

**MOTION**

In the past few months there have been several high profile lawsuit settlements involving accidents that occurred in City of Los Angeles Bike Lanes – that have either killed or rendered cyclists paralyzed or with severe brain damage. The settlements have left LA City taxpayers with millions of dollars in settlement costs.


The City's Pavement Preservation Program utilizes a Pavement Condition Index (PCI) that categorizes the condition of City Streets. Under this index, a street in A condition is one where the PCI is 86 or higher.

Currently, there is no official nexus between the PCI of a street and the installation of bike lanes. Similarly, there is no official requirement for bike lanes to be maintained to a specific standard. In some cases, bike lanes have knowingly been installed on streets where there has been tree root uplift – a particular hazard for cyclists.

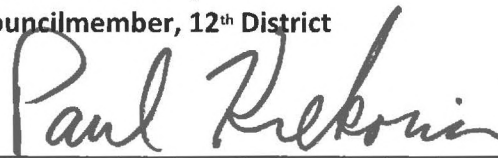
**I THEREFORE MOVE** that no additional bike lanes be installed on a City Street with a PCI under 86.

**I FUTHER MOVE** that the City inspect all current bike lanes and certify that they exist on streets with a PCI of 86 or higher and that if the PCI is 85 or lower that the bike lanes be closed or removed until such time as the street can be brought back up to a PCI or 86 or higher.

PRESENTED BY:

  
MITCHELL ENGLANDER  
Councilmember, 12<sup>th</sup> District

SECONDED BY:



OCT 4 2017

ORIGINAL

