

MOTION BY SUPERVISOR HILDA L. SOLIS

March 5, 2019

CONVERTING CLASS II BIKE LANES INTO CLASS IV BIKEWAYS

The County’s on-going Vision Zero initiative works towards eliminating traffic deaths in unincorporated areas by 2035. As part of the Vision Zero Plan, protected bikeways are proposed to create safer and more appealing on-road bike facilities. The County’s 2012 Bicycle Master Plan also promotes the construction of raised bicycle lanes and cycletracks. These types of bikeways, formally referred to as Class IV bikeways, separate bicyclists from vehicle traffic through vertical infrastructure such as bollards, delineators, curb, planters, grade changes, or parking. Class IV bikeways have already been constructed in other cities such as Los Angeles, Temple City, Santa Monica, and Long Beach as well as in other parts of the country.

Public Works currently maintains buffered Class II bike lanes of various lengths in unincorporated areas throughout the County. Buffered Class II bike lanes offer separation for bicyclists from vehicles in the form of a striped buffer typically consisting of paint or thermoplastic. The buffers are often several feet in width and are intended to serve the same purpose as the vertical infrastructure found in Class IV bikeways. Various studies show that vertical infrastructure, however, can provide a safer environment for bicyclists as compared to striped buffers resulting in fewer and/or less severe injuries when accidents do occur. Class IV bikeways can also benefit those who use shared mobility devices such as electric scooters, which cannot be used on sidewalks.

With simple infrastructure improvements such as installing delineators or bollards within buffer areas, certain existing buffered Class II bike lanes can be converted into Class IV bikeways. These improvements can be made with little capital investment in a relatively short timeframe.

MOTION

SOLIS _____

RIDLEY-THOMAS _____

KUEHL _____

BARGER _____

HAHN _____

Public Works also maintains non-buffered Class II bike lanes with adjacent curb parking. These types of bike lanes can be converted into Class IV bikeways as part of future projects by moving the bike lane to the curb and utilizing parking as a form of vertical separation.

I THEREFORE MOVE that the Board of Supervisors direct the Director of Public Works to:

1. Study the feasibility of converting existing County-maintained buffered Class II bike lanes into Class IV bikeways. The study should include the following elements:
 - a. Identification and mapping of existing buffered Class II bike lanes. This should also include details regarding location by Supervisorial District/community, buffer and lane widths and whether or not there is adjacent on-street parking
 - b. Recommendations for type of vertical separation to be placed within the existing buffer for each bikeway
 - c. Standards for addressing conflict points along the bikeways including at driveways and turning lanes
 - d. Descriptions of pavement condition
 - e. Cost estimates
 - f. Potential funding sources including Road Maintenance and Rehabilitation Account funds
 - g. Potential timeframe required to implement the improvements. This should consider community meetings, phasing as necessary, and project delivery method
 - h. Identification of projects currently in design or construction that include existing buffered Class II bike lanes within the project limits
- Per California Streets and Highways Code §891(b), the study should also consider whether or not there are any Class IV bikeway alternative design criteria that can be utilized in place of State design criteria to better align with Public Works standards, operations, and maintenance practices.
2. Identify and map all County-maintained Class II bike lanes with adjacent curb parking.
 3. Report back to the Board of Supervisors in 90 days in response to directives 1 and 2.
 4. As a policy moving forward for transportation projects in unincorporated areas that include existing or proposed Class II bike lanes, consider converting these bike lanes to Class IV bikeways where feasible by:
 - a. Adding vertical separation or by
 - b. Moving the bike lane to the curb and utilizing parking (where present) as a form of vertical separation. Improvements such as door zones and supplemental vertical separation such as bollards or delineators should be considered as part of the conversion.

This policy would not apply to projects that are currently funded by grants if the policy would put the grant funds at risk due to schedule delays or other

considerations. The Director of Public Works shall consult with the respective Supervisorial District for approval when considering such a conversion.

#

SUP:HLS