



**North Hollywood Northeast Neighborhood Council**

**Community Impact Statement**

**In Support of Council File: CF 22-1465**

***Peak Hour Travel Lanes / Non-Transit Priority Streets /  
Bike and Scooter Lanes / High-Injury Network***

**February 19, 2025**

The North Hollywood Northeast Neighborhood Council supports [CF 22-1465](#) and LADOT's evaluation and recommendations to remove, repurpose, or retain peak-hour lanes. Prioritizing safety, sustainability, and improved traffic flow aligns with our community's goals. We encourage the implementation of these recommendations to reduce traffic fatalities and enhance overall mobility and accessibility - and we request that the NHNENC streets be considered, as we have had several traffic fatalities in our area in the past few months alone.

Thank you,

**North Hollywood Northeast Neighborhood Council**

*[Handwritten signature of Zaid Diaz-Arias]*

**Zaid Diaz-Arias**

*Board President*

*North Hollywood Northeast Neighborhood Council*

Email: [Board@nhnenc.org](mailto:Board@nhnenc.org) | Website: [www.nhnenc.org](http://www.nhnenc.org)

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**Date of Board Vote:**   2/19/25  

**Board Vote Count:**   Aye   7     Nay   0     Abstain   2     Recused   0  

**Motion Status:** Passed   X   Failed        Other

NORTH HOLLYWOOD NORTHEAST NEIGHBORHOOD COUNCIL

March 26, 2025

My name is Jennifer Clark, VP of North Hollywood Northeast Neighborhood Council representing 54k Angelenos, presenting our Community Impact Statement in **SUPPORT** of this motion. (CF 22-1465)

After reviewing LADOT's evaluation and recommendations regarding peak-hour lanes (aka Anti-Gridlock lanes); Their prioritizing safety, sustainability, and improved traffic flow aligns with our community's goals.

In their 2nd recommendation regarding removing peak-hour lanes and restoring parking on corridors that operate below traffic volume thresholds to achieve immediate safety benefits as defined in this report, we do request more transparency on where the data is located regarding "traffic volume" and what constitutes below. We recently learned from a LADOT contact that the phrase 'Traffic Volume' is actually interchangeable with 'Traffic Count', but that isn't clear in this report and the link to the data was not included.

We do want to highlight some quotes from page 2 about the Peak Hour Lanes:

1. *"However, traffic conditions and driver behavior often reduce or negate the expected capacity benefits." ...*
2. *"Despite posted restrictions, vehicles often remain parked or stopped in peak-hour lanes during peak travel times, and while LADOT does issue citations for violating posted peak-hour lane signs, staffing vacancies and increasing service demands impacted our ability to consistently cover daily assignments."*
3. *"The National Association of City Transportation Officials (NACTO) Urban Street Design Guide states: "Peak-hour parking restrictions for general purpose travel should be limited or converted to other uses. Peak-hour lanes in urban areas, especially those next to the pedestrian's path of travel, should be avoided."*

We have seen this to be proven true especially along Victory Blvd, between Coldwater Canyon & Vineland in North Hollywood.

We encourage the implementation of these recommendations to reduce traffic fatalities and enhance overall mobility and accessibility - and we request that the streets in our boundaries be considered for having the Peak-Hour Lanes removed, as we have had several traffic fatalities in our area in the past few months alone. This action helps create safer streets!