

TRANSPORTATION COMMITTEE REPORT relative to modifying traffic signal timing citywide to operate with dwell recall, Transit Signal Priority, or preemption along at-grade rail lines, Bus Rapid Transit lines, and full-time and part-time transit lanes, and related matters.

Recommendation for Council action, pursuant to Motion (Raman, et al. – Harris-Dawson):

INSTRUCT the Department of Transportation (LADOT) to:

- a. Report in collaboration with Metro, within 60 days, with guidelines establishing dwell recall for signals along at-grade rail lines and Bus Rapid Transit lines.
- b. Report within 120 days with a draft policy and implementation plan and timeline to modify signal timing citywide to operate traffic signals with dwell recall, Transit Signal Priority, or preemption along at-grade rail lines, Bus Rapid Transit lines, full-time transit lanes, and part-time transit lanes, with the goal of reducing signal delay to transit vehicles and reducing transit end-to-end travel times to the greatest extent possible. The timeline should identify changes that can be made without new equipment (such as implementing dwell recall) to be implemented as soon as possible, followed by changes requiring equipment and larger capital costs, such as improvements to Transit Signal Priority and preemption. The report should also include a draft policy and implementation plan to provide automatic pedestrian and cyclist phasing for adjacent crosswalks, bike lanes, and bike paths that run parallel to the direction of trains or buses in a separate lane or guideway.
- c. Report within 180 days, with a “Transit First Policy” that incorporates the above guidelines and policies and guides all future design or modification of traffic signals citywide, with the adopted goal of reducing signal delay to transit vehicles and reducing transit end-to-end travel times as much as possible above all other considerations, excepting safety. The Transit First Policy would also guide LADOT to work with Metro to upgrade to the type of signal prioritization or preemption that best meets the travel time goals of the policy. The policy should include a provision that deviations from these goals must be justified based on specific findings, on a case-by-case basis.
- d. Study how the impacts of the above policies proposed in this motion affect speeds and timetables for transit services, and report this information within one year of adoption of the policies proposed in Motion (Raman, et al. – Harris-Dawson), attached to the Council file.

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

Community Impact Statement: Yes.

For:
Reseda Neighborhood Council
Elysian Valley Riverside Neighborhood Council
North Westwood Neighborhood Council
NoHo Neighborhood Council
Del Rey Neighborhood Council
Palms Neighborhood Council

Summary:

On March 26, 2025, the Transportation Committee considered Motion (Raman, et al. – Harris-Dawson) relative to modifying traffic signal timing citywide to operate with dwell recall, Transit Signal Priority, or preemption along at-grade rail lines, Bus Rapid Transit lines, and full-time and part-time transit lanes, and related matters. The Motion attached to the Council file includes some background on the matter.

After providing an opportunity for public comment, the Committee moved to approve the recommendation reflected above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HUTT:	YES
PARK:	ABSENT
HERNANDEZ:	YES



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-NOT OFFICIAL UNTIL COUNCIL ACTS-