

TRANSPORTATION

MOTION

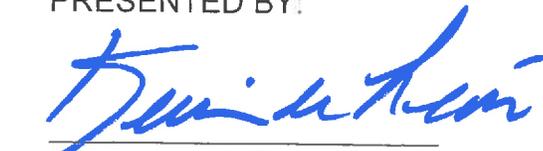
The City of Los Angeles currently installs bicycle facilities based upon the 2035 Mobility Plan. The Mobility Plan specifies streets in the city that are appropriate for bicycle lanes, sharrows, and protected bicycle lanes. One of the major challenges of installing bicycle facilities is the limited amount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

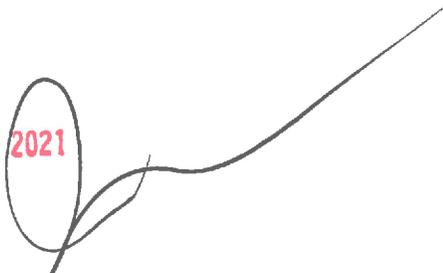
  
\_\_\_\_\_  
KEVIN DE LEÓN  
Councilmember, 14<sup>th</sup> District

SECONDED BY:

  
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ORIGINAL

OCT 06 2021



MOTION

Los Angeles is undergoing a sea change in how it views transportation. With the passage of Measure R in 2008, the Mobility Plan in 2025, and Measure M in 2016, Los Angeles is changing from a city that is centered on the car to one that is made up of multiple options that aim to make travelling more environmentally friendly. In particular, the city has seen a large growth in its bicycle infrastructure. Bike lanes crisscross the city where they didn't exist just a few years ago. In places like Downtown Los Angeles, protected bike lanes have been installed to provide riders with a physical barrier between them and nearby vehicles.

Special attention is required to maintain protected bicycle lanes and prevent the build up of debris that can interfere with bicycle riders. On a typical road, a city street sweeper can come in and out of the traffic lanes as needed to reach the curb and avoid parked cars. However, protected bike lanes present a challenge as they separate vehicle traffic from the bike lanes with plastic bollards mounted into the ground. Standard City street sweepers are too large to fit in the bike lanes. The Bureau of Street Services (StreetsLA) has piloted and deployed an innovative solution: an all-electric mini-sweeper that fits within protected bike lanes. The City should investigate purchasing additional electric mini-sweepers to maintain the ever growing network of bike lanes in the city.

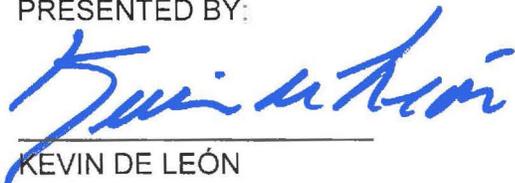
StreetsLA has also initiated the development of hybrid-electric full-size sweepers as part of a commitment to reduce emissions from its fleet and associated adverse environmental and human health impacts. This can further expand the environmental benefit of the street sweeping program and its value to walkable and bikeable streets.

I THEREFORE MOVE that the Bureau of Street Services, in coordination with the Department of Transportation, report on current and projected miles of protected bike lanes in the city that would benefit from regular sweeping.

I FURTHER MOVE that the Bureau of Street Services report back on the staffing, zero-emissions equipment and any other resources needed to provide best-in-class cleaning and road surface maintenance of (1) the growing protected bike lane network and (2) the overall bike lane network.

I FURTHER MOVE that the Bureau of Street Services report back on the status of the hybrid-electric full-size sweeper technology, and any other recommendations or needed resources to support further electrification of its sweeper fleet and auxiliary vehicles that support the sweeping program.

PRESENTED BY:

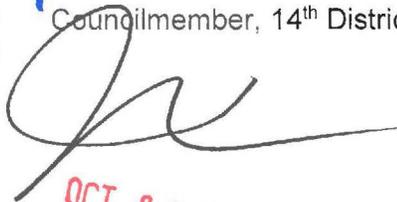


KEVIN DE LEÓN  
Councilmember, 14<sup>th</sup> District

SECONDED BY:



ORIGINAL



OCT 06 2021

# TRANSPORTATION

## MOTION

Downtown is the regional hub for transportation in Los Angeles County. With hundreds of thousands of jobs and a quickly growing residential population, the neighborhood is home to many different bus lines that connect Downtown to the rest of the county.

While the district has many bus lines, the adjacent bus stops are inadequate for meeting the ridership demand that exists. Many do not have benches, lighting, or shade - elements which have been shown to increase bus ridership. Standards for bus stops are needed that provide the proper amenities so that we can increase bus ridership and get people out of single occupancy vehicles.

I THEREFORE MOVE that the Bureau of Engineering, in coordination with the Bureau of Street Services, the Bureau of Street Lighting, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority, be instructed to:

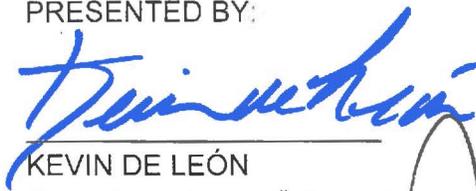
- Develop comprehensive policies and criteria to guide necessary to create a transit rider focused bus stop environment.
- Develop design standards based upon the above policies and criteria for bus stops within the City of Los Angeles.

