

Communication from Public

Name: LIONEL MARES

Date Submitted: 09/13/2024 11:28 PM

Council File No: 24-0947

Comments for Public Posting: Dear City Council: As the appointed Council District 6 Representative to the Los Angeles Bicycle Advisory Committee (BAC), I wholeheartedly support this motion to maintain (and clean) bicycle lanes. Protected bike lanes keep bike lane users safe and make active micromobility appealing. Without regular street sweeping, they get full of debris, defeating the purpose. Thank you for taking action and supporting this motion. See attached document. Sincerely, Lionel Mares BAC Representative for Council District 6

L.A. City Council calls for more resources to maintain bike lanes



Photo credit Getty Images

The Los Angeles City Council Friday called for a report on the resources needed to maintain protected bicycle lanes prompted by the recent addition of 2.1 miles of such infrastructure along Hollywood Boulevard.

In a unanimous vote, council members instructed the Department of Transportation and the city administrative officer to report on the equipment and staffing levels needed per mile to sweep protected bike lanes every other week, as well as an overview of the city's existing upkeep procedures. The review will also detail best practices to maintain these bike lanes.

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Council members Hugo Soto-Martinez and Bob Blumenfield introduced the motion on Aug. 10, seconded by Councilwoman Nithya Raman.

According to the motion, the Bureau of Streets Services has two specialized street sweepers for protected bike lanes, and staff only use them on a quarterly basis. Some council officers also fund additional manual cleaning of these lanes.

"These approaches are not sustainable, viable or equitable," the motion reads. "Instead, they highlight the need for a comprehensive approach to maintain infrastructure for alternative modes of transportation with the same urgency as vehicle infrastructure."

Jacob Wasserman -- on behalf of the North Westwood Neighborhood Council -- submitted a community impact statement, supporting the motion.

"Only with usable and well-kept bicycle infrastructure can Angelenos of all ages and abilities bicycle safely and frequently," the statement reads. "Debris in the road is a particular issue for bicycles and other active transportation modes, which may be less able to run over or steer around trash in the street."

Last month, the city celebrated the opening of new protected bike lanes as part of the first half of the "Access to Hollywood" plan, a group of measures intended to improve pedestrian safety and mobility options for the area. The bike lanes run along Hollywood Boulevard from Virgil Avenue to Gower Street.

The project will add new bike lanes, bus lanes, wider sidewalks and other safety improvements such as crosswalks on 2.1 miles of Hollywood Boulevard -- with a completion date of early 2025.

The plan will also add bike lanes from La Brea Avenue on the border of West Hollywood to Fountain Avenue in Silver Lake. Bus lanes are expected to be placed from Orange Drive to Gower Street, with the aim of increasing public transit efficiency, reliability and giving Angelenos more travel options.

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