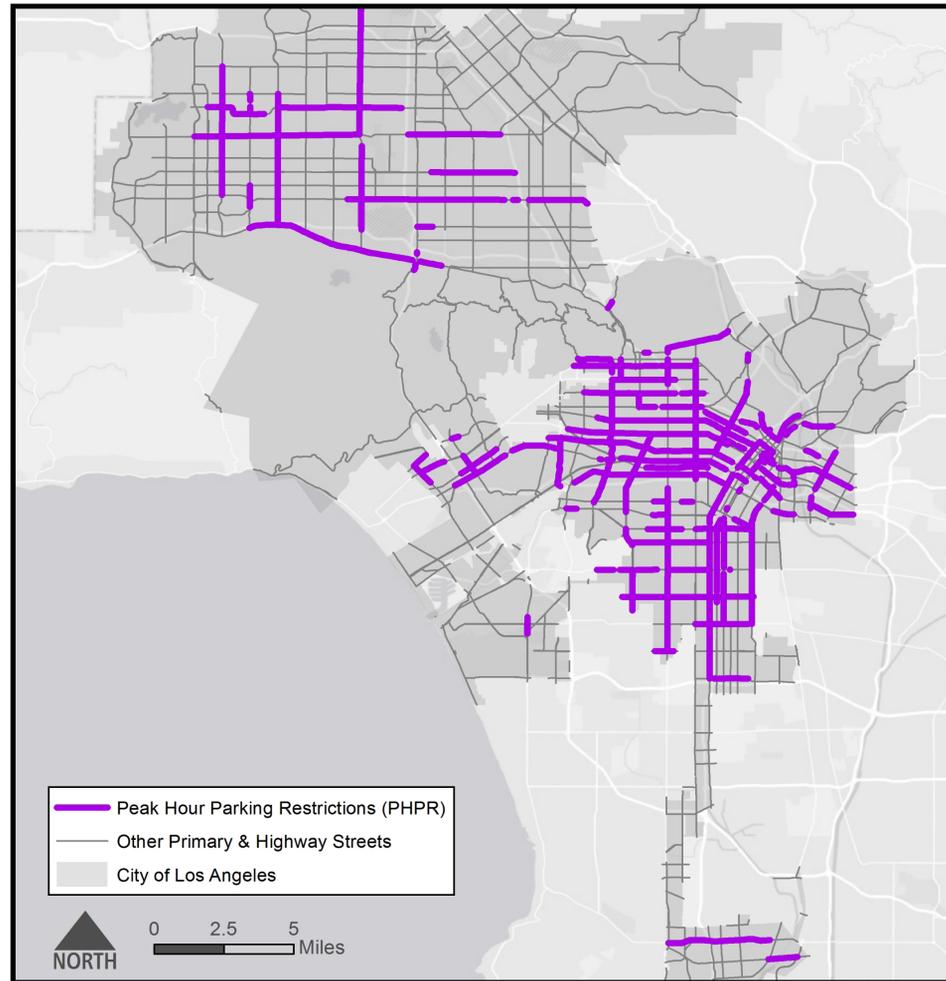


Peak Hour Parking Restrictions & Traffic Safety

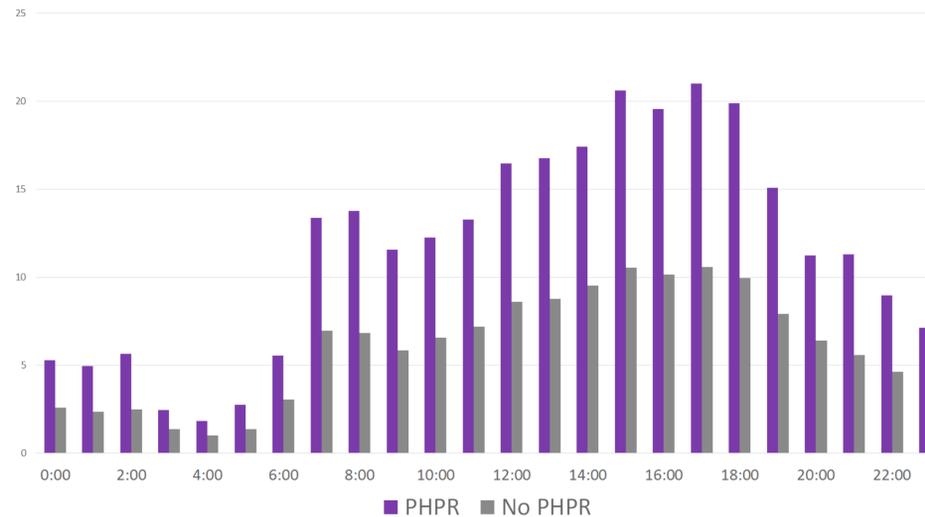
Does the elimination of parking during rush hour increase the chance of collisions?



About Peak Hour Parking Restrictions

Over 200 miles of Los Angeles streets have Peak Hour Parking Restrictions (PHPR). In order to improve traffic flow and automotive throughput, the Los Angeles Department of Transportation (LADOT) prohibits parking on some blocks during peak hours (7:00-9:00 AM and 4:00-7:00 PM). When determining if and where to institute these policies, LADOT does not evaluate the potential impacts to safety and does not maintain public records where these parking restrictions have been enacted. Some PHPR locations have recently been rescinded at the request of business-owners, but none appear to have been added or removed during the study's timeframe.

Injuries & Fatalities for All Modes By Hour, Adjusted Per Mile



Fatalities & Injuries, All Hours of the Day Primary & Highway Streets (2003-2012)

Category	Fatalities & Injuries	Miles	Collisions Per Mile
No PHPR	168,031	807	208
PHPR	87,998	205	429
PHPR Ratio			206.2%

Summary & Findings

This study evaluated collisions on all 1,012 miles of Primary and Highway streets in Los Angeles over a 10-year period (2003-2012). These streets were divided into two categories: those with Peak Hour Parking Restrictions (PHPR) and those without (No PHPR). Of the 1,012 miles, approximately 205 (20.3%) are designated PHPR. Though these two categories of streets had similar land use and levels of traffic, the analysis found that there were more than twice as many fatalities and injuries per-mile on streets with PHPR.

More than 34% of collisions during the study period occurred on streets with PHPR - 1.7 times greater than the proportion of miles. On a per-mile basis, the fatality and injury rate of streets with PHPR is 206% greater than those without. When considering collisions that occurred during peak hour, that disparity grows to 217%, which indicates Peak Hour Parking Restrictions are a contributing factor in the frequency of fatality and injury collisions.

Recommendations

1. LADOT should conduct a survey of all 1,012 miles of Primary and Highway streets to identify the various posted parking restrictions and determine their effectiveness at moving traffic and the relationship with collision rates.
2. As LADOT moves forward with additional analysis of the High Injury Network, the Department should consider the existence of PHPR as a potential safety concern and determine if the removal of PHPR would improve public safety.
3. Since the current existence of PHPR has precluded these streets from previous consideration of safety projects such as bike lanes or pedestrian bulb-outs, LADOT should review these street designations and consider additional safety improvements, where appropriate.

Fatalities & Injuries (2003-2012) Normalized by Mile & Hour

