



**Parks, Recreation & Open Space Committee**

January, 2014

City Hall  
Council District 14: Councilman Huizar,  
200 N. Spring Street, Room 465  
Los Angeles, CA 90012

RE: Council Office plans for Separated Bike Lanes in Downtown and 7<sup>th</sup> Street Bike lane extension

Dear Councilman Huizar,

This is a letter in support of the recent addition of bicycle lanes along 7<sup>th</sup> street as well as concurrent initiatives such as the Green Lanes Project. As of this letter, the 7<sup>th</sup> Street lanes from Figueroa to Main Street have been installed. We understand this project was a priority project in the 2010 master plan. However, it is our understanding that there is no schedule for the construction of separated bike lanes along this route or other routes in downtown. Likewise, we understand that there is no schedule yet for extending these lanes past Main Street through to the Industrial district. We hereby request the prioritization of the construction of separated bike lanes for all existing and proposed bike lanes through the dense urban core. In addition, we request for the prioritization of the East-West bike lanes through the industrial district.

DLANC would like to request the council to push for expediting the constructing of separated bike lanes. We feel that the ultimate goal for these bike lanes should be for them to be separated from car traffic by use of a parking median, curb, or other barrier. A separated bike lane not only provides a safer environment for cyclist, it changes the dynamic of the street from being an auto-dominated street to a multi-modal "complete street." The buffered striped bike

lanes may be welcome to current bicyclists who are already used to biking alongside traffic. However, they provide no sense of safety or comfort that would be necessary for attracting new riders, who should ultimately be in mind when planning for the future.

A recent community outreach event held for the Union Station Linkages project brought to light that many people in the community prefer separated bike lanes to buffered striped lanes. In addition, several studies have been performed that support the notion that separated bicycle lanes are necessary to encourage newer riders, such as elders and younger riders and more vulnerable riders. Furthermore, this request runs consistent with other current initiatives, such as the Green Lanes Project.

In addition to the general request of separated bike lanes, we would like to request for the strategic prioritization of the extension of the 7<sup>th</sup> Street bike lanes through the Industrial District. We feel it is important to have a safe and dedicated thoroughfare not only through the dense financial district, but along a corridor through the Industrial district as well. The lack of bike lanes running East-West through the industrial district creates an enhanced hazard risk due to increased truck traffic and higher average vehicle speeds. The extension of the bike lanes through the industrial district will provide for a safer environment for bicyclists.

Furthermore, we feel that the extension of the 7<sup>th</sup> Street bike lanes through the industrial district will have a huge beneficial impact to the over 10 thousand people who reside in the Skid Row District. Many people who live in the area live in Single Room Occupancy hotel rooms, the vast majority of which do not own cars. There is however, a thriving bike culture that exists in the neighborhood as evidenced by the always overcrowded bike racks. There are also, according to the CCEA, 7,224 employees and 863 businesses in their 44-block territory of the Industrial District. The 7<sup>th</sup> St bike lanes will benefit these workers too in terms of added safety and improved commuting accessibility from neighboring communities. We feel the quality of life upgrade these bike lanes will bring to the Industrial District/Skid Row area of downtown to be invaluable.

**We respectfully suggest:**

- 1) Your office supports an expedited schedule for constructing separated bike lanes for all existing lanes within the dense urban core.
- 2) Your office supports an expedited schedule for extending the 7<sup>th</sup> Street Bike lanes from Main Street to the LA River.

Sincerely,

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