

PUBLIC WORKS AND GANG REDUCTION COMMITTEE REPORT relative to efforts to inspect the existing bicycle network and a proposed plan to bring pavement on the network into a state of good repair.

Recommendations for Council action:

1. CONSIDER providing dedicated crews for Large Asphalt Repairs of the on-street bikeway network in the Fiscal Year 2019-20 funding cycle.
2. INSTRUCT the Los Angeles Department of Transportation (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.
3. INSTRUCT the Bureau of Street Services (BSS) to prioritize a dedicated crew for large asphalt repairs in the funding cycle.
4. INSTRUCT the BSS to report on the implementation plan for the use of the crews for repairs on the on-street bike network.
5. INSTRUCT the 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.

Fiscal Impact Statement: The BSS and 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

At the meeting held on April 17, 2019, your Public Works and Gang Reduction Committee considered a BSS/LADOT joint report relative to efforts to inspect the existing bicycle network and a proposed plan to bring pavement on the network into a state of good repair. The BSS/LADOT report that the City currently operates four basic types of bicycle facilities or bikeways: Bike paths (Class I bikeway) - A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment, for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized, typically along waterways or rail, bus, and utility corridors; Bike lanes (Class II bikeway) - A striped lane for bicycle travel within a roadway, which may also have a striped buffer to provide greater separation between motorists and bicyclists; Bike routes (Class III bikeway) - A shared roadway in which motorists and bicyclists share the same travel lane designated by required signage and optional sharrow pavement markings, and which may be

residential streets that have additional features to enhance safety and convenience for walking and bicycling, or arterial streets; and Protected bike Lane (Class IV bikeway) - A striped bike lane exclusively for bicyclists and physically separated from vehicular traffic with a vertical feature that may be a curb, flexible post, barrier, or parked vehicle.

The BSS conducted an on-street bikeway network assessment in July of 2018, using a segment-based methodology. For each segment of the on-street bike lane network, BSS inspectors assigned a pavement condition grade of Good, Fair, or Poor. The grade refers to the observed pavement condition of the bikeway on that segment. The network inspection results are as follows: 45 percent of the network is in good condition, 35 percent in fair condition, and 20 percent is in poor condition. After an opportunity for public comment was held, the Committee moved to approve the joint report's recommendations as amended, as detailed above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

PUBLIC WORKS AND GANG REDUCTION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BLUMENFIELD:	YES
RYU:	YES
BUSCAINO:	ABSENT
O'FARRELL	YES
MARTINEZ:	ABSENT

ME 4/17/19

-NOT OFFICIAL UNTIL COUNCIL ACTS-