

MOTION

The City of Los Angeles 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 Department of Transportation (LADOT) and 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 (CF# 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.

I THEREFORE MOVE that the Department of Transportation be instructed 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 repurposing 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.

PRESENTED BY:


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SECONDED BY:



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