

MOTION

TRANSPORTATION

Protected bike lanes, or cycle tracks, are street lanes dedicated to non-motorized vehicles that are separated from motorized vehicles by a physical barrier. They are well regarded for the direct benefit of safety, attracting cyclists of all ages and abilities, and indirect benefit of less automobile use, which reduces traffic congestion and pollution and in turn boosts the quality of life for all those who live, work, and play in the area.

The timing is ripe to expand the protected bike lane network in Council District 15. Home to the most concentrated bike network in the state, Wilmington debuted one of Los Angeles Metro's first bike share stations. In the district as a whole, there were over 5,000 active riders in the first month of the inaugural dockless bike pilot program with over 40,000 miles ridden to date, a testament to the receptiveness, need, and desire for alternate forms of green transportation.

With the recent completion of the ecosystem rehabilitation of Machado Lake and Harbor Regional Park and the continued plans to develop the Wilmington Waterfront, protected bike lanes are needed to accommodate both the community's influx of bikes and increased ridership and to connect and add value to the existing and forthcoming major developments.

In order to optimize connectivity within Wilmington and to its neighboring communities, a **cycle track loop** would be vital in bridging the community's four main hubs: Machado Lake and Harbor College to the North/West, the small-business corridor on Avalon Boulevard to the East, and the Wilmington Waterfront to the South. The result would be increased community cohesion between areas that have historically been culturally, geographically, and/or economically disjointed.

Additionally, a recent study found that property values are higher in urban areas that are within a mile of robust bicycle infrastructure. A circular recreational and commuter corridor that connects each corner of a community has the potential to enhance this positive economic benefit. For example, the Atlanta BeltLine, which connects 45 neighborhoods via a 22-mile public access loop, has generated a direct economic impact of nearly \$3 billion dollars and counting in private development - more than originally anticipated. Adding to the sum of protected bike lane infrastructure is a community benefit in of itself, but designing a cycle track in a loop maximizes public use, the opportunity for new development, and increased property value and commercial activity for existing residents and businesses.

I THEREFORE MOVE that the Los Angeles Department of Transportation, with the assistance of the Chief Legislative Analyst, Bureau of Engineering, Bureau of Street Services and other departments, as needed, be INSTRUCTED to review and report back with potential locations in Council District 15 for a cycle track loop that optimizes connectivity, ridership, liveability, safety, and local economic vitality, and the next steps necessary to execute the project.

PRESENTED BY:


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SECONDED BY:



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ORIGINAL