

Communication from Public

Name: Steven Stanton

Date Submitted: 12/05/2022 01:08 PM

Council File No: 22-1465

Comments for Public Posting: LA has done a poor job of achieving it's Vision Zero goals so far, and is eons away from building a greener, more equitable city.. Peak hour traffic lanes are not a good use of public space; we should use them as bus lanes during peak hour to make our buses run faster in traffic. These types of lanes are confusing for drivers because many cars stay parked in them during the restricted hours, forcing drivers to weave in and out of traffic. We need to end them and use them for something denser than single-occupancy vehicles. The city has enough roadway allotted to vehicles already.

Communication from Public

Name: Sophie Nenner

Date Submitted: 12/05/2022 01:12 PM

Council File No: 22-1465

Comments for Public Posting: Hello, I commute throughout City of LA streets by bike everyday and find those lanes opened only at rush hour extremely dangerous for me and other cyclists. They should be permanently removed to reduce speed and provide safer pathways for cyclists. Pico in DTLA is just of the many examples. Thank you,

Communication from Public

Name: Colin Kronholm

Date Submitted: 12/05/2022 12:35 PM

Council File No: 22-1465

Comments for Public Posting: I find that LA has a really poor use of road space. I would love for these semi-used lanes to be transformed into bus lanes, raised/protected bike lanes, etc. to encourage multimodal movement & help reduce overall traffic & car pollution in LA. As someone who drives, I also find these parking spots to often be useless (during rush hour) and also super dangerous -> sometimes people leave their cars parked in them so it leads to really risky last-minute lane switches, people trying to park in them during rush hour, etc.

Communication from Public

Name: Caro Vilain

Date Submitted: 12/05/2022 12:45 PM

Council File No: 22-1465

Comments for Public Posting: Please phase out peak hour traffic lanes, they only make our streets more unsafe, as if they weren't deadly enough already. They could be a great opportunity to make space for alternative modes of transportation instead (buses, bikes,...) that are crucially needed. Cars are not the future, they're killing us.

Communication from Public

Name: Mimi Holt

Date Submitted: 12/05/2022 12:47 PM

Council File No: 22-1465

Comments for Public Posting: Peak traffic lanes are no longer worth the bother. A peak traffic lane is a parking lane where parking is allowed except during rush hour. Many times cars remain parked in the lane. And when that happens, oncoming cars are taken by surprise and traffic gets congested while the trapped formerly moving vehicle tries to escape from behind an illegally parked vehicle. It's a ridiculous mess. I think we should rethink, and implement these options instead: keep peak traffic lanes as bus only lanes, or keep them as buffers for bicycle paths. Using these lanes to store cars no longer makes sense. It's too great a waste of valuable space. Sincerely, Mimi Holt

Communication from Public

Name: Grant Blakeman
Date Submitted: 12/05/2022 12:47 PM
Council File No: 22-1465

Comments for Public Posting: Commenting on peak our traffic lanes: In most cases these lanes are not a good use of public space and they are dangerous. I own a car, but primarily experience the city by bike, bus, and by walking. As a cyclist, bike routes and lanes often terminate into these peak hour lanes. I no longer have a buffer from traffic, but have to worry about doors opening in my path. I also consistently experience cars running through right-only lanes, trying to use the buffer before the peak lane parking starts to jump ahead of other traffic and merge back into the main traffic lane(s). This is so dangerous as these cars are often moving very quickly and not looking for cyclists like me. I would like to see the use of these lanes eliminated in the city. As far as what to repurpose them toward: induced demand is known. If we simply remove parking and open these lanes to traffic, more people will drive. If we simply repurpose them for parking, more people will drive as the availability of parking often induces driving demand as well. I would like to see the lanes repurposed for bike lanes and bus lanes. Both of these uses serve the largest number of people and work toward the city's climate goals.

