

# CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA  
MAYOR

JUNE LAGMAY  
City Clerk

HOLLY L. WOLCOTT  
Executive Officer

When making inquiries relative to  
this matter, please refer to the  
Council File No.

Office of the  
CITY CLERK

Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
General Information - (213) 978-1133  
Fax: (213) 978-1040

SHANNON HOPPES  
Council and Public Services  
Division

[www.cityclerk.lacity.org](http://www.cityclerk.lacity.org)

June 25, 2013

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 13-0479, at its meeting held June 19, 2013.



City Clerk  
srb

58

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

File No. 13-0479

Your **TRANSPORTATION** Committee

reports as follows:

TRANSPORTATION COMMITTEE REPORT relative to repainting the Green Bike Lanes along Spring Street.

Recommendation for Council action, as initiated by Motion (Huizar – Reyes):

DIRECT the Los Angeles Department of Transportation (LADOT) to repaint the Spring Street bike lane green as soon as possible to complete the parameters of the Green Bike Lanes Program pilot project, using a darker shade of green, a less reflective paint, and/or other bike lane design modifications, as discussed by the Council Office and representatives of the film industry and bicycle community.

Fiscal Impact Statement: None submitted. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

#### SUMMARY

At its meeting held November 23, 2011, Council considered Motion (Huizar – Reyes) relative to repainting the Green Bike Lanes along Spring Street. Motion states that on November 7, 2011, LADOT initiated a pilot to test the use of green colored pavement for bike lanes as approved by state and federal authorities. To test available methods, the pilot program applied different materials on bike lanes in Council District 14, on Spring Street in Downtown, and 1st Street in Boyle Heights.

Motion movers state that visible bicycle infrastructure encourages bicycle usage and the associated health benefits of reducing vehicle miles traveled and promoting increased activity while complementing a Complete Streets approach to the public right-of-way. The Los Angeles County Bicycle Coalition's annual bicycle counts recorded a dramatic increase in the number of bicycles following installation of the green bike lane on Spring Street. Residents and local businesses support continued maintenance of the painted lane. Unfortunately, the Spring Street bike lane has faded and is in need of maintenance. In addition to recommending that Council direct LADOT to repaint the bike lanes, Motion movers also recommend that LADOT work with FILM L.A. and federal regulators and report back on alternative shades and methods, which may be used for future painted bikeways, or maintenance, that would meet federal standards while allowing for filmmakers to "digitally remove" bike lanes for the purposes of film and television, and/or provide recommendations to achieve a color exemption for Los Angeles if that is not possible. Council referred Motion to the Transportation Committee for consideration.


At its meeting held May 22, 2013, the Transportation Committee discussed this matter with LADOT staff. During the public comment period, bicycle advocates praised the bike lane stating that bicycle use has increased and traffic has been calmed. It was further stated that green bike lanes improve cycling safety. Representatives of the business community and film industry stated that the green paint used for the bike lanes interferes with location film shooting. Spring

Street is often used to depict the urban settings of other cities such as Chicago, Philadelphia, and New York. The brightness of the paint used for the bike lanes creates glare by reflecting light rendering outside location shoots impossible. Requests were made to use a darker shade of green and less reflective paint.

Committee members expressed support for bicycle lanes, while also acknowledging the importance of the film industry for the local economy. Councilmember Huizar stated that discussions have been held between bicycle advocates and film industry representatives in attempt to identify alternative shades of paint that can be used and other modifications. The Committee recommended that Council direct LADOT to repaint the Spring Street bike lane green as soon as possible to complete the parameters of the Green Bike Lanes Program pilot project, using a darker shade of green and less reflective paint, and to discuss other bike lane design modifications, as discussed by the Council Office and representatives of the film industry and bicycle community.

Respectfully submitted,

TRANSPORTATION COMMITTEE



JUN 07 2013- CONTINUED TO June 14, 2013

JUN 14 2013 CONTINUED TO June 18, 2013

JUN 18 2013 - CONTINUED TO June 19, 2013

MEMBER	VOTE
ROSENDAHL:	YES
KORETZ:	YES
PARKS:	YES
LABONGE:	YES
HUIZAR:	YES

JAW  
CD 14  
13-0479\_rp\_tran\_5-30-2013

**ADOPTED**  
*\*as amended*  
JUN 19 2013  
*see attached motion*  
**LOS ANGELES CITY COUNCIL**

MOTION

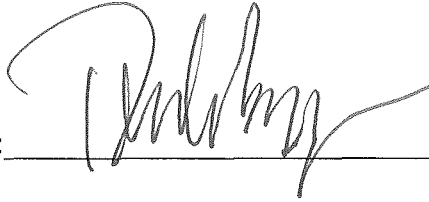
I MOVE that the Transportation Committee report relative to repainting the Green Bike Lanes along Spring Street, Item #58 on today's Council agenda (C.F. 13-0479), BE AMENDED to adopt the following recommendations, in lieu of the recommendation in the Transportation Committee report, as follows:

Instruct the Los Angeles Department of Transportation to expeditiously implement a revised green bike lane design, as follows, which is subject to approval from California Traffic Control Devices Committee (CTCDC):

- 1. A four-inch, dark green reflective stripe on the inside of each white bike lane striping;
- 2. A white bicycle symbol and arrow within a standard size dark green reflective area at the start of each block;
- 3. White bicycle symbols and arrows at driveways, and at the end of each block in "storage" areas; and
- 4. Retention of the existing merge zones.

I FURTHER MOVE that the Department of Transportation report in 60 days with the determination from the CTCDC.

PRESENTED BY:   
 JOSE HUIZAR  
 Councilmember, 14th District

SECONDED BY: 

ORIGINAL

JUN 19 2013

**ADOPTED**

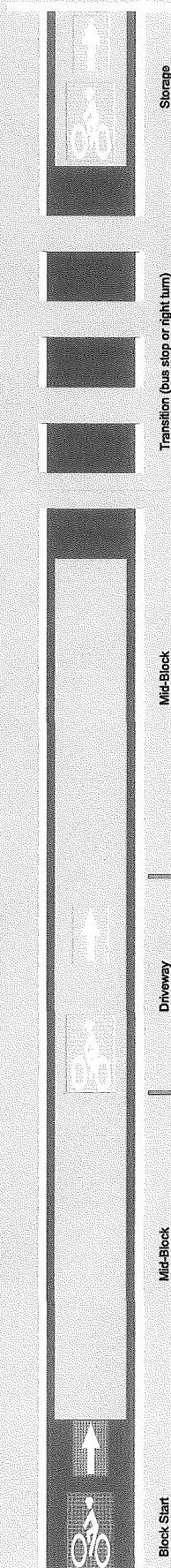
JUN 19 2013

LOS ANGELES CITY COUNCIL

Not to scale

"New York" Green,  
per FHWA standards

Reflective



Storage

Transition (bus stop or right turn)

Mid-Block

Driveway

Mid-Block

Block Start

