



Patti Berman, President

Russell Brown, VP Administration

Anastasia Johnson, VP Outreach & Communication

Scott Bytof, Treasurer

Tina Pellegrino, Secretary

www.DLANC.org

June 11, 2013

Mayor Antonio Villaraigosa
200 N. Main Street, Room 303
Los Angeles, CA 90012

RE: SUPPORT Spring Street Green Buffered Bike Lane and Green Paint Refresh

Dear Mayor Villaraigosa:

At our meeting on April 9, 2013, the board of the Downtown Los Angeles Neighborhood Council (DLANC) adopted a resolution to re-iterate our support for the Green Buffered Bike Lane on Spring Street. We are writing to inform your office that we greatly value this infrastructure and urge the City to promptly re-install permanent, green material along the full length of the project area: Spring Street from Cesar Chavez Ave to 9th Street. The community needs a long-term solution, starting with a timeline for the green material refresh installation. This installation should be in accordance with emerging federal standards for green bike lanes. Furthermore, DLANC would be happy to facilitate community outreach on this subject, if and as necessary.

The green lane has been a huge success, in both process and outcomes. As you may recall, the initiative to install the green lane was a community-driven effort with the support of both Councilmembers Huizar and Perry, and involved multiple City departments, downtown residents, property and business owners, the Fashion District BID, Historic Downtown BID, and the pedestrian and bicyclist communities. DLANC also worked with these stakeholders and the Los Angeles County Bicycle Coalition (LACBC) to ensure the public was engaged and informed of the project, its benefits, and installation and repainting logistics to minimize impacts to the Historic Core community and filming activities (via communication with Film LA). Before initial installation, businesses around Downtown put up window badges that said "Proud Supporter of the Spring Street Bike Lane," and flyers distributed widely around the neighborhood along with online updates kept our community aware of the project process.

According to a report by LACBC, the number of people bicycling on Spring Street increased substantially after the installation of the green buffered bike lane, up 52% overall from 2011-2012. The number of women bicycling on Spring during this same time period increased 100% during weekdays and 650% on weekends, an indication that the added safety feature of green infill material to better define the space for bikes and prevent vehicle encroachment enhances the attractiveness of bicycling for people of all ages, abilities, and comfort levels. In addition, counts from our own DLANC Complete Streets Working Group conducted between 2012-2013 indicate a continued trend of increased bicycling on Spring, of 40%.

The green paint has been left to fade out on some selected stretches, and is no longer achieving its full impact. However, material testing conducted by LADOT on other stretches has proven successful and cost-efficient. We are confident that the buffered green bike lane has enhanced safety for all road users and contributed positively to the vitality of our businesses, and wish to continue to document the benefits long-term, working with the City, Councilmember Huizar, and our Historic Core community. Thus, the DLANC Board respectfully requests the Mayor's assistance with ensuring timely green material refresh.

Sincerely,

Patricia Berman, President
patti.berman@dlanc.com

Gretchen Siemers, Chair, Sustainability Committee
gretchen.siemers@gmail.com

encl: Adopted DLANC Board Resolution, April 9, 2013

CC: Councilmember José Huizar, Councilmember Jan Perry, Jaime de la Vega, LADOT

CITY OF LOS ANGELES

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DOWNTOWN LOS ANGELES NEIGHBORHOOD COUNCIL OFFICERS

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DOWNTOWN LOS ANGELES NEIGHBORHOOD COUNCIL

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RESOLUTION OF THE BOARD OF THE DOWNTOWN LOS ANGELES NEIGHBORHOOD COUNCIL

RESOLUTION ESTABLISHING SUPPORT FOR KEEPING THE SPRING STREET GREEN BIKE LANE

WHEREAS, the installation of the green bike lane on Spring Street was a community effort led by DLANC, who engaged multiple City departments, local residents, business owners, and the cycling community;

WHEREAS, the film industry has been lobbying to remove the green lanes, ostensibly because Spring Street is a “stand-in” for cities all over the world;

WHEREAS, a growing number of major cities in the US and internationally have adopted green lanes, including Austin, TX, Chicago, Memphis, Portland, Pittsburgh, San Francisco, Washington, DC, Long Beach, Palm Springs, Atlanta, New York, Indianapolis, San Jose, Boulder, CO, and Fairbanks, AK;

WHEREAS, the green lane has paved the way for a “streets renaissance” on Spring, with parklets and continental crosswalks to be implemented in 2013;

WHEREAS, according to a recent report by LA County Bike Coalition, the green lanes have increased cycling safety and women’s cycling on Spring Street;

NOW THEREFORE BE IT RESOLVED that the Downtown Los Angeles Neighborhood Council (DLANC) re-iterates its support for retaining the Green Bike Lane on Spring Street, and urges the City work with DLANC, FilmLA, and the cycling community to find a solution to any complaints whilst retaining the integrity of the Green Lane program.

PASSED AND ADOPTED by the Board of the Downtown Los Angeles Neighborhood Council at a regular meeting of said Board, held on the 9th of April, 2013, by a majority vote of said Board.