Communication from Public

Name: Jack Hawley

Date Submitted: 12/05/2022 12:49 PM

Council File No: 22-1465

Comments for Public Posting: Peak hour traffic lanes are not a good use of public space; we should use them as bus lanes during peak hour to make our buses run faster in traffic. These types of lanes are confusing for drivers because many cars stay parked in them during the restricted hours, forcing drivers to weave in and out of traffic. Induced demand is a proven concept -- adding more lanes for cars increases traffic.

Communication from Public

Name: Zem
Date Submitted: 12/05/2022 12:56 PM
Council File No: 22-1465
Comments for Public Posting: This is a poor use of public land. These lanes are confusing for drivers and cyclists. They should be better years as bike or bus lanes!

Communication from Public

Name:

Date Submitted: 12/05/2022 12:32 PM

Council File No: 22-1465

Comments for Public Posting: I propose a new simple rule that if there is a high frequency Metro bus route (running every 15 min or better during peak hours in either direction), peak hour traffic lanes on a street should be converted to bus only lanes. These lanes should have red paint markings and be enforced by LADOT. This will immediately benefit bus commuters and increase the capacity of the street far more than an additional lane for cars will.

Communication from Public

Name: Gwendolyn Burke

Date Submitted: 12/05/2022 12:34 PM

Council File No: 22-1465

Comments for Public Posting: As a cyclist, I have seen how problematic these peak hour traffic lanes have been, and as a bus rider, I know that these lanes would be better utilized as bus only lanes. I urge you to please consider converting these type of lanes into bus lanes. Thank you!

Communication from Public

Name:

Date Submitted: 12/05/2022 01:24 PM

Council File No: 22-1465

Comments for Public Posting: Please make sure to keep peak hour traffic lanes ! Traffic will worsen with this I'll advised plan to remove. There's simply too few bicyclists that warrant a change.

Communication from Public

Name: Kelsey Figone

Date Submitted: 12/05/2022 01:28 PM

Council File No: 22-1465

Comments for Public Posting: As a bike commuter, car owner, and occasional bus rider, peak hour traffic lanes are not a good use of public space. They are confusing and frustrating as a driver, because if I'm not paying close attention to the time I accidentally stay parked in them during the restricted hours, which is a liability both for my parked car (getting dinged) as well as drivers who then are forced to weave in and out of traffic. As a bike commuter, they're also frustrating and dangerous because I am forced to weave in and out of car traffic if cars stay parked in them during the restricted hours. I have no buffer between myself and weaving cars. These lanes should be used as bus lanes during peak hour to make our buses run faster in traffic. Not only would that make me feel safer as a bike commuter, I would also be more likely to use the bus on days when I cannot ride my bike to work (as opposed to resorting to my car). As a researcher, I have studied induced demand and it is a proven economic and transportation policy concept -- increased car lanes increases traffic as the opportunity cost of driving is decreased. The opportunity cost of driving does not need to be further decreased, especially as most trips in LA County are within 5 miles. These trips can easily be replaced with bus, walking, or cycling/micromobility modes, and yet the opportunity cost of these modes currently remains high because we subsidize the cost of driving.

Communication from Public

Name: Eleanor Dickinson

Date Submitted: 12/05/2022 01:38 PM

Council File No: 22-1465

Comments for Public Posting: I have a few comments regarding this discussion item. The peak hour traffic lanes are not a good use of public space and should be used for bus lanes or even protected bike lanes to make buses run more efficiently and/or give safer options to bicyclists. Cars parked in these lanes often aren't moved in time for the peak hours anyway, which causes additional traffic and risky driving. Finally, induced demand is a proven concept -- adding more lanes for cars increases traffic! Thank you.

Communication from Public

Name: Elliot Trapp
Date Submitted: 12/05/2022 01:47 PM
Council File No: 22-1465
Comments for Public Posting: LA's pathetic excuse for public infrastructure is killing our people. We need to wake up and start removing all this car infrastructure. Induced demand is a proven principle in urban planning. Adding more lanes increases congestion, increases VMT, increases pollution, costs the city more, and kills more people. LA is known throughout the world for how bad our traffic is and yet we have miles and miles and miles of lanes. If adding lanes reduced congestion, LA would have the least congested streets in the world. Design our city for PEOPLE not CARS!

