

## Communication from Public

**Name:** Ann Dorsey

**Date Submitted:** 09/09/2025 10:44 AM

**Council File No:** 25-0930

**Comments for Public Posting:** There needs to be a provision that if it is not possible or feasible to have a bike lane wide enough for emergency services use it can be the standard 5' width. Bike lanes need to be installed without additional delays. Thank you

## Communication from Public

**Name:**

**Date Submitted:** 09/09/2025 10:15 AM

**Council File No:** 25-0930

**Comments for Public Posting:** Hello, Overall wide bike lanes can be used by emergency services, but there might not be enough funding or support to install wider bike lanes. However, if there is enough space, this does not ban wider bike lanes. It is better to have a standard bike lane than a delayed bike lane which is wider but causes damage to the community for future projects

## Communication from Public

**Name:** Eli Solomon

**Date Submitted:** 09/09/2025 10:18 AM

**Council File No:** 25-0930

**Comments for Public Posting:** I am highly supportive of the 6th street pedestrian only zone. Doing so will allow more open spaces for families, cleaner air, safer streets, and increased use of businesses on side streets. Also, I would encourage building massive apartment complexes in these areas in order to increase density, affordability, and desirableness of living in these areas

## Communication from Public

**Name:** Connor Webb

**Date Submitted:** 09/09/2025 12:45 PM

**Council File No:** 25-0930

**Comments for Public Posting:** Within the past year, the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO) both recently published new editions of their gold-standard design guides for urban bikeways— the NACTO Urban Bikeway Design Guide and the AASHTO Guide for the Development of Bicycle Facilities. These are the authoritative national design standards for bikeway design and include important changes to recommended bike lane widths. For example, the NACTO-recommended rideable width (which doesn't include the 1-2 foot gutter) is 8.5-12.5 feet for one-way protected bike lanes and 13 feet for two-way protected lanes. AASHTO recommended widths are overall very similar to NACTO's, but are based on expected volumes. These recommended widths are likely adequate for emergency vehicle use and what we should be implementing anyways, as they are the authoritative design guides. Additionally, NACTO already recommends that consideration be given to make bike lanes usable by emergency vehicles, including adequate width and semi-permeable materials in proper locations. However, limitations can exist that preclude those widths, and the NACTO minimum rideable width for one-way protected lanes is 6.5 feet (+2 feet of gutter is 8.5 feet total) (again AASHTO is similar). Even LAFD's largest trucks are only 8 feet wide, but with curves and other obstacles, those minimum widths will likely not permit emergency vehicle use. The NACTO minimum width for two-way lanes of 8 feet + 2 feet of gutter should be wide enough for most emergency vehicle use, but conditions do not always allow for a safe two-way bike lane design. It should also be noted that these minimum widths are well above what the City of LA routinely implements, and that should change to align with these guidelines-- regardless of emergency vehicle use of bike lanes. Overall, I support this motion, but it should be amended so that it also includes: - Exceptions to the requirement where the necessary bike lane widths are not feasible, and will negatively impact the implementation or safety of the bikeway design (Flexibility exists on how to define 'feasible', but I recommend a definition similar to "insufficient road width after removing all on-street parking and maintaining at least one vehicle travel lane per direction of travel") - Direction that future emergency vehicle procurement

criteria be created to include consideration of design features that allow for easier use and navigation of bike lanes and narrow streets, including smaller vehicle widths and turn radii. Sincerely,  
Connor Webb

## Communication from Public

**Name:** Britney B.

**Date Submitted:** 09/09/2025 03:42 PM

**Council File No:** 25-0930

**Comments for Public Posting:** This item would implement wider bike lanes to accommodate police and fire vehicles. Wider bike lanes are great and could be used by emergency services when needed, BUT We are concerned that this could slow down overall bike lane installation, if there isn't enough width to install wider bike lanes Overall, wider bike lanes are great, but we can't let perfect be the enemy of good, and if there is only room for standard 5' bike lanes, they should be allowed to be installed on future projects

## Communication from Public

**Name:**

**Date Submitted:** 09/09/2025 09:10 AM

**Council File No:** 25-0930

**Comments for Public Posting:** Wider bike lanes are great, but if it means we can't install them because there isn't proper width for emergency vehicles, that doesn't mean we shouldn't install bike lanes which if this passes it seems like it could become an issue.

## Communication from Public

**Name:** Colin Warn

**Date Submitted:** 09/09/2025 09:09 AM

**Council File No:** 25-0930

**Comments for Public Posting:** Wider bike lanes are great and could be used by emergency services when needed, BUT We are concerned that this could slow down overall bike lane installation, if there isn't enough width to install wider bike lanes Overall, wider bike lanes are great, but we can't let perfect be the enemy of good, and if there is only room for standard 5' bike lanes, they should be allowed to be installed on future projects



## Communication from Public

**Name:**

**Date Submitted:** 09/09/2025 10:00 AM

**Council File No:** 25-0930

**Comments for Public Posting:** Oh dear, you guys don't quit do you? Do you realize that this is losing steam and people hate that they see no bikes on these paths, not enough to justify a broke city to keep spending on this when our infrastructure is a mess, no roads or sidewalks, trees, are taken care of with law suits making more than you all are investing in the ground we walk on unless it has a bike path and you are concerned about taking MORE lanes from traffic? That is your solution? When the fire department protested, did you ever think that this plan should be adjusted on busy streets where it is so dangerous for bikes to ride that they don't! When you keep going in this direction, you lose people and then they get to the point of protesting and see how many bike lanes survive a real protest when you are facing spending 3B in the next ten years on HLA.

## Communication from Public

**Name:** Nathan Schilling

**Date Submitted:** 09/09/2025 09:44 AM

**Council File No:** 25-0930

**Comments for Public Posting:** In regards to the item regarding bike lane widths: Wider bike lanes are good, especially to provide space for emergency service vehicles, but if there is no enough space, they make putting in bike lanes more costly as now more street must be repurposed for bike lanes. We should be prioritizing putting up as many protected bike lanes as fast as possible, not adding extra onerous requirements that make it harder to build bike lanes. Therefore, I think we should not make this a requirement; if there is space for bigger bike lanes, great, but if not, let's make standard bike lanes.