

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/18/2021

Type of NC Board Action: For

Impact Information

Date: 03/17/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-1224

Agenda Date:

Item Number:

Summary: Currently in Los Angeles, bus only lanes are regularly unforced, meaning that despite currently existing laws that reserve them for transit operations in peak hours, commuters are often impacted by individuals violating existing Los Angeles traffic laws. There are not enough traffic officers in Los Angeles to enforce the bus lanes, and even if there were, there are more effective means of enforcement that would not require a substantial budget increase. South Robertson commuters in particular would benefit from this, as the Wilshire peak hour bus only lane provides a crucial transit connection just north of our Neighborhoods Council boundary. The Metro 720 bus line is a workhorse line of the county system, and currently provides the only major east-west transit connections from our community to areas such as Santa Monica, Downtown Los Angeles, and other vital job centers. Therefore, with the passage of AB-917, we encourage the City of Los Angeles to move forward, in cooperation with Metro, in utilizing cameras on the front of busses that will automatically ticket cars parked in the bus lane. We also encourage the City to pursue further legislation at the State level to expand this concept to cars illegally occupying space in the bus lane. We also support the city's plan to coordinate with LADOT and LA Metro to implement a full communications plan to the public on any upcoming enforcement and support a warning period to ensure no one is penalized by a lack of awareness. With this system in place, we hope that buses will raise their average speed city-wide using their own dedicated lanes, making the bus more attractive and helping people get out of cars (the single biggest source of greenhouse gas emissions in California), which can be accomplished through enforcing existing laws.