Communication from Public

Name: Alex Hedbany

Date Submitted: 12/05/2022 01:57 PM

Council File No: 22-1465

Comments for Public Posting: I'm writing to support the elimination of peak hour traffic lanes. They are not a good use of public space; the space would be better used as bus and/or bike lanes during peak hour to make our buses run faster in traffic. Los Angeles signed a pledge for vision zero in 2015 and transportation deaths have only risen since. This is an excellent possibility to make modes of transportation outside of driving safer for a healthier, safer LA.

Communication from Public

Name: Victoria

Date Submitted: 12/05/2022 02:02 PM

Council File No: 22-1465

Comments for Public Posting: Please remove the dangerous traffic lanes — I commute down Wilton daily and worry about all the school kids who are at risk as cars bob and weave trying to speed and merge when they approach a parked car left in the lane, and they are not looking out for pedestrians. These lanes have no benefit and should be prioritized for busses only to help commuters and look out of the safety of everyone.

Communication from Public

Name: Marius Facktor

Date Submitted: 12/05/2022 02:10 PM

Council File No: 22-1465

Comments for Public Posting: Dear Transportation Committee, Please get rid of peak-hour traffic lanes. These are dangerous for all road users. Drivers try to use the space between illegally parked cars to pass on the right and this causes high speeds and narrow misses. This space would be much better utilized as bus lanes or protected bike lanes. When buses don't get stuck in traffic, Metro can hire less drivers to fulfill the same frequency and bus riders get to their destination faster. When buses go faster than cars, some people will get out of their car and take the bus. This lessens traffic for those that still want or need to drive. There is no reason not to make our streets safer AND more efficient for all users. Please do the right thing. Thank you, Marius

Communication from Public

Name:

Date Submitted: 12/05/2022 02:20 PM

Council File No: 22-1465

Comments for Public Posting: I am writing regarding peak hour traffic lanes. If we want to encourage public transportation and reduce our emissions, cleaning our air, there is really only one solution - make them bus only lanes. Cars don't move out of them many times during the peak making them completely useless and dangerous as cars have to merge to other lanes to go around them. This is even more dangerous for cyclists. If you give cars more space they will use it and we will continue the vicious cycle of destroying our planet to save a minute on a commute. Stop prioritizing cars in this city enough is enough.

Communication from Public

Name: Michael Fishman

Date Submitted: 12/05/2022 02:25 PM

Council File No: 22-1465

Comments for Public Posting: Hi, Please remove dangerous peak-hour traffic lanes. I ride my bike throughout the city so i know how dangerous these are, and how few drivers actually move their cars during the restricted times. How about using them for bus lanes? Adding more lanes just adds more cars and increases traffic.

Communication from Public

Name: Andrea Spatz

Date Submitted: 12/05/2022 02:50 PM

Council File No: 22-1465

Comments for Public Posting: Please get rid of the buffer lanes used during rush hour. More lanes = more cars = induced demand. I walk by these lanes all the time and it feels like you are walking along a highway. Transit riders should be rewarded for getting cars off the road. Turn them into bike lanes or bus only lanes. We need to make it easier for Angelenos to get out of their cars!! Many would love to do so if it felt safer.

Communication from Public

Name: Matt Ruscigno, MPH, RD

Date Submitted: 12/05/2022 02:52 PM

Council File No: 22-1465

Comments for Public Posting: I think the supposed benefit of peak hour traffic lanes has long passed, and it's time to move on to a more equitable solution to move people in our beautiful city. That space could become a (enforced!!) bus lane, making public transit run smoother and faster, and likely get more people on it, without having to add more lanes. The space is there, using it more efficiently for buses would be a huge win for the city.

Communication from Public

Name: Matt Ruscigno, MPH, RD

Date Submitted: 12/05/2022 03:24 PM

Council File No: 22-1465

Comments for Public Posting: I think the supposed benefit of peak hour traffic lanes has long passed, and it's time to move on to a more equitable solution to move people in our beautiful city. That space could become a (enforced!!) bus lane, making public transit run smoother and faster, and likely get more people on it, without having to add more lanes. The space is there, using it more efficiently for buses would be a huge win for the city.

