

TRANSPORTATION COMMITTEE REPORT relative to inspecting the City's existing bicycle network and recommendations for repairing the network's pavement.

Recommendations for Council action:

1. CONCUR with the recommendations of the Public Works and Gang Reduction Committee.
2. INSTRUCT the Bureau of Street Services (BSS) to include bicycle facilities as a prioritization criteria for the Pavement Preservation, Concrete Streets, Failed Street Reconstruction, and Street Sweeping Programs.
3. INSTRUCT the City Administrative Officer (CAO) to report with funding options for large asphalt repair, including but not limited to Gas Tax, Senate Bill (SB) 1, and Street Damage Restoration Fee (SDRF).

Fiscal Impact Statement: The BSS and the Los Angeles Department of Transportation (LADOT) report that funding in the range of \$13 million to \$112 million for pavement repair, along with \$6.1 million for re-striping, are needed over a span of one to ten years or more to achieve a state of good repair for the on-street bikeway network. Possible funding sources include Gas Tax, SB1, Measure R Local Return, and Measure M Local Return.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated April 9, 2019, BSS and LADOT discuss their efforts to inspect the existing bicycle network and on a proposed plan to bring pavement on the network into a state of good repair, including the necessary resources and timeline. Their report discusses the categories of bikeways and resurfacing programs. Following a network survey conducted in July, 2017, more than 200 potholes repairs were completed and 15 lane-miles of new bikeway asphalt was installed.

Based on a second survey conducted in July, 2018, BSS and LADOT report that the approximate pavement repair cost to address all of the asphalt segments in poor condition is estimated to be in the range of \$13 to \$18 million, asphalt segments in fair condition \$39 to \$54 million, and concrete segments in poor condition roughly \$40 million. The approximate costs to restore the associated striping and signage is \$6.1 million. BSS and LADOT propose hiring a dedicated crew to maintain the City's bikeway network.

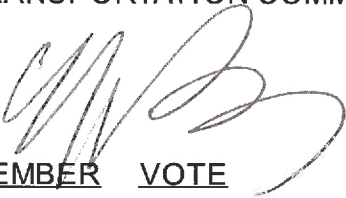
BSS and LADOT go on to discuss other network repair options, reprioritizing the installation of new bikeways, and overall management of the City's bikeway network. The agencies recommend that Council consider providing dedicated crews for large asphalt repairs of the on-street bikeway network, and instruct LADOT to develop a plan for the installation of rough road warning signs on street segments that are currently not in a state of good repair, and to identify the necessary resources and timeline for implementation.

On April 17, 2019, the Public Works and Gang Reduction Committee recommended the Council approve the recommendations of BSS and LADOT. Committee further recommended that Council instruct BSS to prioritize the dedicated crew for large asphalt repairs in the funding Cycle, and to report on the implementation plan for the use of the crews for repairs on the on-street bike network; and, to instruct LADOT to develop a plan for the installation of rough road warning signs on street segments that are currently not in a state of good repair, including costs to implement the program, limiting signs to roads that pose the greatest risk, and, for every placed sign, a proposed repair date for the street segment.

At its meeting held August 28, 2019, the Transportation Committee discussed this matter with LADOT and BSS staff. It was stated that if four dedicated crews were hired, it would take four to five years to repair the City's bicycle lanes. Small repairs are done as part of ongoing pothole fill repair efforts. The Committee concurred with the action of the Public Works and Gang Reduction Committee taken April 17, 2019. The Transportation Committee further recommended that Council instruct BSS to include bicycle facilities as a prioritization criteria for the Pavement Preservation, Concrete Streets, Failed Street Reconstruction, and Street Sweeping Programs; and, to also instruct the CAO to report with funding options for large asphalt repair, including but not limited to Gas Tax, SB 1, and SDRF.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER VOTE

BONIN: YES

MARTINEZ: YES

KORETZ: ABSENT

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-NOT OFFICIAL UNTIL COUNCIL ACTS-