

Communication from Public

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Comments for Public Posting: The list of bus lanes (labeled Attachment A - page 3 of the LADOT Bus Lane Resolution document posted 8/31) lists the incorrect end point for the Alvarado Street bus lanes. The south end used to be 7th Street, but in early 2026 LADOT extended the northbound bus lane to between James Wood Blvd. and Olympic Blvd. The list omits several existing L.A. City bus lanes, including: - streets where bus lane enforcement is already taking place: Wilshire, La Brea, Olive, Grand (I suspect that these may be omitted because they are already authorized?) - and additional existing bus lane streets: 5th (Central to 200' wo Grand) 6th (Hope to Central) Aliso (Spring to Alameda) Figueroa (23rd to Wilshire) Flower (220' no 8th to 27th St) Spring Street (1st to Chavez) Would it make sense to also pre-authorize bus lanes currently under construction? If so, perhaps include streets in the Metro NoHo-Pasadena BRT project (Chandler, Vineland, Lankershim, Broadway and Colorado), Caltrans Route 2 construction (bus lanes to be added to Santa Monica Blvd from Centinela to Sawtelle) and (currently pre-construction activity) Vermont Transit Corridor parts of Vermont Avenue (Sunset to 105 Freeway)