

TRANSPORTATION

MOTION

The City of Los Angeles has been working to enhance its active transportation network, improve the safety of people biking, and encourage the use of multimodal transportation options. Increasing the safety of people walking and biking, besides its inherent benefits, is also necessary to reduce emissions generated by personal vehicles (our highest source of Greenhouse Gas emissions).

However, despite these efforts, when bicycle lanes, sidewalks and other active transportation facilities are closed due to construction and other work or events in the public right-of-way, the City lacks a robust noticing process to inform people of impending closures. This is disruptive to people walking and biking and discourages active transportation if people cannot be reliably certain whether pathways will be open and safe to use. A closed bike lane, for instance, can force people biking to use a general purpose lane, inviting more potential conflicts with people driving.

In its development of the Public Right-of-Way Reservation System, the Bureau of Engineering had begun work on developing uniform construction notices and notification processes for projects in the public right-of-way (C.F. 20-1469). Currently, a minimum 10-day notice is required prior to beginning construction in the public right-of-way, but that notice is only required to be given to residents abutting the construction area. This work should be expanded to ensure that people walking and biking and stakeholders, such as the City of Los Angeles Bicycle Advisory Committee, Pedestrian Advisory Committee, and others, are included in the noticing process for major projects impacting an active transportation facility.

The Department of Transportation (LADOT) reviews and approves Traffic Control Plans for all major projects requiring lane closures. In recent years, LADOT has developed informal best practices for facilitating bicycle traffic through construction zones on a case-by-case basis, but has not yet formalized these practices to ensure consistent experiences for people biking.

I THEREFORE MOVE that the Department of Transportation, with support from the Bureau of Engineering and the Bureau of Street Services, be instructed to report back, within 90 days, with existing and/or proposed policies and procedures to notify and protect users during the temporary closure of active transportation facilities (sidewalks, off-street paths, and Class II and Class IV Bicycle Lanes), including notification, signage, equivalent facility and/or safe detour requirements.

PRESENTED BY:



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