

TRANSPORTATION

MOTION

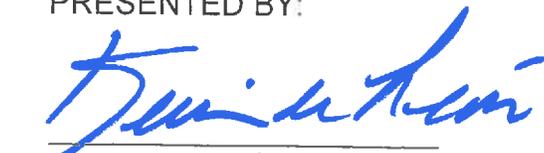
The City of Los Angeles currently installs bicycle facilities based upon the 2035 Mobility Plan. The Mobility Plan specifies streets in the city that are appropriate for bicycle lanes, sharrows, and protected bicycle lanes. One of the major challenges of installing bicycle facilities is the limited amount 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.

I THEREFORE MOVE that the Department of Transportation identify site selection criteria, provide a list of suitable pilot locations within Council District 14 for "uphill" bike lanes, 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;

I FURTHER MOVE that the Department of Transportation report back to Council after the pilot locations have been installed with recommended site selection criteria for "uphill" bike lanes across the city.

PRESENTED BY:



KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



ORIGINAL

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