

TRANSPORTATION COMMITTEE REPORT relative to identifying site selection criteria, providing a list of suitable pilot locations, and developing an implementation plan including necessary resources to install “uphill” bike lanes for sites selected in Council District 14.

Recommendation for Council action, pursuant to Motion (De Leon – Blumenfield):

INSTRUCT the Los Angeles Department of Transportation to:

- a. Identify site selection criteria and provide a list of suitable pilot locations within Council District 14 for “uphill” bike lanes.
- b. Work in conjunction with the Bureau of Street Services to certify the pavement conditions, and develop an implementation plan including necessary resources to install “uphill” bike lanes for sites selected in Council District 14.
- c. Report, after the pilot locations have been installed, with recommended site selection criteria for “uphill” bike lanes Citywide.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On October 19, 2021, the Transportation Committee considered a Motion (De Leon – Blumenfield) relative to identifying site selection criteria, providing a list of suitable pilot locations, and developing an implementation plan including necessary resources to install “uphill” bike lanes for sites selected in Council District 14. According to the Motion, the City currently installs bicycle facilities based upon the 2035 Mobility Plan. The Mobility Plan specifies streets in the city that are appropriate for bicycle lanes, sharrows, and protected bicycle lanes. One of the major challenges of installing bicycle facilities is the limited amount of curb-to-curb width that inhibits adding new space for cyclists without repurposing space dedicated to other uses, such as driving or parking. This has created many conflicts in neighborhoods where community concerns over these tradeoffs has led to bicycle facilities not being installed at all. One potential solution is installing bicycle lanes only on the uphill direction of streets and installing sharrows on the downhill direction. Doing this would allow cyclists to have a dedicated lane when they are going uphill, usually when they are going slower and require dedicated space, and sharrows when they are going downhill, when they are more likely to move with the speed of traffic and can more safely share a vehicle travel lane. After further consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion, as detailed above. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER VOTE

BONIN: YES

KORETZ: YES

BUSCAINO: ABSENT

ARL

10/19/21

CD 14

-NOT OFFICIAL UNTIL COUNCIL ACTS-