

**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

**- NOT OFFICIAL UNTIL COUNCIL ACTS -**

<u>MEMBER</u>	<u>VOTE</u>
ROSENDAHL:	YES
KORETZ:	YES
PARKS:	YES
LABONGE:	YES
HUIZAR:	YES

JAW  
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