

Communication from Public

Name:

Date Submitted: 12/05/2022 09:53 PM

Council File No: 22-1465

Comments for Public Posting: As a concerned Angeleno, public transit rider, and bicyclist, I urge you to rethink this proposal. Peak hour traffic lanes are bad use of public space; we should use them as bus lanes during peak hour to make our buses run faster and safer in traffic. These types of lanes are also confusing for drivers because many cars stay parked in them during the restricted hours, forcing drivers to weave in and out of traffic, increasing the risk of accidents and slows down all traffic. This weaving behavior is especially dangerous for bicyclists like me. Peak hour traffic lanes make it difficult and unsafe to ride in them because adding another lane of traffic removes a buffer from traffic. Finally, Induced demand is a proven law -- adding more lanes for cars has the opposite affect to the traffic problems trying to solve. Cars are already entitled to too many lanes; sustainable mobility deserves equal if not more attention. Let me remind you that we are facing a climate, biodiversity and environmental justice crisis. We cannot drive our way out of them!

Communication from Public

Name: Sam Potts

Date Submitted: 12/06/2022 12:35 AM

Council File No: 22-1465

Comments for Public Posting: I would like to support repurposing convertible peak hour parking lanes. We can improve bus service by instead making these bus only lanes to better improve transit. Ventura Blvd would benefit greatly from something like this! I used to spend over an hour on the old 750 “rapid” bus line to get from Universal City to Woodland Hills on my way home. This proposition would have likely decreased that time by 10-20%. It would also give more confidence to cyclists, and ease the “is this a lane or not right now” confusion for drivers. Another alternative would be to make these full-time parking spaces. Local businesses (our LA tax base) would be appreciative. Lastly, the part time nature continues to induce demand (ie adds to traffic). Essentially, these part time lanes meant to “alleviate traffic” only produce more traffic. Let’s make LA more transit equitable and economically stronger.