

TRANSPORTATION COMMITTEE REPORT relative to evaluating peak-hour travel lanes.

Recommendations for Council action:

1. APPROVE the Los Angeles Department of Transportation's (LADOT) proposed work plan, as detailed in the March 10, 2023 LADOT report, attached to the Council File, to identify existing peak-hour lanes Citywide and determine their future use.
2. DIRECT the LADOT to report in 90 days with findings and recommendations to retain, convert, or eliminate peak-hour travel lanes.

Fiscal Impact Statement: The LADOT reports that there is no impact to the General Fund as a result of the recommended action.

Community Impact Statement: Yes

For:
Downtown Los Angeles Neighborhood Council

Against:
Studio City Neighborhood Council

Summary:

On April 26, 2023, your Committee considered a March 10, 2023 LADOT report relative to evaluating peak-hour travel lanes to determine whether they are still needed. According to the LADOT, peak-hour travel lanes generally refer to lanes that provide parking during most hours of the day, but allow for vehicle travel at specified times when traffic volume is high. Depending on traffic patterns, some peak-hour lanes restrict parking only during the morning or evening peak period, while others are restricted during both peak travel periods.

Decades ago, the City of Los Angeles (City) restricted parking on select street segments during peak traffic periods and converted those parking lanes to peak-hour travel lanes in an effort to expand roadway capacity and increase vehicle throughput. As outlined in the Mobility Plan 2035 and the Green New Deal, the LADOT's Strategic Plan sets specific transportation equity, safety, and sustainability goals. These goals include implementing new bus-only lanes and bicycle or scooter lanes to provide high-quality transportation choices that can improve access to jobs and services, reduce vehicle miles traveled, and eliminate traffic deaths. Modifying, repurposing, and in some cases, eliminating peak-hour lanes can create safer streets and allow for new bus and bicycle facilities where appropriate.

On select corridors with high-frequency bus service, and where buses experience delays due to congestion, the LADOT repurposed peak-hour travel lanes to peak-hour bus lanes. During their hours of operation, peak-hour bus lanes are exclusive to buses, bicycles, and right turning vehicles. These peak hour bus lanes typically serve low-income transit dependent riders and can reduce bus travel times by up to 15 percent. The LADOT also removed peak-hour lanes on some Vision Zero Priority Corridors for operational and safety reasons. The LADOT has not comprehensively evaluated all remaining peak-hour lanes to assess their continued need, determine appropriate hours of operation and boundaries, or identify more beneficial uses. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations contained in the LADOT report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER	VOTE
HUTT:	YES
PARK:	ABSENT
HERNANDEZ:	YES
RAMAN:	YES
YAROSLAVSKY:	ABSENT

ARL
4/26/23

-NOT OFFICIAL UNTIL COUNCIL ACTS-