I FURTHER MOVE that these standards include considerations that provide for the safety, convenience, and comfort, of bus patrons, pedestrians, cyclist, vehicular operations and other uses of Public rights-of-way including but not limited to street and sidewalk improvements such as curb extensions, bus pads, designated bus boarding and alighting areas, utility and signage rearrangements, bus stop safety lighting, street trees, street furniture, litter/recycling receptacles, informational signage, and any technical specifications needed to implement these new bus stops.

I FURTHER MOVE that this analysis looks at different levels of bus stop amenities based upon the existing site infrastructure, NextGen bus plan, bus route frequency, ambient temperatures, adjacent land uses and long-term maintenance needs with a focus on sustainability .

I FURTHER MOVE that upon developing the evaluation criteria, comprehensive policy, and design standards, the aforementioned departments be instructed to determine how to implement the comprehensive improvements at all bus stops in the City of Los Angeles.

PRESENTED BY:



KEVIN DE LEÓN  
Councilmember, 14<sup>th</sup> District

SECONDED BY:



ORIGINAL

OCT 06 2021

MOTION

The City of Los Angeles is undergoing a seismic shift in where people live and how they move about the region. A region that used to be dominated by car culture and suburban sprawl is now changing into an example of how increased density and multimodal transit can reinvent the region and help us tackle the enormous issue of climate change. However, with this growth has come the need to coordinate between projects and balance accessibility and construction.

The city currently uses the Public Way Reservation System (PWRS) to manage how public streets and sidewalks are used in order to minimize project conflicts and maximize public accessibility. Currently, the city is modifying city ordinances to update the PWRS and ensure all agencies are using the system. While the ordinance updates are critical to a functioning PWRS, they do not tackle how and when space is allocated or how pedestrian, vehicular, and bicycle access can be maintained on our streets. Moreover, the public needs to be able to clearly understand what is happening and when so that they can adjust their daily routines.

Making these improvements requires developing uniform construction notices, a public-facing portal where it is easy for people to understand what is closed and when, and a data-driven system that can determine when streets and sidewalks have met their closure capacity for a given timeframe.

I THEREFORE MOVE that the Bureau of Engineering, in coordination with the Department of Transportation, be instructed to update and refine the existing PWRS software to create a public-facing web portal that makes it easy for the public to know when sidewalks and streets are closed; and,

I FURTHER MOVE that Board of Public Works be instructed to develop a uniform construction notice as well as required notification times similar to FilmLA notices for public and private projects that clearly states what work will be happening, when it will happen, and what the impacts will be; and,

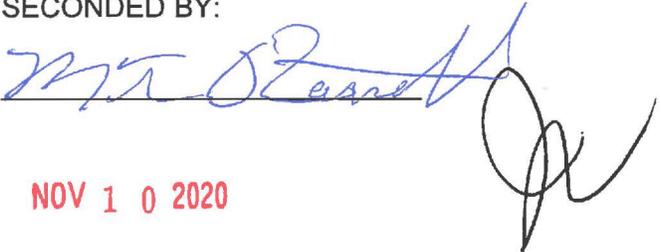
I FURTHER MOVE the Department of Transportation, in coordination with the Bureau of Engineering and Bureau of Street Services, develop protocols for sidewalk and street closures that ensure pedestrian, bicycle, and vehicular detours and impacts are minimized during all construction projects.

PRESENTED BY:

  
BOB BLUMENFIELD  
Councilmember, 3<sup>rd</sup> District

  
KEVIN DE LEÓN  
Councilmember, 14<sup>th</sup> District

SECONDED BY:



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# TRANSPORTATION

## MOTION

As the fastest growing neighborhood in Los Angeles and a job hub for Southern California, Downtown Los Angeles is a key player in the development of the region. With a dramatic increase in housing production and regional destinations such as The Walt Disney Concert Hall, Downtown has been considered the place to be and an example of what Los Angeles can be.

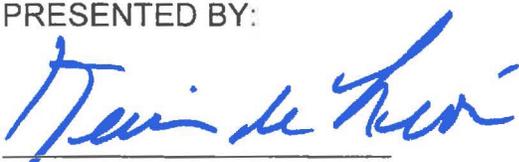
The rapid growth in Downtown has dramatically increased the amount of people who walk on its streets every day. Combined with a multitude of restaurants and shops that line Downtown's streets, pedestrian friendly has become the new normal. This has increased the demand for car free areas, as evidenced by the first Ciclavia taking place in Downtown.

While one off events are welcome, a more permanent car-free experience is needed for high pedestrian volume locations within Downtown. The city should examine locations in Downtown that can be closed to vehicular traffic in order to provide additional space for pedestrians and prioritize any travel lanes for transit vehicles only.

I THEREFORE MOVE that the Department of Transportation be instructed to report back on the resources needed to conduct a feasibility study, in coordination with community stakeholders, of closing Grand Avenue between 1st Street and 2nd Street, Broadway between 3rd Street and 4th Street, and Traction Avenue between 3rd Street and Hewitt Street to car traffic, limiting the streets to transit, cyclists and pedestrians only.

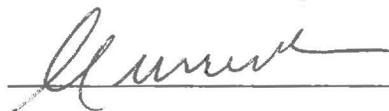
I FURTHER MOVE that a feasibility study considers a phased in approach that initially closes identified segments on select days and times only and increases closure durations pending successful implementation of the pilot.

PRESENTED BY:



KEVIN DE LEÓN  
Councilmember, 14<sup>th</sup> District

SECONDED BY:



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