

TRANSPORTATION COMMITTEE REPORT relative to an evaluation and recommendations to retain, repurpose, or remove peak-hour lanes and related matters.

Recommendations for Council action:

1. APPROVE the Los Angeles Department of Transportation's (LADOT) recommendations to retain, repurpose, or remove peak-hour lanes based on the criteria outlined within the November 7, 2025 LADOT report, attached to the Council file.
2. DIRECT the LADOT to:
 - a. Remove peak-hour lanes and restore parking on corridors that operate below traffic volume thresholds to achieve immediate safety benefits as defined in the November 7, 2025 LADOT report, attached to the Council file, and identify which corridors can accommodate bicycle lanes, subject to pavement quality verification by the Bureau of Street Services.
 - b. Report with an engagement plan and resources needed to remove, repurpose, or retain peak-hour lanes on corridors that operate above traffic volume thresholds.

Fiscal Impact Statement: The LADOT reports that it does not anticipate any impact to the General Fund as a result of these recommendations, and will report back with resources needed to further implement the next steps included in the report. While removing peak-hour lanes may reduce the number of citations issued on these corridors, parking enforcement officers currently assigned to enforce peak-hour restrictions can be deployed to address other parking violations throughout the City. The Special Parking Revenue Fund may experience an increase in parking meter revenue since peak-hour lanes limit the hours that parking meters can operate. With peak-hour lanes removed or their hours reduced, the hours that parking meters can operate increases. LADOT calculated the maximum additional annual revenue per corridor based on the report's recommendations. LADOT derived these estimates based on the potential extra hours of meter operation, 100 percent occupancy, current meter rates based on time of day, and 249 non-holiday weekdays of operation per year. Based on this methodology, the maximum annual increase in parking meter revenues from the recommended peak-hour lane modifications is over \$482,000 annually once all of the peak-hour lanes are repurposed.

Community Impact Statement: Yes

For:
North Hollywood Northeast Neighborhood Council

Summary:

On March 26, 2025, the Transportation Committee considered the November 7, 2025 LADOT report relative to an evaluation and recommendations to retain, repurpose, or

remove peak-hour lanes. The report attached to the Council file includes some background on the matter.

After providing an opportunity for public comment, the Committee moved to approve the recommendations reflected above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
HUTT:	YES
PARK:	ABSENT
HERNANDEZ:	YES

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-NOT OFFICIAL UNTIL COUNCIL ACTS-