sunset Boulevard, as it would eliminate the expense of adding new traffic lanes. Reversible traffic lanes add peak-direction capacity and decrease congestion by borrowing available lane capacity from the other (off-peak) direction or from the center left turn lane. Implementation of reversible lanes can be accomplished by temporary or permanent barriers, overhead traffic lights, and lighted street signs that notify drivers which lanes are open or closed to driving or turning.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion as detailed in the above recommendation. This

matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	ABSENT
HUIZAR:	ABSENT
MARTINEZ:	YES
RYU:	YES

ARL  
2/22/17

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**