Communication from Public

Name: Aaron Stein-Chester

Date Submitted: 12/05/2022 03:25 PM

Council File No: 22-1465

Comments for Public Posting: I'm writing to support phasing out peak-hour traffic lanes. Our public streets should be designed to move people safely and efficiently, and adding another lane of private vehicle traffic at rush hour accomplishes neither. If the goal is to move more people at the most congested times, making these peak-hour bus lanes would make way more sense. We need to be providing alternatives to traffic, not inducing more of it.

Communication from Public

Name: Raymond Dang

Date Submitted: 12/05/2022 03:36 PM

Council File No: 22-1465

Comments for Public Posting: Peak hour traffic lanes that turn into parking should be repurposed. There would be much greater benefit if these could be any of the following uses: • Full time bus-only lanes • Full-time combined bus-only and bike lanes • Bus-only and adjacent bike lanes, if space allows Please consider that so many more Angelenos can move around on buses and speeding up buses has the net effect of attracting people out of their cars towards transit. Also this is an equitable use of the space, as most cars have solo-drivers, so we should be prioritising buses which can move vastly more people in LA at once. Thanks.

Communication from Public

Name: Reuven Firestone

Date Submitted: 12/05/2022 05:30 PM

Council File No: 22-1465

Comments for Public Posting: Please eliminate the peak hour traffic lane system. It is dangerous and a waste of transportation space. Please eliminate all parking on those lanes. Replace the parking and peak hour traffic lanes with: 1) Dedicated, safe bike lanes! That is the highest priority. LA has all the traits of an extraordinary bicycler city -- good weather all year, mostly flat. MAKE MORE BIKE LANES! 2) If that is not possible, make the lane into a dedicated bus lane, not only during peak hours but always. 3) Eliminate parking. Get dangerous cars off our streets and improve bike lanes and public transportation.

Communication from Public

Name: Jeremy Abbott

Date Submitted: 12/05/2022 04:38 PM

Council File No: 22-1465

Comments for Public Posting: Please seize this opportunity to end a dangerous, confusing, and ineffective policy. When the lanes are actually used as designed, peak hour traffic lanes endanger cyclists by adding another lane of mobile automobile traffic to an already hectic commute. That said, these lanes are virtually never used as designed, resulting in streams of cars weaving between lanes, causing traffic jams, crashes, and general confusion. Further, the purpose of the lanes (presumably opening up more space for automobiles during rush hours, facilitating faster commutes) is misguided. Induced demand has been proven to be a real thing again and again. Here's a one of dozens of peer-reviewed studies demonstrating that adding more traffic lanes results in more congestion, not more efficiency:
<https://www.sciencedirect.com/science/article/abs/pii/S0967070X18301720?via%3Dihub>. But frankly, daily life in Los Angeles should already be proof enough of the concept. Instead, these lanes could be used to facilitate better public and non-motorized transit. They could become peak hour dedicated bus and bicycle lanes, for instance. The only proven way to reduce automobile congestion is to provide alternatives to automobiles. Take this opportunity to do so.

Communication from Public

Name: Jose Gonzalez

Date Submitted: 12/05/2022 04:44 PM

Council File No: 22-1465

Comments for Public Posting: Bus lanes could be a productive alternative to peak hour traffic lanes, so our buses can get us to work, home and businesses faster. Dangerous conditions are produced by these traffic lanes leading to cars changing lanes more often out of confusion when some cars remain parked. It's dangerous for people using bicycles to ride in them because adding another lane of traffic removes a buffer from traffic. Induced demand is a proven concept -- adding more lanes for cars increases traffic.

