

TRANSPORTATION COMMITTEE REPORT relative to evaluating all existing peak-hour travel lanes to determine whether they are still needed.

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

INSTRUCT the Los Angeles Department of Transportation (LADOT) to report within 90 days on a proposed work plan to evaluate all existing peak-hour travel lanes to determine whether they are still needed (and if so, the days of the week and hours when they are needed), whether the street is wide enough to accommodate bike/scooter lanes, and options for re-purposing underutilized peak-hour lanes (including for transit), with priority given to streets that are on the High-Injury Network and/or have the highest posted speed limits.

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 December 6, 2022, your Committee considered a Motion (Blumenfield – Bonin) relative to evaluating all existing peak-hour travel lanes to determine whether they are still needed. According to the Motion, the City maintains peak-hour traffic lanes on many streets across the City. These lanes are intended to benefit Angelenos by reducing congestion and traffic delays. However, peak-hour lanes also have potential drawbacks. Prohibiting parking along major commercial corridors could impact local businesses in areas without easily accessible off-street parking. Peak-hour lanes can prevent installation of curb extensions, bicycle lanes, or other safety measures. During off-peak hours, some motorists weave in and out of these lanes to drive at unsafe speeds.

Most peak hour lanes were installed many years ago, in an era when vehicle throughput was the primary (or only) consideration for street design, and the need for or desirability of these lanes has not been evaluated since their installation. More recently, the City has given increased attention to traffic safety and promoting alternative modes of transportation such as walking and bicycling. E-bikes, electric scooters and motorized skateboards have created new demands for dedicated space on our streets. The COVID-19 pandemic and the increase in remote work has changed traffic patterns.

The LADOT and the Los Angeles County Metropolitan Transit Authority (Metro) have evaluated and are evaluating several peak-hour general travel lanes to determine whether they can be better utilized to improve transit service reliability by being converted to peak-hour bus-only lanes, including Alvarado Street, Vermont Boulevard, La Brea Avenue and Roscoe Avenue (Council File No. 19-0885). However, there has not been a comprehensive review of the advantages and disadvantages of other peak-hour lanes on

non-transit-priority streets, taking into account traffic congestion, traffic speed and safety, benefits and burdens to local business, and opportunities to expand the active transportation network. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER VOTE

BONIN: YES

HUTT: YES

BUSCAINO: ABSENT

ARL

12/6/22

-NOT OFFICIAL UNTIL COUNCIL ACTS-