Communication from Public

Name: Jan Yonan

Date Submitted: 12/05/2022 05:36 PM

Council File No: 22-1465

Comments for Public Posting: Peak hour travel lanes along our City's streets incentivize driving as a means of transportation, and can create dangerous traffic patterns if cars are forced to navigate in and out of lanes with parked cars. If our goal is moving the most people possible, these lanes should become bus lanes. Bus lanes can move up to 8,000 people per hour, while the average travel lane can move 1,600 people per hour. The solution to our current traffic is not inviting more people to drive, but efficiently moving people on buses, bikes and trains. Choose the efficient solution and transition away from peak-hour travel lanes!

Communication from Public

Name: Brian Girvan

Date Submitted: 12/05/2022 05:51 PM

Council File No: 22-1465

Comments for Public Posting: Let's use these lanes for something more sustainable, equitable, and (frankly) efficient than parking or traffic and turn them into BUS ONLY LANES

Communication from Public

Name: Kelly Wright

Date Submitted: 12/05/2022 09:28 PM

Council File No: 22-1465

Comments for Public Posting: Please do away with peak hour lanes and make them permanent parking + bike lanes. These lanes make my neighborhood streets especially dangerous. -Peak hour traffic lanes are not a good use of public space. Induced demand is a proven concept -- adding more lanes for cars increases traffic. Cars don't deserve more space - people do. -These types of lanes are confusing for drivers because many cars stay parked in them during the restricted hours, forcing drivers to weave in and out of traffic. -For cyclists, it is difficult to ride in them because adding another lane of traffic removes a buffer from traffic. As a local physician who cannot even bike my 3 mile commute to work because of safety concerns, I am asking for improved safety by removing these lanes. Slower traffic and more bike lanes improves safety for all, including drivers.

Communication from Public

Name: Angelo Mike

Date Submitted: 12/05/2022 06:23 PM

Council File No: 22-1465

Comments for Public Posting: Hi, As someone who's driven in LA for two years and now rides a bike and takes transit, it's shifted my perspective into a more street level view (as opposed to isolated and in my car) of how traffic moves and what's safe for drivers, pedestrians, and what keeps traffic moving quickly and safely. I think we can help achieve several goals at once by turning peak hour lanes into dedicated bus lanes during peak hours, making the bus more desirable since it runs without getting into traffic and can run more frequently; encourages more people to take the bus, getting out of their cars or abandoning them altogether, reducing traffic/making cars still on the road able to contend with less traffic, pollution, crashes, injuries, and people's spending and debt on their vehicles; signals to metro to provide more transit service; reducing pedestrian injuries and death; and it avoids the problem of induced demand of an additional lane for drivers, causing more people to drive, increasing traffic, wear on the road, noise pollution, crashes, road rage, and misleading people with the false notion that more lanes and more time in cars is the same as getting people moving more quickly and safely. We've got to take every measure to curb climate catastrophe, and steps like these are crucial. Thank you for your time.

Communication from Public

Name:

Date Submitted: 12/05/2022 06:03 PM

Council File No: 22-1465

Comments for Public Posting: I'm writing to ask that rush hour traffic lanes be repurchased as peak hour bus only lanes. Rush hour traffic lanes are dangerous and nearly unusable, generating nothing but parking tickets. Let's invest in public transit for the public good instead!

Communication from Public

Name: Kelly Marie Martin

Date Submitted: 12/05/2022 08:13 PM

Council File No: 22-1465

Comments for Public Posting: Hello, I would like to express support to re-examine and potentially phase out peak-hour traffic lanes. Years ago, I had a car totaled because I was traveling in one of these lanes and moving faster than traffic in the lanes to the left of me and could not see an oncoming car turning left, which subsequently hit me. Additionally, as a cyclist these are my nightmare lanes during rush hour because car drivers become very erratic, especially if there's a car that is still parked in that lane that they have been traveling in. These types of lanes are confusing for drivers because many cars stay parked in them during the restricted hours, forcing drivers to weave in and out of traffic. Some more bullet points: • Peak hour traffic lanes are not a good use of public space; we should use them as bus lanes during peak hour to make our buses run faster in traffic. • For cyclists, it is difficult to ride in them because adding another lane of traffic removes a buffer from traffic. • Induced demand is a proven concept -- adding more lanes for cars increases traffic. Thank you!